

Annexure E

Draft report on Coastal Cargo Promotion Scheme (CCPS)

*Committee under the Chairmanship of the Director General of
Shipping for the design, development, and recommendation of
a Coastal Cargo Promotion Scheme (CCPS), May 2026*

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Government of India

पत्तन, पोत परिवहन और जलमार्ग मंत्रालय

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय

Directorate General of Shipping

File No-21-21011/3/2026-Coastal-DGS(C.No-39431)

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Subject: Final submission of Draft Coastal Cargo Promotion Scheme (CCPS) - reg.

Respected Sir,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated 17th February 2026, has constituted a Committee under the Chairmanship of the Director General of Shipping, for design, development, and recommendation of a comprehensive Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

1. The Terms of Reference (ToR) of the Committee necessitated formulation of a detailed CCPS framework covering financial incentives, infrastructure support, and cargo commitments; alignment with the national target of increasing coastal and inland waterway modal share from ~6% to 12% by 2047; assessment of cargo potential across Ministries; stakeholder consultations with ports, industry, and logistics stakeholders; development of an implementation roadmap including institutional mechanisms and monitoring framework; and ensuring alignment with national priorities, including sustainability and long-term scalability.
2. In pursuance of the above mandate, the Directorate General of Shipping (DGS) has undertaken multiple rounds of stakeholder consultations with Major Ports, Non-Major Ports, Ministries, and other relevant stakeholders, and has incorporated the inputs received during these consultations for finalisation of the draft scheme framework - *Details of consultations at Annexure E*
3. The draft scheme has accordingly been finalised after due consideration and incorporation of comments received from concerned ministries and stakeholders - *Scheme annexed at Annexure A*
4. The proposed scheme is structured around a three-pillar architecture to address key constraints in coastal shipping. The CCPS as proposed is limited to Pillar I which focuses on financial incentives, voyage-based support shippers and service viability support to operators only. Pillars II and III are necessary precursors or concomitant amplifiers for the success of the CCPS for modal shift, focusing on infrastructural augmentation through targeted VGF support for port and hinterland facilities and enablement of multimodal integration as.
5. The financial assessment of the scheme, based on the moderate scenario (FY 2026-27 to FY 2031-32), indicates a total estimated public investment of INR 18,296 crores at constant FY 2026-27 prices, covering incentives, infrastructure support, and implementation-related expenditure.
6. In this regard, the following documents are being submitted for consideration:
 - i. Annexure - A: Coastal Cargo Promotion Scheme Framework
 - ii. Annexure - B: Detailed Background Study Report
 - iii. Annexure - C: Regulatory and Taxation
 - iv. Annexure - D: CCPS Executive Summary
 - v. Annexure - E: CCPS Stakeholder Consultation Record

[Signature]
08/05/26

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7. The submission for the draft framework is to have the following 3 aspects mandatorily implemented as precursors to actual roll out of the proposed CCPS:
 - a. The Maritime Single Window (MSW) should be stable and accommodate a coastal module for electronic processing of claims & digitally enabled release of funds to claimants/beneficiaries.
 - b. The cargo baseline should be finalized based on 3 financial year figures and only incremental cargo above the baseline is to be incentivized under the CCPS to allow for focused & economical usage of the fund allocated. Separately, a distance cap limiting the incentive to a total journey distance of max 800 - 1,800 NM basis the cargo segment for the coastal cargo incentive has been proposed.
 - c. Once rolled out as a concrete policy intervention for precipitating modal shift, the scheme should continue for a minimum of 5 financial years as the CCPS incentive window with an annual review
8. Due to paucity of time, utmost efforts have been made for consulting all stakeholders, however, the committee members are of the opinion that a final inter-ministerial consultation may be kindly addressed suitably at the level of the MoPSW, specifically for the CCPS claims as per the Cargo Commitment Agreement by specific ministries.
9. The above is submitted for kind consideration.

Yours sincerely,



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**PORTS, SHIPPING
AND WATERWAYS**

GOVERNMENT OF INDIA
Ministry of Ports, Shipping and Waterways
Directorate General of Shipping

Annexure A - Framework Coastal Cargo Promotion Scheme

GOVERNMENT OF INDIA
Ministry of Ports, Shipping and Waterways
Directorate General of Shipping

Draft Scheme Assessment Report | Outline & Roadmap
O.M. No. SR-2301 1/1/2026-MG (379345)
Dated 17 February 2026
Committee chaired by the Director General of Shipping

February / March 2026

Table of Contents

Acronyms.....	4
Section 1. Introduction to CCPS	7
1.1 Vision.....	7
1.2 Objectives	7
1.3 Title and Enforcement.....	8
1.4 Plan Provision for the Scheme.....	8
1.5 Category A - Voyage-Based Shipper Incentives.....	8
1.5.1 Incentive Rate Schedule - Category A	9
1.5.2 WPI Indexation of Category A Rates	10
1.5.3 Viability Gap Support for Ro-Ro Empty Return Voyages (Supplementary to A-6) ...	10
1.6 Category B - Operator and Fleet Development Incentives	11
Section 2. Eligibility Framework.....	14
2.1 Eligible Cargo	14
2.2 Eligible Vessels.....	14
2.3 Eligible Routes	14
2.4 Eligible Beneficiaries - Category A (Shippers)	15
2.5 Eligible Beneficiaries - Category B (Vessel Operators)	15
2.6 Designated Non-Major Ports	15
2.7 Baseline Reference and Additionality Requirement	15
2.8 Anti-Abuse Safeguards	16
Section 3. Roles and Responsibilities of Stakeholders	19
3.1 Role of Beneficiaries	19
3.1.1 Registration on MSW2.0	19
3.1.2 Baseline Registration (Cat A Bulk Commodities).....	19
3.1.3 Pre-Voyage Submission on MSW2.0	19
3.1.4 Post-Voyage Claim on MSW2.0.....	19
3.2 Role of Major Ports.....	19
3.2.1 Nodal Officer Appointment and MSW2.0 Access	19
3.2.2 Load Certification on MSW2.0	19
3.2.3 Discharge Certification on MSW2.0	20
3.2.4 Disbursement Authorisation on MSW2.0.....	20
3.2.5 Monthly Claim Consolidation (Manual Reimbursement Phase).....	20
3.3 Role of Designated Non-Major Ports	20
3.4 Role of Other (Non-Designated) Non-Major Ports.....	20
3.5 Role of IWAI	20
3.6 Role of IPA / CCPC	21

3.6.1 Development and Operation of MSW2.0 CCPS Module	21
3.6.2 Cargo Aggregation, CCA Management, and Market Development	21
3.6.3 Claims Consolidation and Reporting	21
3.7 Role of the Monitoring Committee.....	22
3.7.1 Constitution	22
3.7.2 Meetings and Functions.....	22
3.8 Role of the Coastal Shipping Cell (CSC), MoPSW	22
3.9 Review and Revision of the Scheme	22
3.9.1 Interpretation.....	22
3.9.2 Review / Revision of Committee Orders	22
3.9.3 Periodic Review of Incentive Rates and Scheme Scope.....	22
3.9.4 Route Graduation Framework	22
Section 4. Scheme Implementation Details	25
4.1 End-to-End Workflow on MSW2.0.....	25
4.2 Required Documents for Claim Submission (Upload on MSW2.0)	26
4.3 Manual Reimbursement Phase (Prior to Full DBT Automation)	27
4.4 Automated DBT Phase (Post Full MSW2.0 PFMS Integration)	28
Section 5. Monitoring, Evaluation, and Course-Correction	30
5.1 Governance Architecture.....	30
5.2 Key Performance Indicators.....	30
5.3 Reporting Schedule.....	31
5.4 Course-Correction Triggers.....	31
5.5 Grievance Redressal.....	31
Annexure-I - Documents for Registration on MSW2.0	34
A. Entity Identity and Address Details.....	34
B. Taxation and Regulatory Registrations.....	34
C. Bank Account Details (for PFMS-linked DBT)	34
D. Operational Details - Cargo and Vessel	34
E. Self-Declaration (submitted on MSW2.0 in prescribed format).....	34
Annexure-II - Designated Disbursement Points	37
Annexure-III - Glossary of Key Terms.....	39

Acronyms

Abbreviation	Description
BoCG	Bill of Coastal Goods - mandatory primary document for incentive claims
BCSL	Bharat Container Shipping Line
Cat A / B	Category A (Shipper Incentives) / Category B (Operator Incentives) - the two disburseable incentive categories under CCPS
CCA	Cargo Commitment Agreement - multi-year cargo commitment by ministry/PSU
CCPC	Coastal Cargo Promotion Centre - operational arm of IPA for CCPS implementation
CCPS	Coastal Cargo Promotion Scheme
CFA	Central Financial Assistance
CSC	Coastal Shipping Cell, MoPSW - Secretariat to the Monitoring Committee
DBT	Direct Benefit Transfer - mechanism for crediting incentives to beneficiary bank accounts
DDO	Drawing and Disbursing Officer, MoPSW
DGS	Directorate General of Shipping
ERLO	Empty Return Leg Offset
FCG	Feeder Connectivity Grant
FCL	Full Container Load
GVI	Green Vessel Incentive
IBVP	Indian-Built Vessel Premium
IMCC	Inter-Ministerial Coordination Cell
IPA	Indian Ports Association - institutional host of CCPC and administrator of MSW
IWAI	Inland Waterways Authority of India
MAKV	Maritime Amrit Kaal Vision 2047
MIV	Maritime India Vision 2030
MoPSW	Ministry of Ports, Shipping and Waterways
MSW / MSW2.0	Maritime Single Window (Version 2.0)
NCSMC	National Coastal Shipping and Maritime Council
NDCS	National Database for Coastal Shipping - integrated with MSW2.0 under the Coastal Shipping Act, 2025
NRLG	New Route Launch Grant

PAN	Permanent Account Number
PCC / PCTC	Pure Car Carriers / Pure Car and Truck Carriers
PFMS	Public Financial Management System - Government of India payment gateway
POL	Petroleum, Oil and Lubricants
RSR	Rail-Sea-Rail multimodal freight movement
Ro-Pax	Roll-on Roll-off Cargo-cum-Passenger Vessel
RoRo	Roll-on Roll-off Vessel
RSV	River Sea Vessel
RSV-CE	RSV Coastal Extension Grant
SFB	Service Frequency Bonus
SIMSC	Scheme for Incentivising Modal Shift of Cargo
TEU	Twenty-foot Equivalent Unit
WPI	Wholesale Price Index



Section 1. Introduction to CCPS

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The Ministry of Ports, Shipping and Waterways (MoPSW), Government of India, hereby notifies the Coastal Cargo Promotion Scheme (CCPS) pursuant to the announcement in the Union Budget 2026-27 and in exercise of its powers under the Coastal Shipping Act, 2025. The CCPS provides direct monetary incentives to cargo shippers (Category A) and vessel operators (Category B) to catalyse a sustainable, market-led shift of domestic freight from road and rail to the coastal shipping mode.

These Implementation Guidelines govern all aspects of incentive eligibility, claim processing, digital workflow on MSW2.0, verification against the National Database for Coastal Shipping (NDCS), disbursement through PFMS-linked DBT, and monitoring by the Monitoring Committee. All transactions under the CCPS are conducted exclusively through the CCPS module within Maritime Single Window 2.0 (MSW2.0), developed and maintained by IPA/CCPC.

1.1 Vision

The CCPS envisions a pan-India acceleration of coastal shipping that generates broad awareness among large-scale manufacturers, commodity traders, logistics service providers, and public sector cargo owners of the cost, environmental, and efficiency advantages of coastal shipping as a viable and competitive mode of domestic cargo transportation. The Scheme seeks to catalyse a sustainable, market-led shift of domestic freight to the coastal mode, thereby reducing stress on road and railway networks, contributing to national decarbonisation objectives, generating coastal employment, and setting up an enabling ecosystem of multimodal logistics infrastructure integrating coastal shipping with rail and road networks - in pursuit of the goal of doubling the modal share of coastal and inland waterway transport from approximately 6% to 12 % by 2047, as set out in the Maritime Amrit Kaal Vision (MAKV) 2047.

1.2 Objectives

The CCPS has been initiated with the following primary objectives:

- i. To incentivise modal shift of domestic cargo from road and rail to coastal shipping by compensating for the residual Total Logistics Cost (TLC) disadvantage - covering first-mile and last-mile connectivity, port charges, and first-mover risk - for identified categories of cargo and routes.
- ii. To align with the national target of increasing the modal share of coastal and inland waterway transport from approximately 6% to 12% by 2047, targeting approximately 247 million tonnes (MT) of incremental coastal cargo movement over the five-year scheme period.
- iii. To generate direct and indirect employment in the coastal shipping ecosystem including seafaring, shipbuilding, ship repair, bunkering, port operations, and logistics services.
- iv. To reduce logistics costs as a share of India's GDP by improving the cost-competitiveness of the coastal mode vis-à-vis road and rail, targeting cumulative Total Logistics Cost (TLC) savings of approximately Rs. 33,456 Crore for the economy over the scheme period.
- v. To contribute to India's Updated Nationally Determined Contribution (NDC) and climate commitments, targeting approximately 6.99 million tonnes of CO₂-equivalent savings over the five-year scheme period.
- vi. To promote the development of Indian-flag coastal vessels and green shipping technologies.

1.3 Title and Enforcement

- i. Title of the Scheme: "Coastal Cargo Promotion Scheme (CCPS)".
- ii. Sponsoring Agency: Ministry of Ports, Shipping and Waterways, Government of India.
- iii. Legislative and Policy Basis: Scheme implemented pursuant to the Union Budget 2026-27 announcement, in consonance with the Coastal Shipping Act, 2025, and in alignment with MIV 2030 and MAKV 2047. All incentives are granted as Central Financial Assistance (CFA) under the relevant Major Head of Account of MoPSW.
- iv. Duration: The Scheme shall come into force from the date of notification for an initial period of five (5) years, i.e., from 1 April 2026 to 31 March 2032, and shall be reviewed for continuation or revision at the end of Year 3 and Year 5.
- v. All orders, guidelines, and amendments issued under the Scheme shall be the final authority on matters of interpretation, eligibility, and disbursement of incentives, subject to the review powers of the Secretary (PSW) as specified in Para 3.9.

1.4 Plan Provision for the Scheme

The plan provision for the CCPS for the initial implementation period from 1 April 2026 to 31 March 2032 is Rs. 18,265 Crore (Rupees Eighteen Thousand Two Hundred and Sixty-Five Crore only), comprising Category A Shipper Incentives and Category B Operator Incentives only, to be provided from the Consolidated Fund of India under the relevant Major Head of Account of MoPSW. The provision is subject to revision by the Ministry of Finance in accordance with the annual budgetary process.

The year-wise disbursement profile for Categories A and B is set out below:

Incentive Category	FY 26-27 (Rs. Cr)	FY 27-28 (Rs. Cr)	FY 28-29 (Rs. Cr)	FY 29-30 (Rs. Cr)	FY 30-31 (Rs. Cr)	FY 31-32 (Rs. Cr)	5-yr Total (Rs. Cr)	% of Total
Category A - Shipper Incentives (A-1 to A-11)	177	513	1,830	4,062	5,079	5,382	17,042	93.3%
Category B - Operator Incentives (B-1 to B-7)	115	196	254	237	214	208	1,223	6.7%
TOTAL DISBURSABLE INCENTIVES	292	709	2,084	4,299	5,293	5,590	18,265	100%
MoPSW Direct Budget (MH: Shipping Dev. Fund)	292	709	2,084	4,299	5,293	5,590	18,265	100%

Note: The actual plan provision shall be incorporated in MoPSW's annual Demand for Grants. MoPSW shall cause an annual review of utilisation vis-à-vis budgetary allocation and may propose revision subject to Ministry of Finance concurrence.

1.5 Category A - Voyage-Based Shipper Incentives

Category A provides Direct Benefit Transfer (DBT) incentives to eligible cargo shippers for each completed eligible coastal voyage. The incentive is calculated per tonne per nautical mile (T-

NM) for bulk/break-bulk commodities, or as a flat per-unit rate for containers and automobiles, subject to per-voyage distance caps and per-tonne ceilings. All Category A disbursements flow exclusively through the CCPS module of MSW2.0, integrated with PFMS for automatic credit to the shipper's registered bank account upon Nodal Officer authorisation.

1.5.1 Incentive Rate Schedule - Category A

Sub-Cat	Commodity / Cargo Type	Incentive Rate	Distance Cap	Per-Tonne / Unit Cap	Portal Mechanism
A-1	Thermal Coal, Coking Coal, Coke (domestic coastal)	Rs. 1.00 per T-NM	800 NM per leg	Rs. 800 per tonne	Load + discharge certification on CCPS module; BoCG mandatory; baseline additionality check auto-run
A-2	Iron Ore, Pellets, DRI	Rs. 1.00 per T-NM	1,000 NM per leg	Rs. 1,000 per tonne	Load + discharge certification; BCG; additionality auto-checked against registered baseline
A-3	Steel Products (plates, coils, structurals, billets)	Rs. 1.00 per T-NM	1,000 NM per leg	Rs. 1,000 per tonne	Same as A-2
A-4	Cement, Clinker, Fly Ash, Gypsum	Rs. 1.50 per T-NM	1,400 NM per leg	Rs. 2,100 per tonne	Load + discharge certification; BCG; no baseline requirement
A-5	Fertilisers and raw materials (containerised FCL)	Rs. 3,200 per TEU	Flat rate	Per TEU (flat)	TEU count certified by Nodal Officer on MSW2.0; CCA-linked volume tracking
A-6	Automobiles - 4-wheelers, LCVs, HCVs, buses, tractors (RoRo)	Rs. 6,000 per vehicle	1,200 NM per leg	Per vehicle (flat)	Vehicle-wise manifest uploaded on MSW2.0; OEM dispatch note required
A-7	POL / Petroleum products, liquid chemicals (tanker)	Rs. 0.75 per T-NM	1,200 NM per leg	Rs. 1,500 per tonne	Pilot basis - notified port pairs only; Bill of Lading + tanker manifest on MSW2.0
A-8	Food Grains - FCI/state	Rs. 2.00 per T-NM	1,800 NM per leg	Rs. 2,000 per tonne	CCA with FCI required before

Sub-Cat	Commodity / Cargo Type	Incentive Rate	Distance Cap	Per-Tonne / Unit Cap	Portal Mechanism
	agency coastal movements				activation; FCI consignment note on MSW2.0; activates Year 3
A-9	Containerised FCL (all domestically orig./destined cargo)	Rs. 3,000 per TEU	Flat rate	Per TEU (flat)	TEU certification on MSW2.0; self-declaration of domestic origin/destination
A-10	Break-bulk, project cargo, ODC (not covered above)	Rs. 0.80 per T-NM	1,500 NM per leg	Rs. 1,600 per tonne	BCG + invoice/consignment note on MSW2.0
A-11	RSV - IWT River-Sea (coastal extension leg only)	Rs. 1.50 per T-NM	1,000 NM coastal leg	Rs. 3,000 per tonne	IWAI-certified RSV cargo doc + coastal BCG; both uploaded on MSW2.0

Note: Net Incentive = MIN [Vol (MT) × MIN(Actual NM, Distance Cap) × Rate, Vol (MT) × Per-Tonne Cap]. For TEU/vehicle sub-categories: Net Incentive = Volume × Flat Unit Rate. The CCPS module of MSW2.0 shall compute incentive quantum automatically upon Nodal Officer authorisation of discharge certification. No manual calculation by Nodal Officers is required or permitted.

MSW2.0 / NDCS: All Category A claims - from voyage registration through incentive calculation and PFMS credit - are processed exclusively within the CCPS module of MSW2.0. Every transaction is automatically transmitted to the NDCS in the format prescribed by DGS. The CCPS module interfaces with PFMS for automatic DBT to the beneficiary's bank account registered in MSW2.0.

1.5.2 WPI Indexation of Category A Rates

Category A base rates are at constant FY 2026-27 prices and shall be revised every two years, linked to the Wholesale Price Index (WPI) as published by the Office of the Economic Adviser, Ministry of Commerce and Industry:

- First revision (1 April 2028): Base Rate × (1 + WPI)², where WPI is the compounded annual WPI growth for FY 2026-27 and FY 2027-28.
- Second revision (1 April 2030): Base Rate × (1 + WPI)⁴, where WPI is compounded over four years.
- Per-tonne and per-unit caps revised proportionally at the same intervals.

Note: WPI-revised rates shall be notified by MoPSW at least 60 days before the applicable date and automatically updated in the CCPS module of MSW2.0 for all voyages commencing on or after the revision date.

1.5.3 Viability Gap Support for Ro-Ro Empty Return Voyages (Supplementary to A-6)

To address the structural cost disadvantage of empty return voyages on coastal Ro-Ro services, a Viability Gap Support (VGS) supplement is extended to eligible Indian-flag Ro-Ro vessel operators where the return cargo load factor falls below 30% of declared vessel capacity. The

VGS is paid to the vessel operator (not the shipper) at 50% of the documented fuel and port cost of the empty return voyage, subject to a ceiling of Rs. 25 lakh per voyage. This is designated Cat B-3 (ERLO) and processed through the CCPS module of MSW2.0.

1.6 Category B - Operator and Fleet Development Incentives

Category B instruments address the supply side of the coastal shipping market - vessel operators, shipping lines, and Indian shipbuilders. These instruments are transitional and time-limited. All Category B claims are submitted by vessel operators or shipping lines through the CCPS module of MSW2.0, verified against MSW voyage records and DGS vessel registry, and disbursed via PFMS-linked DBT to the operator's registered bank account.

Code	Instrument	Recipient	Rate / Quantum	Key Eligibility Conditions	Duration
B-1	New Route Launch Grant (NRLG)	Indian-flag vessel operator on a new CCPS O-D pair	Rs. 1.5 Crore per new route per year	New O-D pair with no prior scheduled coastal service; minimum 4 sailings/month committed; Indian-flag vessel; registered on MSW2.0	First 12 months of service only; not renewable for same route
B-2	Service Frequency Bonus (SFB)	Indian-flag vessel operator on existing CCPS route	Rs. 12 Lakh per additional sailing above baseline of 2/week	Sailings above 2/week on CCPS-registered route; Indian-flag; minimum 80% cargo load on incentivised sailing; auto-verified from MSW2.0 voyage records	Ongoing; reviewed annually
B-3	Empty Return Leg Offset (ERLO)	Indian-flag Ro-Ro / container vessel operator	50% of documented fuel + port cost; ceiling Rs. 25 Lakh per voyage	Return load factor < 30% of vessel capacity; Indian-flag; certified by port Nodal Officer on MSW2.0	Ongoing; 3-year sunset per route upon reaching 30% load factor
B-4	Feeder Connectivity Grant (FCG)	Coastal feeder vessel operator on approved route	Rs. 500 per TEU on approved feeder leg	Indian-flag feeder; approved feeder route on CCPS portal; minimum 50 TEUs per sailing; CCPC approval on MSW2.0	Ongoing; reviewed biennially
B-5	Indian-Built Vessel Premium (IBVP)	Coastal vessel operator - Indian-built vessel	5% additional on applicable Cat A incentive received	Vessel built at Indian shipyard; Indian-flag; DGS-endorsed Indian-origin certificate; delivered within scheme period	Maximum 5 years per vessel from delivery date

Code	Instrument	Recipient	Rate / Quantum	Key Eligibility Conditions	Duration
B-6	Green Vessel Incentive (GVI)	Operator of CII-A/B rated or LNG/dual-fuel coastal vessel	Rs. 1 Crore per vessel per year	Valid CII Rating (A or B) from recognised classification society, or operation on LNG/methanol/approved alternative fuel; annual certification uploaded on MSW2.0	Ongoing while qualifying CII/fuel certification maintained
B-7	RSV Coastal Extension (RSV-CE)	IWAI-certified RSV operator on NW-1/NW-5/NW-2 routes	Rs. 10 Lakh per round trip (coastal leg)	IWAI-classified RSV; coastal extension leg $\geq$ 50 NM; both IWAI and port certifications on MSW2.0	Ongoing; reviewed at Year 3 evaluation

MSW2.0 / NDCS: All Category B claims are submitted, processed, and disbursed exclusively through the CCPS module of MSW2.0. Claims are auto-cross-checked against MSW2.0 voyage records. Operator bank accounts for DBT must be registered on MSW2.0. PFMS issues a unique transaction ID for every disbursement.

Note: Category B disbursements are subject to an aggregate annual cap per instrument. CCPC shall manage pro-rata adjustments if aggregate claims exceed the annual budget envelope. An operator receiving B-5 IBVP shall not claim the same Cat A voyage incentive twice on behalf of the same voyage.

Section 2. Eligibility Framework

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2.1 Eligible Cargo

The following categories of cargo are eligible for Category A incentives:

- Bulk or break-bulk cargo under sub-categories A-1 through A-4, A-7, A-8, and A-10 transported on Indian-flag vessels, RSVs, or barges on eligible coastal routes.
- Domestically originating and domestically destined cargo in FCL containers on Indian-flag or licensed coastal container vessels (A-5, A-9).
- Automobiles (two-wheelers, three-wheelers, four-wheelers, HMTVs, LCVs, buses, tractors) transported through eligible Ro-Ro vessels (A-6).
- Cargo transported on River Sea Vessels on eligible coastal extension routes (A-11).

The following cargo is expressly excluded from eligibility:

- Empty containers, EXIM cargo (export-import), and cargo on vessels not registered in MSW2.0 / e-Samudra.
- Voyages of less than 50 nautical miles between loading and discharge points.
- Cargo for which an incentive has already been claimed under any other central government scheme for the same voyage leg .
- Hazardous cargo (Class I-III explosives, Class 6.1 toxic materials) unless specifically exempted by MoPSW notification.

2.2 Eligible Vessels

Vessels eligible under the CCPS must satisfy all of the following criteria at the time of voyage:

- Registered under the Indian flag in e-Samudra and holding valid statutory certificates (Certificate of Registry, Class Certificate, Safety Management Certificate, Safe Manning Certificate).
- For RSV-based incentives (A-11, B-14): classified as a River Sea Vessel by DGS under the applicable RSV classification orders.
- For Ro-Ro incentives (A-6, B-10): vessel type must be one of PCC, PCTC, RoPax, hybrid-RoRo, or approved barge-ferry with vehicle handling capability.
- For Cat B-5 (IBVP): vessel must additionally hold a DGS-endorsed certificate of Indian origin from the concerned shipyard.
- For Cat B-6 (GVI): vessel must hold a current Rating Certificate from a recognised classification society, or certification of operation on LNG, methanol, or other approved alternative fuel - uploaded and valid on MSW2.0.

MSW2.0 / NDCS: Vessel eligibility is verified automatically by the CCPS module of MSW2.0 against the e-Samudra vessel registry and DGS certificate database at the time of voyage registration. No voyage can be registered on MSW2.0 for a vessel that does not meet eligibility criteria.

2.3 Eligible Routes

An eligible route is any origin-destination (O-D) port pair satisfying all of the following:

- Both origin and destination are Indian ports or IWAI terminals listed on the CCPS Eligible Route Matrix maintained on the CCPS portal (Part of MSW2.0).

- At least one end of the route involves a Major Port, a Designated Non-Major Port, or an IWAI terminal/jetty.
- The voyage distance between loading and discharge points is a minimum of 100 nautical miles.

The CCPS Eligible Route Matrix is maintained by IPA/CCPC on the CCPS portal and reviewed every six months. The CCPS module of MSW2.0 will reject voyage registration submissions for routes not on the approved matrix.

2.4 Eligible Beneficiaries - Category A (Shippers)

Category A incentives shall be granted only to the registered shipper of the eligible cargo - i.e., the person who holds ownership over the goods being transported at the time of loading (the consignor or consignee, as applicable). All incentives shall be credited directly to the registered bank account of the beneficiary shipper through PFMS-linked DBT via MSW2.0. Incentives shall not be routed through the vessel operator, ship agent, or any intermediary.

To be eligible, a shipper must:

- Be a legal entity registered in India (company, LLP, partnership, public sector undertaking, or individual with business registration).
- Hold valid PAN, GSTIN (or GST-exempt declaration), and a current bank account registered on the CCPS module of MSW2.0 for direct credit.
- Be registered on MSW2.0 CCPS module with all documents in Annexure-I uploaded, verified, and approved by the concerned Nodal Officer.
- Not have been debarred from the Scheme under the anti-abuse provisions of Para 2.7.

2.5 Eligible Beneficiaries - Category B (Vessel Operators)

Category B incentives shall be granted to the operator of the eligible Indian-flag vessel as registered in MSW2.0. The operator shall be registered on the MSW2.0 CCPS module and must maintain a current bank account for PFMS-linked DBT.

2.6 Designated Non-Major Ports

Disbursement of incentives shall be made at Major Ports, Designated Non-Major Ports, and IWAI terminals/jetties. Non-major ports connected to MSW2.0 shall be designated as eligible points of disbursement from the commencement of the Scheme. For other non-major ports, the concerned port authority may approach CCPC through the State Maritime Board. IPA/CCPC shall maintain the updated list on the CCPS portal within MSW2.0.

2.7 Baseline Reference and Additionality Requirement

The CCPS incentive supports only additionality - cargo movement that would not have occurred without the incentive. The following applies:

- For A-1, A-2, A-3 (bulk commodities): The baseline coastal volume for each shipper-GSTIN on the relevant O-D pair during the reference period (1 October 2023 to 17 February 2026) shall be registered on MSW2.0. The CCPS module shall automatically compute additionality and restrict incentive eligibility to incremental volume above 100% of the registered baseline.

- For A-5, A-6, A-9, A-10, A-11 (containers, automobiles, break-bulk, RSV): All claimed volumes are treated as additional (zero baseline) given the nascent stage of these segments.
- New entrants to coastal shipping with no prior history on the relevant O-D pair: Zero baseline shall be registered and the full claimed volume treated as additional.

MSW2.0 / NDCS: Baseline registration is conducted through a dedicated workflow within the CCPS module of MSW2.0. Baselines must be submitted within 60 days of scheme notification. The module cross-verifies declared baselines against historical voyage data (as available) and GSTN e-way bill records. Post-registration, additionality computation is automatic - no manual intervention by Nodal Officers.

2.8 Anti-Abuse Safeguards

The following safeguards are embedded in the CCPS module of MSW2.0 and enforced automatically:

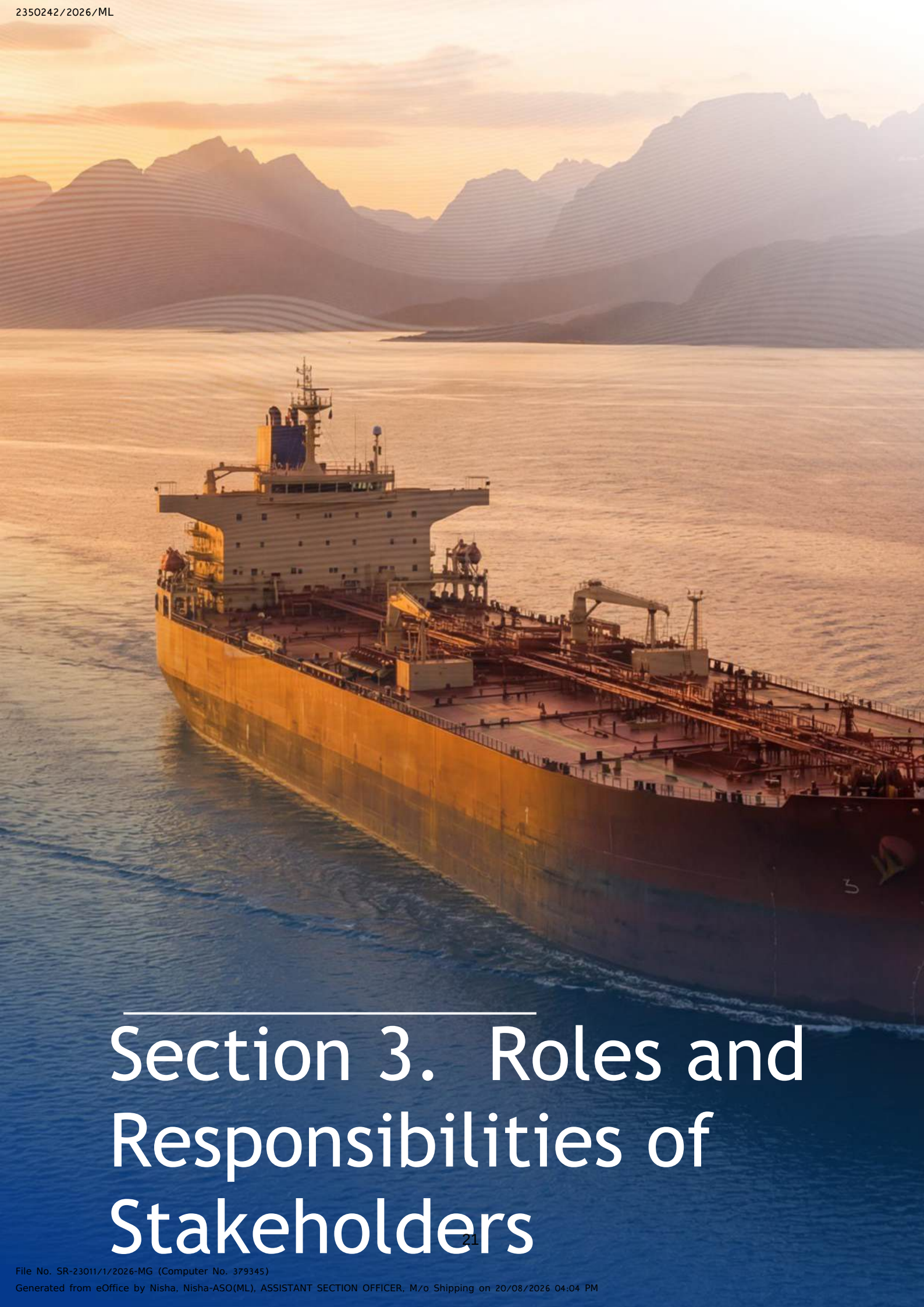
- **Anti-sandbagging:** No incentive is payable for cargo diverted from an existing coastal route to the same route on a different vessel solely to claim CCPS incentives. The module cross-checks route-commodity-shipper combinations against NDCS historical data.
- **No double-dipping:** The MSW2.0 system automatically checks whether the same voyage leg has been claimed under Jalvahak, or any other central incentive scheme. Duplicate claims are rejected at submission stage.
- **Verification triangulation:** CCPC shall cross-verify all claims against three independent data sources -
 - a) port manifests via PCS/MSW2.0;
 - b) GSTN e-way bill data for road-origin/destination cargo; and
 - c) Indian Railways FOIS data for RSR movements.

Discrepancies are flagged automatically by the CCPS module for Nodal Officer review.

- **Per-shipper annual cap:** No single shipper-GSTIN entity shall receive more than Rs. 100 Crore per scheme year in total Category A incentives, subject to review by the Monitoring Committee for large volume shippers with pre-existing CCAs.
- **GSTIN-level tracking:** Claims are tracked at shipper GSTIN, commodity HSN group, and port-pair O-D level. CCPS module shall flag unusual claim patterns for Nodal Officer and CCPC review.
- **Penalty for fraudulent claims:** Misrepresentation or fraudulent claims render the shipper liable to forfeiture of the full incentive amount, recovery with interest at SBI MCLR + 200 bps from the date of disbursement, deregistration from the Scheme in MSW2.0, and such other legal action as may be taken under applicable law.

The Maritime Single Window 2.0 (MSW 2.0) coastal module is envisaged as a key precursor and the digital backbone for implementation of the Coastal Cargo Promotion Scheme (CCPS).

All scheme-related functions, including processing of shipper and operator claims, VGF disbursement tracking, and Coastal Cargo Aggregation (CCA) performance monitoring, shall be undertaken through this platform. In view of the requirement for integration with the Public Financial Management System (PFMS) and adherence to Direct Benefit Transfer (DBT) protocols, the module will require an estimated development and stabilization period of nine months (June 2026 to February 2027), covering system design, development, integration, and User Acceptance Testing (UAT) with selected stakeholders. Accordingly, rollout of the CCPS shall be aligned with the timely operationalization of the MSW 2.0 coastal module



Section 3. Roles and Responsibilities of Stakeholders

Section 3. Roles and Responsibilities of Stakeholders

The Ministry of Ports, Shipping and Waterways (MoPSW) is the Nodal Ministry for the CCPS. All stakeholder interactions under this Scheme are conducted through the CCPS module of Maritime Single Window 2.0 (MSW2.0), which serves as the sole digital interface for all registrations, certifications, claims, and disbursements.

3.1 Role of Beneficiaries

3.1.1 Registration on MSW2.0

Beneficiaries (shippers for Cat A; vessel operators for Cat B) shall register on the CCPS module of MSW2.0 at least five (5) working days before the first intended voyage. Registration requires upload and Nodal Officer verification of all documents specified in Annexure-I. The MSW2.0 system acknowledges receipt and issues User ID and password to the registered email and mobile number.

MSW2.0 / NDCS: Registration is conducted entirely within the CCPS Beneficiary Registration portal of MSW2.0. Approved registrations are automatically added to the CCPS Beneficiary Master in the NDCS. Any change in PAN, GSTIN, or bank account details must be updated on MSW2.0 and re-verified by the Nodal Officer before the next claim is processed.

3.1.2 Baseline Registration (Cat A Bulk Commodities)

Within 60 days of scheme notification, existing coastal shippers for sub-categories A-1, A-2, and A-3 shall register their baseline coastal volumes (reference period: 1 October 2023 to 17 February 2026) through the Baseline Registration workflow on the MSW2.0 CCPS module. Failure to register within this period results in a zero baseline being assigned by the system.

3.1.3 Pre-Voyage Submission on MSW2.0

At least three (3) working days before cargo movement, the beneficiary shall register the voyage on MSW2.0 CCPS module, providing: vessel IMO number (auto-verified against e-Samudra); voyage number; commodity type, quantity, TEUs, or vehicle count by category; point of loading; point of discharge; and expected dates of loading and discharge. MSW2.0 generates a unique Transaction Number and forwards the application to the loading-port Nodal Officer.

3.1.4 Post-Voyage Claim on MSW2.0

Within five (5) working days of completion of the voyage (i.e., from the time the discharge Nodal Officer certifies on MSW2.0), the beneficiary shall upload the required documents specified in Para 4.2 through the CCPS module and submit the claim. The MSW2.0 module auto-routes the claim to the disbursement Nodal Officer.

3.2 Role of Major Ports

3.2.1 Nodal Officer Appointment and MSW2.0 Access

Each Major Port shall appoint a Nodal Officer for the CCPS and forward the name and contact details to IPA/CCPC within 30 days of scheme notification. The Nodal Officer shall be allotted a unique MSW2.0 User ID and password by IPA. All certification, query-raising, and disbursement-authorisation actions shall be performed exclusively within the CCPS module of MSW2.0.

3.2.2 Load Certification on MSW2.0

Within one (1) working day of vessel departure, the Nodal Officer at the loading port shall verify and certify - within the CCPS module of MSW2.0 - the commodity type, quantity, TEU count, or

vehicle count. The MSW2.0 certification entry is automatically transmitted to the NDCS and the application forwarded to the discharge-port Nodal Officer.

3.2.3 Discharge Certification on MSW2.0

Within one (1) working day of discharge completion, the Nodal Officer at the discharging port shall certify the discharged cargo details within the CCPS module of MSW2.0. All certification entries are automatically transmitted to the NDCS. The MSW2.0 module forwards the application to the beneficiary for document upload.

3.2.4 Disbursement Authorisation on MSW2.0

Upon receipt of the complete application with all supporting documents uploaded by the beneficiary into MSW2.0, the disbursement Nodal Officer shall ascertain the admissibility of the incentive within five (5) working days. The Nodal Officer may raise a maximum of two (2) queries, each within one (1) working day of receipt. The decision for disbursement or denial shall be communicated within five (5) working days of the beneficiary's reply to the final query. The MSW2.0 CCPS module automatically computes the incentive quantum; the Nodal Officer verifies and authorises disbursement within the module. Failure to communicate a decision within the stipulated period shall constitute deemed approval, subject to ratification by the Monitoring Committee.

MSW2.0 / NDCS: Upon Nodal Officer authorisation in MSW2.0, the PFMS integration automatically initiates credit to the beneficiary's registered bank account. The Nodal Officer does not handle any funds. The bank confirms the transaction with a unique PFMS transaction ID, which is recorded in MSW2.0 and viewable by the beneficiary, Nodal Officer, CCPC, and designated MoPSW officers.

3.2.5 Monthly Claim Consolidation (Manual Reimbursement Phase)

During the manual reimbursement phase (prior to full DBT automation), the Nodal Officer shall consolidate all disbursements made during the calendar month through the MSW2.0 Claims Consolidation module and forward the consolidated claim to IPA/CCPC by the 5th of the following month.

3.3 Role of Designated Non-Major Ports

Designated Non-Major Ports shall follow the same procedures as prescribed for Major Ports in Para 3.2 (Nodal Officer appointment, load and discharge certification, disbursement authorisation, and monthly claim consolidation), using the MSW2.0 CCPS module. State Maritime Boards shall facilitate coordination between non-major ports and IPA/CCPC for MSW2.0 access credentials.

3.4 Role of Other (Non-Designated) Non-Major Ports

Non-designated non-major ports involved in eligible voyages shall appoint a Nodal Officer solely for load and discharge certification within the CCPS module of MSW2.0. They are NOT eligible to authorise disbursements or consolidate claims for reimbursement.

3.5 Role of IWAI

IWAI shall appoint Nodal Officers for each terminal and jetty involved in eligible voyages and forward names to IPA/CCPC for MSW2.0 access provisioning. IWAI Nodal Officers shall certify loading and discharge within the CCPS module of MSW2.0 within one (1) working day. Where IWAI is the point of disbursement, the same procedure as Para 3.2.4 applies. IWAI shall consolidate monthly disbursements through the MSW2.0 Claims Consolidation module and

forward claims to IPA/CCPC by the 5th of each month. IWAI shall also issue RSV certifications for B-7 (RSV-CE) claims through MSW2.0.

MSW2.0 / NDCS: IWAI's RSV certification for B-7 claims is integrated into the CCPS module of MSW2.0. The RSV operator submits the B-7 claim on MSW2.0; IWAI's Nodal Officer certifies the RSV classification and coastal extension details; the module auto-computes the B-7 quantum and forwards for CCPC approval.

3.6 Role of IPA / CCPC

3.6.1 Development and Operation of MSW2.0 CCPS Module

IPA, through the CCPC, shall develop and maintain the dedicated CCPS module within MSW2.0. The CCPS module is a direct add-on to - and fully integrated with - the National Database for Coastal Shipping (NDCS) as mandated under Section 9 of the Coastal Shipping Act, 2025. The module shall support:

- Beneficiary and vessel registration, with e-Samudra integration for vessel eligibility auto-verification.
- Voyage registration, with automatic route eligibility check against the CCPS Eligible Route Matrix.
- Load and discharge certification by port/IWAI Nodal Officers, with auto-transmission to NDCS.
- Claim submission and document upload by beneficiaries.
- Automatic incentive quantum computation (Cat A and Cat B) based on certified voyage data and applicable rate schedule.
- Disbursement authorisation by Nodal Officers and PFMS-linked automatic DBT to registered bank accounts.
- Additionality computation against NDCS historical data and GSTN e-way bill cross-check.
- Anomaly detection and anti-abuse flagging.
- CCPS Analytics Dashboard for real-time monitoring by CCPC, ports, IWAI, MoPSW, and auditors.

IPA shall develop the CCPS module specification by Q3/Q4 2026 and achieve full production launch (with MSW2.0 PFMS integration) by April 2027. Manual reimbursement procedures apply until full automation is achieved.

3.6.2 Cargo Aggregation, CCA Management, and Market Development

The CCPC shall: identify and aggregate fragmented coastal cargo; manage negotiation and monitoring of Cargo Commitment Agreements (CCAs) with cargo-owning ministries and PSUs; maintain the CCPS Eligible Route Matrix on the CCPS portal and conduct MSME shipper outreach.

3.6.3 Claims Consolidation and Reporting

During the manual reimbursement phase, IPA/CCPC shall collect all monthly claims from port and IWAI Nodal Officers through the MSW2.0 Claims Consolidation module, conduct due diligence, reconcile against MSW2.0 transaction records, and prepare a consolidated verified claim statement for the Monitoring Committee by the 10th of each month. IPA/CCPC shall submit a monthly scheme performance report to CSC/MoPSW by the 15th, covering disbursements by category, route, cargo type, and beneficiary count.

3.7 Role of the Monitoring Committee

3.7.1 Constitution

A Monitoring Committee shall be constituted by MoPSW. The Committee shall be chaired by the Joint Secretary (Shipping/Coastal), MoPSW and shall include: DGS (or nominee), Managing Director IPA, representatives of two Major Ports on rotation, Head of CCPC, and a representative of Ministry of Finance (Budget Division) as permanent invitee. The Coastal Shipping Cell (CSC) shall serve as the Secretariat.

3.7.2 Meetings and Functions

The Monitoring Committee shall hold monthly meetings. Key functions:

- Manual reimbursement phase: Scrutinise consolidated monthly claims submitted by IPA via MSW2.0; make recommendations for reimbursement to ports and IWAI.
- Automated phase: Review scheme KPIs; resolve beneficiary grievances escalated through MSW2.0; recommend policy adjustments to the Secretary (PSW).
- Biennial review: Comprehensive assessment of incentive rates, cargo coverage, and budget utilisation.

3.8 Role of the Coastal Shipping Cell (CSC), MoPSW

The CSC shall serve as the Secretariat to the Monitoring Committee. Additional responsibilities:

- Prepare monthly meeting agendas; compile claims and reports from IPA via MSW2.0; maintain official records.
- Manage inter-ministerial consultations with Ministry of Finance, Ministry of Railways, Ministry of Coal, and other ministries on complementary measures under CCPS.
- Coordinate CCA negotiations; interface with DGS on vessel registry integration and Cat B certifications.
- Prepare the Annual CCPS Progress Report for Parliament.

3.9 Review and Revision of the Scheme

3.9.1 Interpretation

The Secretary (PSW), MoPSW shall be the final authority for all issues of interpretation or scope referred by the Monitoring Committee. The Secretary's decision shall be final and binding.

3.9.2 Review / Revision of Committee Orders

The Secretary (PSW) shall have the powers of review and revision of the orders of the Monitoring Committee, co-terminus with the Committee's original decision-making powers.

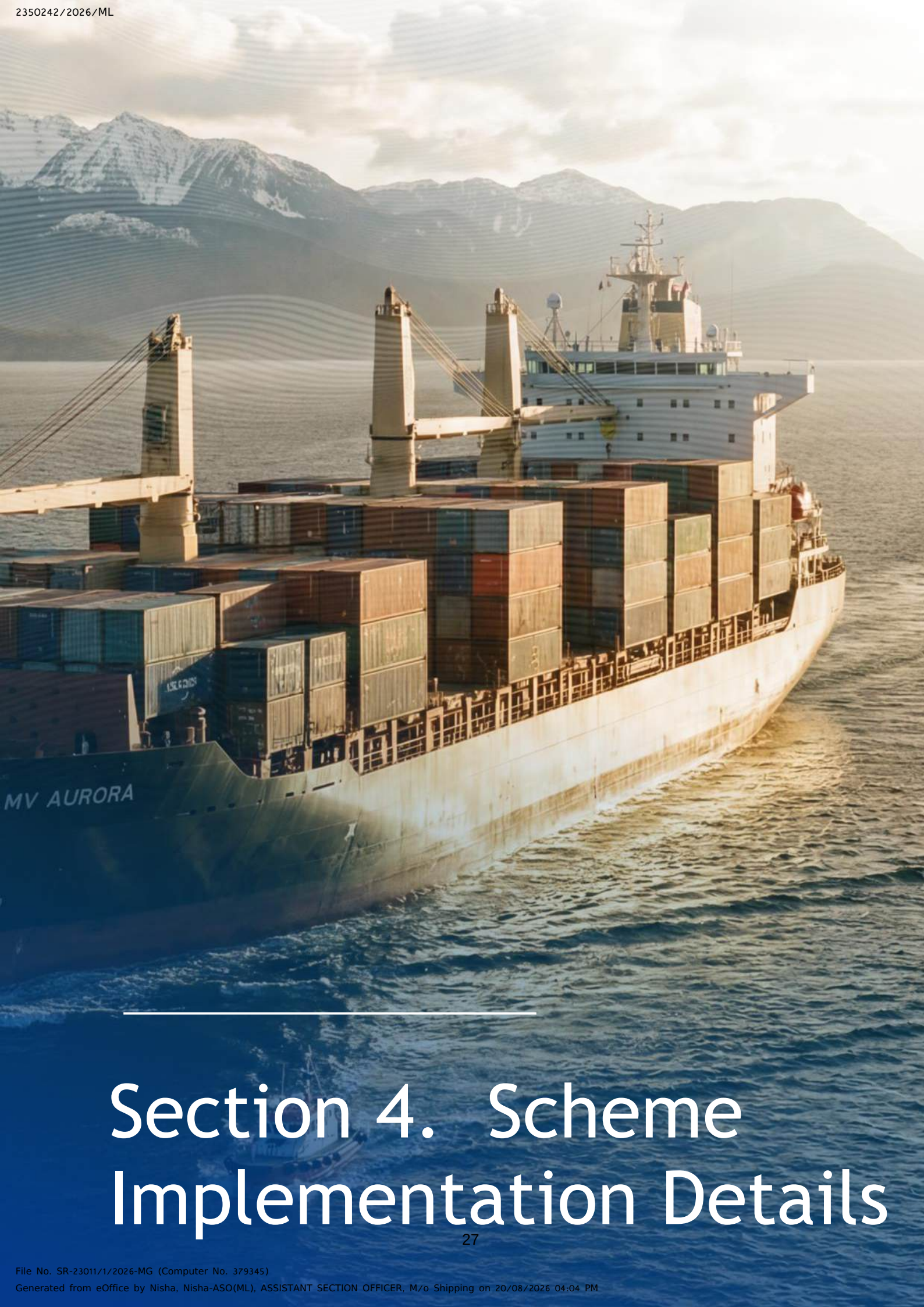
3.9.3 Periodic Review of Incentive Rates and Scheme Scope

The Monitoring Committee shall conduct a comprehensive review at Year 3 (October 2029) and Year 5 (March 2032), or earlier if warranted by material changes in logistics cost structures, budgetary constraints, or modal shift outcomes. The review shall be based on MSW2.0 CCPS module data and shall assess: incentive uptake by category and route; modal shift vis-à-vis MAKV 2047 targets; budget utilisation; and CCA compliance rates.

3.9.4 Route Graduation Framework

Any O-D route on which coastal shipping achieves commercial viability without incentive support - defined as Total Logistics Cost via coastal $\leq$ 95% of the best road or rail alternative, as certified annually by CCPC on the basis of CCPS module voyage cost data - shall be graduated from the

Scheme over a 24-month phase-out period. No fresh NRLG (B-1) grants shall be issued for graduated routes.



Section 4. Scheme Implementation Details

Section 4. Scheme Implementation Details

All CCPS transactions - from beneficiary registration through incentive disbursement - are conducted exclusively within the CCPS module of MSW2.0. No claim shall be processed or disbursement authorised outside of the MSW2.0 CCPS module workflow. Every transaction is automatically transmitted to the National Database for Coastal Shipping (NDCS) in the format prescribed by DGS under Section 9 of the Coastal Shipping Act, 2025.

4.1 End-to-End Workflow on MSW2.0

Step	Action on MSW2.0	Actor	Timeline	MSW2.0 / NDCS System Action
1	Beneficiary registration: entity details, PAN, GSTIN, bank account, Annexure-I documents uploaded on CCPS Beneficiary Registration portal of MSW2.0	Beneficiary (shipper or vessel operator)	≥ 5 working days before first voyage	System issues User ID/password to registered email/mobile; approved registrations auto-added to CCPS Beneficiary Master in NDCS
2	Vessel registration: IMO number, vessel name, type, flag, GRT, NRT, statutory certificates uploaded on MSW2.0	Beneficiary	≥ 5 working days before first voyage	CCPS module auto-checks vessel against e-Samudra registry; Nodal Officer reviews and approves within 1 working day; vessel added to CCPS Vessel Master in NDCS
3	Baseline registration (A-1, A-2, A-3 only): prior coastal volumes for reference period submitted through Baseline Registration workflow on MSW2.0	Beneficiary (bulk shippers)	Within 60 days of scheme notification	System cross-verifies against NDCS historical data and GSTN e-way bill records; auto-assigns baseline; Nodal Officer review for flagged cases
4	Voyage registration: vessel IMO, voyage number, commodity, quantity, TEUs/vehicles, loading/discharge ports, expected dates submitted on CCPS Voyage Registration module	Beneficiary	≥ 3 working days before cargo movement	System generates unique Transaction Number; auto-validates route against CCPS Eligible Route Matrix; forwards to loading-port Nodal Officer on MSW2.0
5	Load certification: commodity, quantity, TEUs, or vehicle count verified and certified by Nodal Officer on CCPS module	Loading Port / IWAI Nodal Officer	Within 1 working day of vessel departure	Certification auto-transmitted to NDCS; application forwarded to discharge-port Nodal Officer on MSW2.0

6	Discharge certification: discharged cargo verified and certified on CCPS module	Discharge Port / IWAI Nodal Officer	Within 1 working day of discharge completion	Certification auto-transmitted to NDCS; application forwarded to beneficiary on MSW2.0 for document upload
7	Claim submission: supporting documents (BCG, Manifest, Invoice, vehicle manifest for RoRo, etc.) uploaded on CCPS Claims module	Beneficiary	Within 5 working days of discharge certificate	Documents stored in NDCS against the unique Transaction Number; forwarded to disbursement Nodal Officer on MSW2.0; additionality auto-computed for A-1/A-2/A-3
8	Claim review: Nodal Officer may raise up to 2 queries on MSW2.0 (each within 1 working day); reviews supporting documents; verifies incentive eligibility	Disbursement Nodal Officer	Decision within 5 working days of beneficiary's reply to final query	CCPS module auto-calculates incentive quantum; Nodal Officer verifies and authorises within MSW2.0; if no decision in 5 days - deemed approval, referred to Monitoring Committee via MSW2.0
9	DBT disbursement: incentive credited to beneficiary's registered bank account via PFMS integration	CCPS Module / PFMS	Within 2 working days of Nodal Officer authorisation	PFMS transaction ID and amount confirmed to beneficiary on MSW2.0; full transaction record auto-transmitted to NDCS; viewable by beneficiary, Nodal Officer, CCPC, and MoPSW in real time

MSW2.0 / NDCS: No documents submitted outside MSW2.0 shall be accepted for claim verification or disbursement. Beneficiaries must retain original physical documents for a minimum of 5 years from the date of disbursement and produce them for inspection on request by the Monitoring Committee, CCPC, Comptroller and Auditor General, or any audit authority.

4.2 Required Documents for Claim Submission (Upload on MSW2.0)

- Scanned copy of the Bill of Coastal Goods (BoCG) bearing Customs endorsement at the port of loading and port of discharge. The Customs-endorsed BoCG is mandatory and serves as the primary proof of cargo movement. It shall be uploaded as the first document in the CCPS Claims module.
- Original or certified copy of the vessel Manifest for the relevant voyage.
- Invoice or consignment note evidencing the quantity and commodity of the cargo.
- For Ro-Ro cargo (A-6): vehicle-wise manifest or OEM dispatch note certifying vehicle count by category.
- For RSV/IWAI terminal loading or discharge (A-11, B-7): IWAI-certified cargo movement document.
- For RSR movements (A-1 applicable): certified copy of the Railways consignment note for rail legs and BCG for the sea leg.

- Self-declaration by the beneficiary that the cargo is domestically originating and domestically destined (mandatory for containerised cargo and automobiles).
- For Cat B-5 (IBVP): DGS-endorsed Indian-origin certificate for the vessel (to be uploaded once at vessel registration; valid for the life of the vessel under the scheme).
- For Cat B-6 (GVI): Current Rating Certificate or LNG/alternative fuel certification from a recognised classification society (uploaded annually on MSW2.0).

Note: All documents are uploaded on MSW2.0 against the unique Transaction Number. The MSW2.0 CCPS module checks document completeness before forwarding to the disbursement Nodal Officer. Incomplete submissions are returned to the beneficiary with a checklist of missing documents.

4.3 Manual Reimbursement Phase (Prior to Full DBT Automation)

During the period prior to full operationalisation of the automated PFMS-DBT disbursement module in MSW2.0 (expected: April 2027), incentives shall be disbursed by Major Ports, Designated Non-Major Ports, and IWAI from dedicated scheme bank accounts. The following steps shall govern the manual phase:

Step	Action	Actor	Timeline
1	Nodal Officer authorises disbursement on MSW2.0; amount credited to beneficiary from dedicated scheme bank account of port/IWAI; bank confirms with unique transaction ID recorded on MSW2.0	Port / IWAI Nodal Officer	Within 2 working days of authorisation
2	Nodal Officer consolidates all monthly disbursements through MSW2.0 Claims Consolidation module; forwards consolidated claim to IPA/CCPC by the 5th of the following month	Port / IWAI Nodal Officer	By the 5th of each month
3	IPA/CCPC collects all monthly claims; conducts due diligence; reconciles against MSW2.0 NDCS transaction records; prepares consolidated verified claim statement; submits to Monitoring Committee by the 10th	IPA / CCPC	By the 10th of each month
4	Monitoring Committee meets (at least once before the 15th); scrutinises consolidated claims submitted via MSW2.0; makes recommendations for reimbursement	Monitoring Committee	Before the 15th of each month
5	DDO, MoPSW prepares bills based on Committee recommendations; submits to PAO for payment to designated scheme bank accounts of ports/IWAI	DDO, MoPSW / PAO	Within 5 working days of Committee recommendation
6	Disputed or discrepant claims referred by Monitoring Committee to CSC for investigation; resolution via MSW2.0 workflow; deferred amount settled in subsequent meeting	Monitoring Committee / CSC	Resolution within 30 days of first referral

4.4 Automated DBT Phase (Post Full MSW2.0 PFMS Integration)

Upon full operationalisation of the automated PFMS-DBT module in MSW2.0:

- After Nodal Officer authorisation on MSW2.0, the incentive amount is credited automatically to the beneficiary's registered bank account through PFMS, debiting the designated CCPS scheme account of MoPSW. Ports and IWAI do not maintain separate scheme bank accounts.
- PFMS sends a confirmation with a unique transaction ID to the beneficiary. The transaction is viewable in real time on MSW2.0 by the beneficiary, Nodal Officer, CCPC, and MoPSW officers.
- IPA/CCPC submits a monthly scheme utilisation report via MSW2.0 to CSC/MoPSW on the 5th of each month, covering disbursements by category, route, cargo type, and disbursing entity.
- The Monitoring Committee continues monthly meetings in the automated phase to review KPIs, resolve grievances, and recommend policy adjustments. Individual disbursements do not require Committee approval in this phase.

MSW2.0 / NDCS: In the automated phase, MSW2.0 provides a live CCPS Analytics Dashboard accessible to CCPC, MoPSW, Monitoring Committee members, and designated audit officers. The dashboard displays real-time claim volumes, disbursement amounts by category and route, beneficiary counts, and anomaly flags.

A large Indian Navy ship, the INS Vikramaditya, is shown sailing on the ocean. The ship is white with a dark blue hull and features several tall, white, cylindrical structures on its deck. The Indian flag is visible on the right side of the ship. In the background, a city is visible on the coast, and a large, rugged mountain range, including Table Mountain, rises behind it under a clear sky.

Section 5. Monitoring, Evaluation, and Course-Correction

Section 5. Monitoring, Evaluation, and Course-Correction

5.1 Governance Architecture

- Strategic Level - National Coastal Shipping and Maritime Council (NCSMC): Chaired by the Minister (PSW); annual meetings; approves strategic targets, Year 3 and Year 5 review recommendations, and scheme renewal/modification decisions.
- Regulatory Level - Inter-Ministerial Coordination Cell (IMCC): Chaired by Secretary (PSW), MoPSW; quarterly meetings; reviews CCA compliance by ministry, regulatory reform implementation, and cross-ministry coordination. Membership includes Joint Secretaries of Ministries of Coal, Railways, Finance, Steel, and Fertilisers.
- Operational Level - Monitoring Committee: Chaired by Joint Secretary (Shipping/Coastal), MoPSW; monthly meetings; approves claims (manual phase); reviews KPIs from MSW2.0 dashboard; resolves grievances.

5.2 Key Performance Indicators

KPI	Description	Baseline (FY24-25)	Year 1 Target (Mar 2027)	Year 3 Target (Mar 2029)	Year 5 Target (Mar 2031)
S-1	Coastal + IWT modal share (%)	6.0%	6.3%	7.5%	9.5%
S-2	Total coastal cargo volume (MT/yr)- Throughput	339 MT	360 MT	430 MT	530 MT
S-3	Incremental cargo from CCPS (MT cumulative)	-	20 MT	90 MT	190 MT
O-1	CCPS incentive claims processed (Rs. Cr/yr)	-	200 Cr	1,200 Cr	4,000 Cr
O-2	Active coastal routes under CCPS	-	5	15	23+
O-3	CCA signatories (ministries/PSUs)	-	5	9	12
O-4	MSW2.0 claim processing TAT (days avg)	-	≤ 8 days	≤ 6 days	≤ 5 days (automated)
O-5	Vessel turnaround time, coastal (hrs avg)	72 hrs	65 hrs	55 hrs	45 hrs
F-1	CCPS cumulative disbursement (Rs. Cr)	-	200 Cr	2,400 Cr	10,000 Cr
E-1	CO2 savings (MT CO2-eq cumulative)	-	0.5 MT	4.0 MT	7.0 MT

5.3 Reporting Schedule

- Monthly: CCPC Scorecard (from MSW2.0 data) to IPA Board and MoPSW by the 15th; corridor performance reports; Monitoring Committee review.
- Quarterly: IMCC Regulatory Report; CCA performance review by ministry; KPI dashboard vs. targets submitted to Secretary (PSW).
- Annual: NCSMC Strategic Review Report; independent audit of CCPS disbursements verified against MSW2.0/NDCS records; BCR estimate update; submission to Parliament through MoPSW Annual Report.
- Year 3 (October 2029): Independent Mid-Term Evaluation by an independent agency; report to NCSMC.
- Year 5 (March 2032): End-of-Scheme Evaluation; NCSMC decision on renewal, modification, or sunset.

5.4 Course-Correction Triggers

Trigger	Threshold	Required Response	Escalation
T-1	Annual cargo growth < 70% of KPI target	CCPC investigates (from MSW2.0 data); Monitoring Committee recommends rate/outreach adjustment within 60 days	Secretary (PSW) notified if unresolved after 1 quarter
T-2	CCA ministry shortfall > 20% below committed volume for 2 consecutive quarters	IMCC bilateral review with defaulting ministry; revised CCA targets	NCSMC at next annual meeting
T-3	MSW2.0 claim error/rejection rate > 2%	CCPC process audit within 30 days; Nodal Officer retraining if systemic	Monitoring Committee mandatory review
T-4	Pilot corridor traffic < 40% of projected capacity for 6 months	Corridor Task Force within 30 days; CCPC market analysis from NDCS data; consider rate enhancement	Secretary-level review if unresolved in 6 months
T-5	Budget under-absorption > 25% of annual allocation in Q3	CCPC surge outreach; temporary rate enhancement for new entrants subject to Monitoring Committee approval	Reallocation proposal to Ministry of Finance
T-6	CCPC KPI scorecard (from MSW2.0) < 65% for 2 consecutive quarters	IPA Board review; performance improvement plan within 45 days	MoPSW may direct change in CCPC leadership

5.5 Grievance Redressal

Any beneficiary aggrieved by the decision of a Nodal Officer may:

- Lodge an appeal with the Monitoring Committee within 30 days of the Nodal Officer's decision - through the Grievance Redressal workflow on the MSW2.0 CCPS module.
- If dissatisfied with the Monitoring Committee's decision, register a grievance with the Secretary (PSW), MoPSW within 60 days of the Committee's decision. The Secretary's decision shall be final.

MSW2.0 / NDCS: The MSW2.0 CCPS module shall have a dedicated grievance tracking interface. IPA/CCPC publishes monthly grievance statistics - received, resolved, pending, and average resolution time - on the CCPS portal within MSW2.0.

A photograph of a tugboat pushing a large cargo ship on the ocean at sunset. The tugboat is in the foreground, moving towards the right, with its bow wave visible. The cargo ship is partially visible on the right side of the frame. The sky is filled with orange and yellow clouds, and the water is dark blue with white foam from the waves. In the background, there are mountains.

Annexure-I - Documents for Registration on MSW2.0

Annexure-I - Documents for Registration on MSW2.0

The following documents shall be uploaded by the shipper or vessel operator on the CCPS Beneficiary Registration portal of MSW2.0 at the time of registration. All documents shall be self-attested (or digitally signed where accepted by IPA/CCPC). Original documents shall be presented to the Nodal Officer at the time of physical verification.

A. Entity Identity and Address Details

- Certificate of Incorporation / Registration Certificate.
- Company/Firm Name and Registered Address with PIN Code.
- Name, Designation, and contact details of the Authorised Signatory/Representative.
- Authorisation Letter / Board Resolution authorising the representative.
- Contact details (phone, mobile, e-mail) of the Authorised Representative.

B. Taxation and Regulatory Registrations

- Permanent Account Number (PAN) Card.
- TAN, if applicable.
- GST Registration Certificate (GSTIN). Where GST-exempt, a declaration to this effect.
- Import Export Code (IEC), if applicable.

C. Bank Account Details (for PFMS-linked DBT)

- Name and Branch of the Bank.
- IFSC Code.
- Bank Account Number (Current Account preferred for corporates).
- Cancelled cheque or bank certificate confirming account details

MSW2.0 / NDCS: Bank account details entered on MSW2.0 are used for PFMS-linked Direct Benefit Transfer. Any change in bank account must be updated and re-verified on MSW2.0 before the next disbursement. PFMS will reject disbursements to unverified or unregistered bank accounts.

D. Operational Details - Cargo and Vessel

- Type of cargo proposed to be transported (commodity category, expected annual volume).
- For vessel registration: IMO Number, Vessel Name, Call Sign, Flag, GRT, NRT, vessel class, and valid statutory certificates (Certificate of Registry, Safety Management Certificate, Classification Certificate). Certificates will be auto-cross-checked against DGS e-Samudra.
- Preferred Major Port / Designated Non-Major Port / IWAI Office for physical verification.
- For bulk cargo (A-1, A-2, A-3): Baseline coastal cargo volume evidence for the reference period 1 October 2023 to 17 February 2026 (prior voyage manifests or port records).
- For Cat B-5 (IBVP): DGS-endorsed certificate of Indian origin from the concerned shipyard.
- For Cat B-6 (GVI): Current Rating Certificate or LNG/alternative fuel certification.

E. Self-Declaration (submitted on MSW2.0 in prescribed format)

- Information provided is true and correct.
- Cargo is domestically originating and destined (for containerised cargo and automobiles).
- Beneficiary undertakes to comply with all CCPS conditions and orders.
- No incentive has been claimed under any other central/state scheme for the same voyage leg.
- Beneficiary is aware that fraudulent claims render them liable to recovery with interest, deregistration from MSW2.0, and legal action.

- Beneficiary consents to sharing GSTIN-linked cargo data with IPA/CCPC, MoPSW, and audit authorities for scheme administration and additionality verification.

Annexure-II - Designated Disbursement Points

Annexure-II - Designated Disbursement Points

The table below identifies the disbursement tier for each port/IWAI category. The updated list of Designated Non-Major Ports is maintained by IPA/CCPC on the CCPS portal within MSW2.0.

Port / Entity Type	Load-End Role on MSW2.0	Discharge-End Role on MSW2.0	Disbursement Authority	Reimbursement workflow
Major Port (12 Major Ports)	Load Certification	Discharge Certification + Disbursement Authorisation	Nodal Officer of discharge Major Port (manual phase) / PFMS-auto (DBT phase)	Monthly claims on MSW2.0 → IPA/CCPC → Monitoring Committee → MoPSW/PAO (manual); Auto-debit from MoPSW scheme account via PFMS (DBT phase)
Designated Non-Major Port (MSW2.0-connected)	Load Certification	Discharge Certification + Disbursement Authorisation	Nodal Officer of Designated Non-Major Port	Monthly claims via State Maritime Board on MSW2.0 → IPA/CCPC → Monitoring Committee → MoPSW/PAO (manual); PFMS auto (DBT phase)
IWAI Terminal / Jetty	Load Certification + Disbursement (if applicable)	Discharge Certification + Disbursement (if applicable)	IWAI Nodal Officer (certifies RSV-CE on MSW2.0)	Monthly IWAI claims on MSW2.0 → IPA/CCPC → Monitoring Committee → MoPSW/PAO (manual); PFMS auto (DBT phase)
Non-Designated Non-Major Port	Load Certification only (on MSW2.0)	Discharge Certification only (on MSW2.0)	NOT ELIGIBLE for disbursement; certification only	Cargo certified on MSW2.0; incentive disbursed from nearest Designated Port/Major Port

Annexure-III - Glossary of Key Terms

Annexure-III - Glossary of Key Terms

Term	Definition
Additionality	Incremental coastal cargo movement above the registered baseline that would not have occurred without the CCPS incentive. Additionality is the qualifying condition for Cat A incentive eligibility for bulk sub-categories (A-1, A-2, A-3).
Baseline Reference Period	1 October 2023 to 17 February 2026 - the 120 days preceding the scheme announcement. Baseline coastal volumes registered by each shipper-GSTIN for the relevant O-D pair in this period form the additionality threshold.
Bill of Coastal Goods (BoCG)	Document prescribed under the Coastal Shipping Act, 2025. The Customs-endorsed BCG (at both load and discharge ports) is mandatory as primary proof of coastal cargo movement for all CCPS claims.
Cargo Commitment Agreement (CCA)	Non-legally-binding but institutionally binding multi-year cargo commitment statement between MoPSW/CCPC and a cargo-owning ministry or PSU, specifying annual coastal cargo volumes to be directed to coastal shipping.
CCPS Module	The dedicated CCPS workflow module within Maritime Single Window 2.0 (MSW2.0), developed and maintained by IPA/CCPC. The sole digital interface for all CCPS registrations, certifications, claims, and disbursements.
DBT (Direct Benefit Transfer)	Mechanism by which incentive payments are credited directly to the registered bank account of the eligible beneficiary through PFMS-integrated MSW2.0. No incentive is paid in cash or through intermediaries.
Designated Non-Major Port	A non-major port connected to MSW2.0 and designated by IPA/CCPC as an eligible disbursement and reimbursement point under the CCPS.
NDCS (National Database for Coastal Shipping)	Database mandated under Section 9 of the Coastal Shipping Act, 2025, maintained by DGS through IPA/MSW2.0. Every CCPS transaction is automatically transmitted to the NDCS.
Nodal Officer	An officer appointed by a Major Port, Designated Non-Major Port, or IWAI terminal, allotted a unique MSW2.0 User ID, responsible for load/discharge certification, claim review, and disbursement authorisation - all within MSW2.0.
Per-Tonne Cap	Maximum incentive payable per tonne under a given Cat A sub-category, regardless of voyage distance. Applies when distance-based calculation exceeds the cap. Computed automatically by the CCPS module of MSW2.0.
Route Graduation	Process by which a CCPS O-D route is phased out of incentive eligibility over 24 months upon achieving commercial viability (TLC via coastal $\leq$ 95% of best road/rail alternative, as assessed annually from MSW2.0 voyage data).

Shipper	The person who holds ownership over the goods being transported at the time of loading (consignor or consignee). The registered shipper on MSW2.0 is the sole eligible beneficiary for Category A incentives.
WPI Indexation	Biennial revision of Category A base rates linked to the Wholesale Price Index (WPI) published by the Office of the Economic Adviser, MoCI. Updated automatically in MSW2.0 CCPS module upon MoPSW notification.



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

GOVERNMENT OF INDIA
Ministry of Ports, Shipping and Waterways
Directorate General of Shipping

Annexure B - Detailed Background Study

GOVERNMENT OF INDIA
Ministry of Ports, Shipping and Waterways
Directorate General of Shipping

Draft Scheme Assessment Report | Outline & Roadmap
O.M. No. SR-2301 1/1/2026-MG (379345)
Dated 17 February 2026
Committee chaired by the Director General of Shipping

February / March 2026

Table of Contents

Acronym	14
1. Background and Context	17
1.1. Mandate for the Coastal Cargo Promotion Scheme	17
1.1.1. Budgetary Provision for Coastal Cargo Promotion	17
1.1.2. Constitution and Mandate of the Committee	18
1.2. India's Coastal Shipping - Current Status and Performance	20
1.2.1. Coastal Cargo Throughput and Growth Trends	20
1.2.2. Modal Share and the 6% to 12% Target	22
1.2.3. Structural Constraints and Market Challenges	22
1.2.4. Earlier Policy Initiatives and Their Outcomes	23
1.3. India's Coastline and Port Infrastructure - Assets and Gaps	26
2. Global Benchmarks and Comparable International Schemes	29
2.1. Rationale for Benchmarking	29
2.2. European Union - Short Sea Shipping (SSS) Promotion Framework	30
2.2.1. EU Marco Polo Programme I & II (2003-2013)	30
2.2.2. Motorways of the Sea (MoS) Concept	34
2.2.3. Italy's Short-Sea Shipping Incentive (Ecoincentivo / Marebonus)	35
2.3. Japan - Coastal Shipping Promotion Model	36
2.4. China - Coastal and River-Sea Shipping Development	38
2.5. United States - America's Marine Highway Program (MHP)	39
2.6. Australia - Coastal Trading Reforms	41
2.7. South Korea and Singapore - Port Competitiveness Strategies	42
2.7.1. South Korea - Cabotage, Coastal Shipping Framework, and Port Congestion Pricing	42
2.7.2. Singapore - Transshipment Hub Strategy and the Coastal Relay Feeder Network	43
2.7.3. Singapore's Coastal Relay and Feeder Network	43
2.7.4. Lessons for India: Building a Hub-and-Spoke Coastal Model	43
2.8. Norway and Denmark - Green Coastal Shipping Programmes	44
2.8.1. Norway - The NOx Fund and Green Coastal Shipping Programme	45
2.8.2. Denmark - Green Shipping Corridor Initiatives	45
2.8.3. Relevance to India's Green Coastal Shipping Agenda - CCPS Environmental Co-Benefits	46
2.8.4. Green Corridors for India's Coastal Network	46
2.8.5. India's Advantage - High Coastal Density and Growth Market	46
2.8.6. Environmental Co-Benefits Embedded in CCPS Design	47
2.9. Brazil - Cabotagem (Coastal Shipping) Revival	47
2.9.1. Importance of Cabotagem in Brazil's Freight Transport Mix	47
2.9.2. The BR do Mar Programme (2021-2022 Reforms)	47
2.9.3. Outcomes of BR do Mar Reforms	47
2.10. Synthesis: Key Design Principles from Global Models	49
2.10.1. Principle 1: Combine Direct Financial Incentives with Structural and Regulatory Enablers	49
2.10.2. Principle 2: Simplicity of Eligibility and Claims Processes	49
2.10.3. Principle 3: Technology-Driven, MSW-Integrated Disbursement	49
2.10.4. Principle 4: Multi-Stakeholder, Multi-Ministry Coordination	50
2.10.5. Principle 5: Commodity-Specific Route Viability Analysis Before Incentive Design	50
2.10.6. Principle 6: Fleet Development as a Parallel Imperative	50
2.10.7. Principle 7: Environmental Co-Benefits as a Legitimising Narrative	50
2.10.8. Principle 8: Sunset Clauses and Performance-Linked Extension Triggers	51
3. Commodity-Wise Demand Assessment and Modal Shift Potential	55

Part I	55
3.1. Methodology for Commodity Selection and Assessment	55
3.2. Coal	56
3.2.1. Current Status	56
3.2.2. Key Issues and Constraints	56
3.2.3. Interventions and Modal Shift Potential (to 2030)	56
3.3. Iron Ore and Pellets	57
3.3.1. Current Status and OD Pairs	57
3.3.2. Constraints and Interventions	57
3.4. POL (Petroleum, Oil, and Lubricants) and Petrochemical Products	58
3.4.1. Refinery-Port OD Matrix	58
3.5. Steel	61
3.5.1. Geographic Mismatch and Coastal Opportunity	61
3.5.2. Cost Comparison and Incentive Design	61
3.6. Cement	63
3.6.1. Production and Consumption Geography	63
3.6.2. Clinker Hub Model for Ports	63
3.7. Fertilizers	64
3.7.1. Import and Domestic Production OD Pairs	64
3.7.2. SIMSC Legacy and Enhanced Incentive Design	65
3.8. Food Grains	65
3.8.1. FCI Procurement and Distribution Network	65
3.8.2. Cost Comparison and Potential	66
3.9. Automobiles (Ro-Ro/Ro-Pax)	66
3.9.1. Production and Consumption Zones	66
3.9.2. Ro-Ro Infrastructure Requirements and Vessel Availability	67
3.10. Salt, Marble, Tiles, and Other Commodities	68
3.11. Total Addressable Demand and Modal Shift Targets	68
3.12. Summary	69
3.13. Part II: Modal Shift and Market Build-Up	72
3.14. Overview and Analytical Framework	72
3.14.1. The Four-Layer Funnel	72
3.15. Commodity-Level Market Build-Up	73
3.15.1. Coal (Thermal + Coking)	73
3.15.2. Iron Ore & Pellets	73
3.15.3. POL & Petroleum Products	74
3.15.4. Steel Products (Finished)	75
3.15.5. Cement & Clinker	76
3.15.6. Fertilisers & FRM	76
3.15.7. Automobiles (Ro-Ro vehicles)	77
3.15.8. Foodgrains (FCI + Private)	78
3.15.9. Containers (Domestic Coastal)	78
3.15.10. Misc Bulk & Break-Bulk	79
3.15.11. IWT River-Sea Cargo	80
3.16. Aggregate Addressable Market Summary	80
3.17. Modal Shift Analysis: Road and Rail to Coastal Diversion Potential	81
3.17.1. Road-to-Coastal Diversion: Where Economics are Positive	82
3.17.2. Rail-to-Coastal Diversion: The Dominant Volume Opportunity	83
3.17.3. Key Structural Insights for CCPS Instrument Design	83
3.18. Modal Split and Coastal Diversion Assessment (CCPS)	84
3.18.1. Introduction	84
3.18.2. Estimation Framework	84
3.18.3. Coverage and Baseline Structure	84
3.18.4. Infrastructure Readiness and Economic Attractiveness	85

3.18.5.	Aggregate Coastal Demand Outlook.....	86
3.18.6.	Commodity-Level Demand Pattern.....	87
3.18.7.	Primary Growth Drivers	87
3.18.8.	Secondary Contributors	87
3.18.9.	Modal Displacement Effects.....	88
3.18.10.	Cross-Check against Top-Down Traffic Projection	88
3.18.11.	Conclusion	89
4.	Coastal Cargo Promotion Scheme (CCPS) - Framework Design.....	91
4.1.	Design Objectives and Guiding Principles.....	91
4.1.1.	Core Policy Objectives	91
4.1.2.	Guiding Design Principles	91
4.2.	Three - Pillar Architecture	92
4.2.1.	Pillar I - Financial Incentives (Categories A & B).....	93
4.2.2.	Recommendation for Pillar II - Infrastructure Support (Category C)	94
4.2.3.	Recommendation for Pillar III - Regulatory Enablers (Category D)	94
4.3.	Category A - Voyage-Based Shipper Incentives.....	94
4.3.1.	Design Rationale	94
4.3.2.	Rate Schedule	95
4.3.3.	Rate Calibration - Cost Coverage Analysis	96
4.3.4.	IWT Integration within Category A - Sub-category A-11.....	96
4.4.	Category B - Operator and Service Viability Incentives	97
4.4.1.	Design Rationale	97
4.4.2.	Category B Instrument Schedule.....	97
4.4.3.	Co-ordination with BCSL for Ro-Ro Pilot Services.....	98
4.5.	Recommendations for Category C - Port and Hinterland Infrastructure VGF	98
4.5.1.	Infrastructure Gap Context.....	98
4.5.2.	Priority Infrastructure Projects - Proposed Pipeline.....	99
4.6.	Recommendations for Category D - Regulatory and Policy Enablers	99
4.6.1.	Regulatory Reform as a Multiplier.....	99
4.6.2.	Category D Reform Schedule.....	100
4.6.3.	Estimated Traffic Impact of Category D Reforms	101
4.7.	Recommendations for Category E - IWT and Multimodal Integration	101
4.7.1.	Strategic Rationale	101
4.7.2.	Category E Instruments	102
4.8.	Cargo Commitment Agreement (CCA) Framework.....	102
4.8.1.	The CCA as the Anchor of the Demand Architecture	102
4.8.2.	CCA Structure and Key Provisions	102
4.8.3.	Ministry-Wise CCA Cargo Targets	103
4.8.4.	CCA Implementation Process.....	104
4.9.	Eligibility, Claims, Disbursement and Safeguards.....	105
4.9.1.	Who is Eligible?.....	105
4.9.2.	Eligibility, Claims, and Disbursement Matrix	105
4.9.3.	Anti-Abuse Safeguards	106
4.10.	Priority Corridors Under CCPS	107
4.11.	Budget Framework and Fiscal Envelope	108
4.11.1.	Budget Approach.....	108
4.11.2.	Five-Year Budget Envelope - Moderate Scenario	109
4.11.3.	Return on Investment - Social Cost-Benefit.....	109
4.12.	CCPS Governance, Administration and Review Architecture	109
4.12.1.	Governing Hierarchy.....	109
4.12.2.	Review Cycle	110
5.	Stakeholder Consultation	112
5.1.	Overview and Consultation Framework	112
5.1.1.	Composition of the Committee	112

5.2.	Chronological Account of Consultations	113
5.2.1.	Genesis of the Process - OM and Initial Circulation (17-21 February 2026)	113
5.2.2.	First Committee Meeting (25 February 2026).....	113
5.2.3.	Circulation of First Draft CCPS Framework (10-11 March 2026).....	113
5.2.4.	Interim Committee Meeting (25 March 2026, 1130 hrs)	114
5.3.	Engagement with Central Ministries and Regulatory Bodies.....	114
5.3.1.	First Wave - SPOC Nominations and Preliminary Inputs (20 March 2026) ..	114
5.3.2.	Second Wave - DO Letters to Ministry Secretaries (13 April 2026)	115
5.3.3.	Responses Received from Ministries and Regulatory Bodies	116
5.4.	Engagement with the Port Ecosystem	119
5.4.1.	Major Port Authorities	119
5.4.2.	State Maritime Boards.....	120
5.4.3.	Minor, Intermediate, and Private Ports - Multi-Wave Outreach	122
5.5.	Engagement with Industry, Shipping Lines, and Industry Associations.....	122
5.5.1.	Initial Outreach - SPOC Nominations and Questionnaire (20 March 2026) .	123
5.5.2.	Response from INSA (Indian National Shipowners' Association)	124
5.5.3.	Response from ICCSA (ICC Shipping Association)	124
5.5.4.	JSW Steel - Detailed Clarifications and Recommendations (21 April 2026)	124
5.6.	Formal Stakeholder Consultation Meetings (April 2026)	124
5.6.1.	First Round Stakeholder Consultations (8-9 April 2026)	124
5.6.2.	Second Round Stakeholder Consultations (15 April 2026).....	125
5.6.3.	Third and Final Stakeholder Consultations (21 April 2026)	126
5.7.	Consolidated Chronological Register of all Consultations.....	126
5.8.	Synthesis of Stakeholder Inputs by CCPS Pillar	131
5.8.1.	Pillar I - Financial Incentives for Cargo Modal Shift.....	131
5.8.2.	Recommendation for Pillar II - Infrastructure Support and Port Ecosystem Development	131
5.8.3.	Recommendation for Pillar III - Regulatory and Policy Enablers	132
5.8.4.	Recommendation for Pillar IV - Institutional Mechanisms and Monitoring.	132
5.8.5.	Pillar V - Environmental Sustainability and Long-term Scalability.....	132
5.9.	Summary and Conclusions	133
6.	Implementation Roadmap	136
6.1.	Implementation Architecture - Strategic Overview	136
6.2.	Phase I - Foundation and Institutional Setup (April 2026 - March 2027)	137
6.2.1.	Legislative and Regulatory Foundation	137
6.2.2.	Institutional Establishment - CCPC Setup	138
6.2.3.	Cargo Commitment Agreement (CCA) - Negotiations and Execution.....	139
6.2.4.	Port Infrastructure - Priority DPRs and VGF Approvals	139
6.2.5.	MSW2.0 Digital Platform - Development and Testing.....	140
6.2.6.	Phase I Milestones, Deliverables, and Gateway Conditions.....	140
6.3.	Phase II - Launch and Early Scaling (April 2027 - March 2029)	141
6.3.1.	Pilot Corridor Activation - Three Priority Corridors.....	142
6.3.2.	Full Incentive Scheme Launch - All Categories	142
6.3.3.	Fleet Development and Vessel Ordering	143
6.3.4.	CCA Monitoring - Year 1 Performance Review	143
6.3.5.	IWT Integration - NW-1 Activation	143
6.3.6.	Phase II Action Register and Gateway Conditions.....	144
6.4.	Phase III - Consolidation and Network Expansion (April 2029 - March 2031)	145
6.4.1.	Tier-2 Corridor Activation	145
6.4.2.	Mid-Term Independent Evaluation	145
6.4.3.	Fleet Delivery and Deployment	146
6.4.4.	LNG Bunkering Infrastructure - COD	146
6.4.5.	Phase III Gateway Conditions for Phase IV Transition	146

6.5.	Phase IV - Sustained Growth and Scheme Evolution (April 2031 - March 2032 and Beyond)	147
6.5.1.	Incentive Tapering - Route Graduation Framework.....	147
6.5.2.	End-of-Scheme Independent Evaluation.....	147
6.5.3.	Scheme Sunset or Renewal Decision Framework.....	147
6.6.	Critical Path Analysis and Cross-Cutting Dependencies	148
6.6.1.	Critical Path Chain 1 - Notification to Disbursement	148
6.6.2.	Critical Path Chain 2 - CCA to Corridor Traffic	149
6.6.3.	Critical Path Chain 3 - Berth to Traffic	149
6.6.4.	Cross-Cutting Dependencies.....	150
6.7.	Stakeholder Responsibility Matrix - RACI Framework.....	150
6.7.1.	Ministry-wise Action Register	151
6.8.	Phased Budget Deployment and Expenditure Triggers	152
6.8.1.	Expenditure Triggers and Annual Budget Approval Gateway	153
6.8.2.	Multi-Source Funding Architecture	153
6.9.	Monitoring, Evaluation, and Course-Correction Framework.....	154
6.9.1.	KPI Hierarchy - Strategic to Operational	154
6.9.2.	Reporting Architecture and Dashboard	155
6.9.3.	Course-Correction Triggers and Escalation Protocol.....	156
6.10.	Communication, Outreach, and Stakeholder Engagement Strategy.....	156
6.10.1.	CCPS Shipper Awareness Roadshows	157
6.10.2.	MSME Shipper Outreach - LCL Aggregation.....	157
6.10.3.	Engagement Calendar - CCA Ministries and Port Authorities	157
6.10.4.	Parliamentary and Public Accountability.....	158
6.11.	Alignment with National Development Priorities	158
6.11.1.	Net Zero and National Determined Contributions (NDCs).....	158
6.11.2.	Viksit Bharat 2047 Logistics Competitiveness.....	158
6.11.3.	Employment Generation	159
6.12.	Projected Modal Share Trajectory and Scenario Analysis.....	159
6.13.	Summary	159
7.	Budgets, Resources, Implementation Roadmap and Strategy	162
7.1.	Financial Modelling Approach and Architecture.....	163
7.1.1.	Key Modelling Assumptions	163
7.1.2.	Scenario Definitions	164
7.2.	Category A - Shipper Incentive Expenditure	164
7.2.1.	Calculation Methodology - General Formula	164
7.2.2.	Sub-Category Calculation Details and Results	165
7.2.3.	DBT Claim Rate - Ramp Assumption and Calibration	166
7.2.4.	WPI Indexation	166
7.3.	Category B - Operator and Fleet Incentive Expenditure	166
7.3.1.	Sub-Category Calculation Details.....	166
7.4.	Recommendation for Category C - Infrastructure Projects.....	167
7.4.1.	Infrastructure Project Prioritisation	168
7.5.	Recommendation for Categories D & E - Regulatory Reform Costs and CCPC Operations.....	173
7.5.1.	Category D - Regulatory Reform Administrative Costs (₹38 Crore).....	173
7.5.2.	Category E - CCPC Operations Budget (₹42 Crore net).....	173
7.6.	Consolidated CCPS Five-Year Fiscal Envelope	174
7.7.	Total Logistics Cost (TLC) Savings - Direct Economic Benefit	174
7.7.1.	TLC Savings Calculation.....	174
7.8.	Benefit-Cost Analysis - BCR, ENPV, and IRR	175
7.8.1.	BCR Calculation Methodology	175
7.9.	Environmental and Social Returns.....	176
7.9.1.	CO ₂ Emission Savings	176

7.9.2.	Road Decongestion	176
7.9.3.	Employment Generation	176
7.10.	Revenue and Tax Buoyancy - Fiscal Returns to the Exchequer	176
7.10.1.	Fiscal Returns Calculation Methodology	176
7.11.	Multi-Source Funding Architecture	177
7.12.	Long-Term Financial Sustainability	178
7.13.	Summary	178
8.	Environmental Co-Benefits, Climate Commitments, and Green Shipping	181
8.1.	Modal Carbon Intensity: The Environmental Case for Coastal Shipping.....	181
8.1.1.	Emission Intensity Comparison by Mode	182
8.2.	India's Policy Architecture for Maritime Decarbonisation - CCPS Alignment	183
8.3.	India's NDC and Climate Commitments - The CCPS Contribution	187
8.3.1.	CCPS Contribution to NDC Emissions Intensity Target	187
8.3.2.	IMO 2023 GHG Strategy and CCPS Alignment	187
8.4.	Air Quality, Road Decongestion, and Social Co-Benefits	188
8.4.1.	NOx, SOx, and PM Abatement.....	188
8.4.2.	Road Network Decongestion Co-Benefits.....	190
8.5.	CCPS Green Fleet Transition Roadmap	190
8.5.1.	The LNG Bridge Strategy.....	193
8.5.2.	The Zero-Carbon Transition (Methanol, Ammonia, Green Hydrogen)	194
8.6.	India's Green Shipping Corridors - CCPS-Anchored Network.....	194
8.7.	Carbon Credit Monetisation Support (CCMS) - Generating Indian Carbon Credits from CCPS Modal Shift	197
8.7.1.	Revenue Distribution and Incentive Synergy	199
8.8.	Social and Livelihood Co-Benefits - Blue Economy and Coastal Communities ..	199
8.8.1.	Gender and Inclusive Employment	200
8.8.2.	Coastal Community Resilience	200
8.9.	Environmental Monitoring and Reporting Framework (EMRF)	200
8.10.	Summary	203
9.	Integration of Inland Water Transport (IWT) with Coastal Shipping	206
9.1.	Overview of IWT-Coastal Interface.....	206
9.2.	Corridor Development for Coastal-IWT Integration.....	206
9.3.	RSV Framework and Incentive Design.....	207
10.	Draft CCPS Scheme Document -Structure and Key Provisions	209
Section 1.	Introduction to CCPS	209
1.1	Vision	209
1.2	Objectives.....	209
1.3	Title and Enforcement	210
1.4	Plan Provision for the Scheme	210
1.5	Category A - Voyage-Based Shipper Incentives	211
1.5.1	Incentive Rate Schedule - Category A	211
1.5.2	WPI Indexation of Category A Rates	212
1.5.3	Viability Gap Support for Ro-Ro Empty Return Voyages (Supplementary to A-6)	212
1.6	Category B - Operator and Fleet Development Incentives	213
Section 2.	Eligibility Framework.....	214
2.1	Eligible Cargo	214
2.2	Eligible Vessels	214
2.3	Eligible Routes.....	215
2.4	Eligible Beneficiaries - Category A (Shippers)	215
2.5	Eligible Beneficiaries - Category B (Vessel Operators)	215
2.6	Designated Non-Major Ports	216
2.7	Baseline Reference and Additionality Requirement	216
2.8	Anti-Abuse Safeguards.....	216

Section 3. Roles and Responsibilities of Stakeholders	217
3.1 Role of Beneficiaries	217
3.1.1 Registration on MSW2.0	217
3.1.2 Baseline Registration (Cat A Bulk Commodities)	217
3.1.3 Pre-Voyage Submission on MSW2.0	217
3.1.4 Post-Voyage Claim on MSW2.0	217
3.2 Role of Major Ports	218
3.2.1 Nodal Officer Appointment and MSW2.0 Access	218
3.2.2 Load Certification on MSW2.0	218
3.2.3 Discharge Certification on MSW2.0	218
3.2.4 Disbursement Authorisation on MSW2.0	218
3.2.5 Monthly Claim Consolidation (Manual Reimbursement Phase)	218
3.3 Role of Designated Non-Major Ports	218
3.4 Role of Other (Non-Designated) Non-Major Ports	219
3.5 Role of IWAI	219
3.6 Role of IPA / CCPC	219
3.6.1 Development and Operation of MSW2.0 CCPS Module	219
3.6.2 Cargo Aggregation, CCA Management, and Market Development	220
3.6.3 Claims Consolidation and Reporting	220
3.7 Role of the Monitoring Committee	220
3.7.1 Constitution	220
3.7.2 Meetings and Functions	220
3.8 Role of the Coastal Shipping Cell (CSC), MoPSW	220
3.9 Review and Revision of the Scheme	221
3.9.1 Interpretation	221
3.9.2 Review / Revision of Committee Orders	221
3.9.3 Periodic Review of Incentive Rates and Scheme Scope	221
3.9.4 Route Graduation Framework	221
Section 4. Scheme Implementation Details	221
4.1 End-to-End Workflow on MSW2.0	221
4.2 Required Documents for Claim Submission (Upload on MSW2.0)	223
4.3 Manual Reimbursement Phase (Prior to Full DBT Automation)	223
4.4 Automated DBT Phase (Post Full MSW2.0 PFMS Integration)	224
Section 5. Monitoring, Evaluation, and Course-Correction	224
5.1 Governance Architecture	224
5.2 Key Performance Indicators	225
5.3 Reporting Schedule	225
5.4 Course-Correction Triggers	226
5.5 Grievance Redressal	226
Annexure-I - Documents for Registration on MSW2.0	226
A. Entity Identity and Address Details	226
B. Taxation and Regulatory Registrations	227
C. Bank Account Details (for PFMS-linked DBT)	227
D. Operational Details - Cargo and Vessel	227
E. Self-Declaration (submitted on MSW2.0 in prescribed format)	227
Annexure-II - Designated Disbursement Points	228
Annexure-III - Glossary of Key Terms	228
12. Summary of Recommendations	231
12.1. Scheme Design Recommendations	231
12.2. Regulatory and Policy Recommendations	236
12.3. Institutional Recommendations	241
12.4. Implementation Phasing Recommendations	245
12.5. Green and Sustainability Recommendations	249
12.6. Concluding Observations	253

References and Bibliography 255

Government of India Documents 255

International References 255

List of Figures

Figure 1.Coastal growth at Indian Ports.....	20
Figure 2. Comparison of Navigable Inland Waterways Networks	38
Figure 3. USA’s America Marine Highway Program (MHP)	40
Figure 4. Norway NOx Fund - Technology Distribution.....	45
Figure 5.Brazil’s BR do Mar Programme Impact.....	48
Figure 6. Methodology for Commodity Selection and Assessment.....	55
Figure 7. Coastal cargo demand concentrated in a few hinterlands states.....	56
Figure 8. Map of Refineries of India	59
Figure 9. Potential origin-destination (OD) pairs	62
Figure 10. CCPS Year-wise Budget Deployment Schedule (Moderate Scenario)	152

List of Tables

Table 1. Coastal Cargo Growth at Major Ports	21
Table 2. Coastal Cargo Growth at Non-Major Ports	21
Table 3. Coastal + IWT modal share of total domestic freight (%)	22
Table 4. Countries with comparable maritime geography	29
Table 5. EU Marco Polo Action Types and India-Context Application	32
Table 6. EU Marco Polo Funding Architecture - Key Design Features	32
Table 7. Italy's Ecobonus / Marebonus vs. Potential Indian Coastal Cargo Incentive Design	36
Table 8. Japan's Coastal Shipping Policy Framework - Key Features	37
Table 9. China's Coastal and River-Sea Shipping - Scale Benchmarks.....	39
Table 10. US Marine Highway Program - Key Features and India Relevances.....	40
Table 11. Brazil BR do Mar - Key Reforms and Outcomes	48
Table 12. Global Benchmarking Synthesis - Eight Design Principles for India's CCPS	51
Table 13. Major OD pairs for iron ore	57
Table 14. Oil Refineries of India	59
Table 15. The major OD pairs corresponding to Crude Oil and POL product movements...	60
Table 16. Cost comparison (Rail v/s coastal) for Steel movements.....	61
Table 17. Potential OD pairs for coastal movements of Steel	62
Table 18. Import-linked OD pairs	65
Table 19. Cost Comparison and Potential.....	66
Table 20. Origin-Destination (OD) pairs and Costal Volume.....	68
Table 21. Total Addressable Demand for Coastal Shipping by FY 2030 Scenario.....	69
Table 22. Summary of coastal shipping potential	69
Table 23. Four-Layer Funnel Methodology.....	72
Table 24. Coal (Thermal + Coking).....	73
Table 25. Iron Ore & Pellets	73
Table 26. POL & Petroleum Products.....	74
Table 27. Steel Products (Finished).....	75
Table 28. Cement & Clinker	76
Table 29. Fertilisers & FRM	76
Table 30. Automobiles (Ro-Ro vehicles)	77
Table 31. Foodgrains (FCI + Private)	78
Table 32. Containers (Domestic Coastal)	78
Table 33. Misc Bulk & Break-Bulk	79
Table 34. IWT River-Sea Cargo	80
Table 35. Aggregate Addressable Market Summary	81
Table 36. Modal Shift Analysis: Road and Rail to Coastal Diversion Potential	82

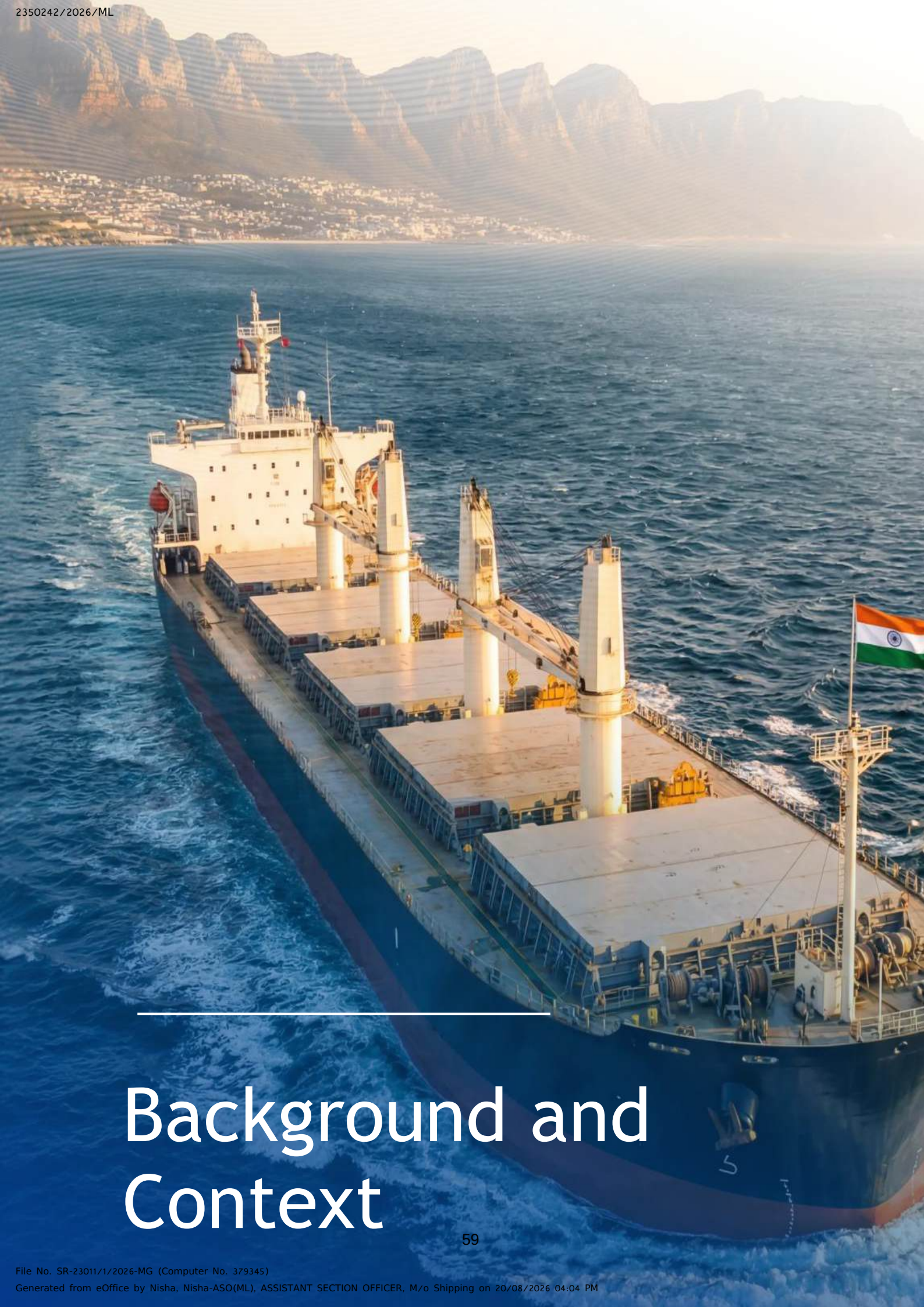
Table 37. Commodity Coverage and Baseline Parameters	85
Table 38. Illustrative Readiness and TLC Attractiveness Structure (Conservative Scenario)	85
Table 39. Aggregate Coastal Volume Summary (9 Commodities).....	86
Table 40. Commodity Position by FY 2031-32 (Conservative Scenario).....	87
Table 41. Physical Displacement Metrics	88
Table 42. Cross-Check with Traffic Projection.....	88
Table 43. CCPS Three-Pillar Architecture and Instrument Category Overview	92
Table 44. Category A - Voyage-Based Shipper Incentive Rate Schedule.....	95
Table 45. Rate Calibration - Cost Coverage Analysis	96
Table 46. Category B - Operator and Service Viability Incentives.....	97
Table 47. Category D - Regulatory and Policy Reform Schedule	100
Table 48. Ministry-Wise CCA Cargo Commitment Targets - FY 2027-28 and FY 2029-30 ..	103
Table 49. Eligibility, Documentation, Disbursement and Oversight Matrix	105
Table 50. Safeguard and Anti-Abuse Provisions	106
Table 51. CCPS Priority Corridor Matrix.....	107
Table 52. CCPS Five-Year Budget Envelope - Moderate Scenario (INR Crore)	109
Table 53. Composition of the Committee.....	112
Table 54. Details of Communications requested from each Ministry	114
Table 55. Details of DO Letters to Ministry Secretaries.....	115
Table 56. Details of Communications requested each Major Ports	119
Table 57. Details of Communications requested each State Maritime Board.....	120
Table 58. Initial Industry Outreach	123
Table 59. Consolidated Chronological Register of All Consultations	126
Table 60 CCPS Implementation Phases - Summary Overview	137
Table 61 Phase I Action Register - Foundation & Institutional Setup (FY 2026-27)	140
Table 62. Phase II Action Register - Launch & Early Scaling (FY 2027-28 to FY 2028-29) .	144
Table 63. Scheme Sunset / Renewal Decision Framework	147
Table 64. Critical Path Dependencies - CCPS Implementation (Top 10 Actions)	149
Table 65. CCPS RACI Responsibility Matrix - Principal Stakeholders and Functions	150
Table 66. Ministry and Entity-wise Action Register - Short and Medium Term	151
Table 67. CCPS Year-wise Budget Deployment Schedule (Moderate Scenario).....	152
Table 68. CCPS KPI Monitoring Framework - Strategic, Operational, and Financial Metrics	154
Table 69. CCPS Course-Correction Triggers and Escalation Protocol	156
Table 70. CCPS Stakeholder Engagement Calendar - Annual Cycle	157
Table 71. Model parameters	163
Table 72. Scenario Definitions.....	164

Table 73. Category A: Sub-Category Parameters and Annual Budget (₹ Crore, Moderate Scenario).....	165
Table 74. DBT Claim Rate - Ramp Assumption and Calibration.....	166
Table 75. New Route Launch Grant (NRLG)	166
Table 76. Service Frequency Bonus (SFB).....	167
Table 77. Summary Calculations	167
Table 78. Category C: Project Prioritization Matrix.....	168
Table 79. Category D - Regulatory Reform Administrative Costs.....	173
Table 80. Category E - CCPC Operations Budget.....	173
Table 81. Consolidated CCPS Five-Year Fiscal Envelope.....	174
Table 82. TLC Savings Calculation	174
Table 83. BCR Calculation Methodology	175
Table 84. Fiscal Returns Calculation Methodology (in Cr)	177
Table 85. Multi-Source Funding Architecture	177
Table 86. Modal Carbon and Environmental Intensity Comparison - India-Specific Context	182
Table 87. India Policy Framework for Maritime Decarbonisation - CCPS Alignment and Integration.....	184
Table 88. CCPS Air Quality Co-Benefits by Corridor - NO _x , SO _x , PM Abatement and Monetised Health Value	189
Table 89. CCPS Green Fleet Transition Technology Roadmap - Six Pathways, Four Phases	191
Table 90. India Green Shipping Corridors - CCPS-Anchored Network.....	195
Table 91. CCPS Carbon Credit Monetisation Support (CCMS) - Methodology for ICC Generation	197
Table 92. CCPS Environmental Monitoring and Reporting Framework (EMRF).....	201
Table 93. Major Operational National Waterways (as of 2025-26)	206

Acronym

Acronym	Full Form
ADB	Asian Development Bank
AIS	Automatic Identification System
APGENCO	Andhra Pradesh Power Generation Corporation
ASSOCHAM	Associated Chambers of Commerce and Industry of India
BCG	Bill of Coastal Goods
BCR	Benefit Cost Ratio
BCSL	Bharat Container Shipping Line
BEE	Bureau of Energy Efficiency
BPCL	Bharat Petroleum Corporation Limited
CBIC	Central Board of Indirect Taxes and Customs
CCA	Cargo Commitment Agreement
CCMS	Carbon Credit Monetisation Support
CCPC	Coastal Cargo Promotion Centre
CCPS	Coastal Cargo Promotion Scheme
CCTS	Carbon Credit Trading Scheme
CFS	Container Freight Station
CII	Confederation of Indian Industry
CIL	Coal India Limited
CO ₂	Carbon Dioxide
CoPA	Cochin Port Authority
CPCB	Central Pollution Control Board
CSL	Cochin Shipyard Limited
DGS	Directorate General of Shipping
DPA	Deendayal Port Authority
DPR	Detailed Project Report
EEPC	Engineering Export Promotion Council
EEXI	Energy Efficiency Existing Ship Index
EMRF	Environmental Monitoring & Reporting Framework
EXIM	Export-Import
FCI	Food Corporation of India
FCL	Full Container Load
FICCI	Federation of Indian Chambers of Commerce and Industry
FY	Financial Year
GENCO	Power Generation Company
GRT	Gross Registered Tonnage
GST	Goods and Services Tax
GTPP	Green Tug Transition Programme
HPCL	Hindustan Petroleum Corporation Limited
ICCSA	Indian Coastal Conference Shipping Association
ICC	Indian Carbon Credits
ICD	Inland Container Depot
IMCC	Inter-Ministerial Coordination Committee
IMO	International Maritime Organization
IPA	Indian Ports Association
IRClass	Indian Register of Shipping
IWAI	Inland Waterways Authority of India
IWT	Inland Water Transport
JNPA	Jawaharlal Nehru Port Authority

Acronym	Full Form
MAKV	Maritime Amrit Kaal Vision 2047
MbPA	Mumbai Port Authority
MIV	Maritime India Vision
MoF	Ministry of Finance
MoPSW	Ministry of Ports, Shipping & Waterways
MoPNG	Ministry of Petroleum & Natural Gas
MT	Million Tonnes
NAAQS	National Ambient Air Quality Standards
NCAER	National Council for Applied Economic Research
NCSMC	National Coastal Shipping Monitoring Committee
NIC	National Informatics Centre
NMPA	New Mangalore Port Authority
NRLG	National Reference Logistics Guidelines
NW	National Waterway
OD	Origin-Destination
OEM	Original Equipment Manufacturer
MSW2.0	Maritime Single Window 2.0
PFMS	Public Financial Management System
POL	Petroleum, Oil and Lubricants
PPA	Paradip Port Authority
Ro-Ro	Roll-on/Roll-off
RSR	Rail-Sea-Rail
RSV	River-Sea Vessel
SAIL	Steel Authority of India Limited
SBFAS	Shipbuilding Financial Assistance Scheme
SIMSC	Scheme for Incentivising Modal Shift to Coastal Shipping
SMPA	Syama Prasad Mookerjee Port Authority
SOP	Standard Operating Procedure
TEU	Twenty-Foot Equivalent Unit
TLC	Total Logistics Cost
UNFCCC	United Nations Framework Convention on Climate Change
VGF	Viability Gap Funding
VOCPA	V.O. Chidambaranar Port Authority



Background and Context

1. Background and Context

This report should be read in conjunction with the report titled “Coastal Shipping in India: Potential for Growth and Action Framework” prepared by the Committee on Coastal Shipping under the Ministry of Ports, Shipping and Waterways (January 2026), which outlines the key recommendations and strategic directions for the development and promotion of coastal shipping in India.

1.1. Mandate for the Coastal Cargo Promotion Scheme

The mandate for the formulation of the Coastal Cargo Promotion Scheme (CCPS) arises from the announcement made in the Union Budget 2026-27 regarding the introduction of a dedicated scheme to promote coastal cargo movement. In furtherance of this announcement, a Committee was constituted vide Office Memorandum dated 17th February 2026 to examine the modalities and develop an appropriate framework for the Scheme. Subsequently, the Terms of Reference of the Committee were further expanded vide Office Memorandum dated 15th April 2026 to include additional areas of analysis relating to multimodal logistics integration and the movement of bulk commodities through coastal shipping and inland waterways. This section sets out the policy context and institutional basis underpinning the formulation of the CCPS.

1.1.1. Budgetary Provision for Coastal Cargo Promotion

In the Union Budget 2026 - 27¹, the Government of India announced a set of measures aimed at promoting environmentally sustainable and cost-efficient movement of cargo through the development of multimodal logistics infrastructure. The announcements include initiatives for increasing rail freight capacity, strengthening inland waterways, and promoting coastal shipping as an efficient and low-carbon mode of transport.

As part of these initiatives, the Government has proposed the development of new Dedicated Freight Corridors connecting Dankuni in the East to Surat in the West to facilitate efficient cargo movement across major industrial regions. Further, the operationalisation of 20 new National Waterways over the next five years has been announced, beginning with National Waterway-5 in Odisha to connect mineral-rich regions such as Talcher and Angul with industrial centres including Kalinga Nagar and the ports of Paradip and Dhamra.

In order to support the development of skilled manpower for the waterways sector, training institutes will be established as Regional Centres of Excellence along the waterways corridor to facilitate capacity building and skill development among the youth in the region. In addition, a ship repair ecosystem catering to inland and coastal vessels is proposed to be developed at Varanasi and Patna to support vessel maintenance and operational efficiency.

The Union Budget also announced the launch of a Coastal Cargo Promotion Scheme (CCPS) with the objective of incentivising a modal shift of cargo from road and rail to coastal shipping and inland waterways. The scheme aims to increase the share of waterborne transport in the national logistics mix from the current level of approximately 6% to 12% by 2047. The proposed scheme is intended to improve the viability, competitiveness, and environmental sustainability of coastal logistics while strengthening the overall maritime ecosystem in the country. The initiative aligns with the Government’s broader vision of achieving efficient, sustainable, and integrated logistics under the Viksit Bharat framework.

A. Operationalisation of New National Waterways

¹ [Union Budget 2026-27](#)

The Government has announced the operationalisation of 20 additional National Waterways over the next five years in order to expand the inland water transport network and facilitate greater utilisation of waterways for cargo movement. The expansion of the waterways network is expected to enhance navigational capacity, improve last-mile connectivity between production centres and ports, and enable the development of long-distance riverine and coastal logistics corridors.

B. Strengthening Maritime Infrastructure

As part of the broader effort to strengthen the maritime ecosystem, ship repair facilities are proposed to be established at Varanasi and Patna to support inland and coastal vessels operating along the waterways network. The development of repair and logistics infrastructure is expected to improve vessel availability, enhance operational efficiency, and reduce maintenance-related downtime and costs for vessel operators.

C. Container Manufacturing Assistance Scheme

A complementary initiative announced in the Budget is the introduction of a INR 10,000 crore Container Manufacturing Assistance Scheme aimed at promoting domestic manufacturing of containers. The scheme is expected to reduce dependence on imported containers, improve the availability of containers for coastal and inland cargo movement, and strengthen domestic supply chain resilience. The initiative will also support the growth of containerised cargo movement through coastal and inland waterways.

D. Dedicated Freight Corridor

The proposed East - West Dedicated Freight Corridor connecting Dankuni in West Bengal to Surat in Gujarat is intended to facilitate efficient movement of freight across major industrial corridors. The corridor is expected to enhance multimodal integration by linking rail freight systems with ports and waterways, thereby supporting sustainable cargo transportation across regions.

Objectives of the Coastal Cargo Promotion Scheme

The Coastal Cargo Promotion Scheme is envisaged with the following objectives:

- **Promotion of Modal Shift:** Encourage the movement of bulk, containerised, and general cargo from road and rail to coastal shipping and inland waterways, thereby reducing logistics costs for industries.
- **Promotion of Green and Sustainable Logistics:** Reduce carbon emissions by promoting energy-efficient waterborne transport and alleviate congestion on road and rail networks.
- **Strengthening the Maritime Ecosystem:** Enhance fleet utilisation for Indian shipping operators and improve the frequency and reliability of coastal shipping services through increased cargo volumes.
- **Improvement of Multimodal Connectivity:** Facilitate the development of integrated logistics chains connecting ports with hinterland locations, including industrial clusters, inland container depots (ICDs), and logistics hubs.

1.1.2. Constitution and Mandate of the Committee

The constitution of the Committee established vide Office Memorandum No. SR-23011/1/2026-MG dated 17th February 2026² for the purpose of examining and recommending an appropriate framework for the Coastal Cargo Promotion Scheme (CCPS). It also reflects the subsequent additions to the Terms of Reference issued vide Office

² Office Memorandum No. SR-23011/1/2026-MG dated 17th February 2026

Memorandum dated 15th April 2026. Detailed information regarding the composition of the Committee and the specific Terms of Reference is elaborated in the subsequent sections.

It sets out the mandate of the Committee and presents the Terms of Reference (ToR) assigned to it under the said Office Memorandum. Detailed information regarding the composition of the Committee and the specific ToR is elaborated in the subsequent sections.

A. Constitution of the Committee

The Committee shall be headed by the Director General of Shipping, Directorate General of Shipping, and comprise representatives from the following entities/organizations:

- i. Chairpersons of the following Major Port Authorities
 - a. Paradip Port Authority
 - b. Mumbai Port Authority
 - c. Deendayal Port Authority
 - d. Kamarajar Port Limited
- ii. MD, Indian Ports Association
- iii. Director (Shipping), Ministry, Secretary: of Ports, Shipping and Waterways as Member

B. Terms of Reference of the Committee

- i. To design, develop, and recommend a comprehensive Coastal Cargo Promotion Scheme framework, including financial incentives for cargo movement, infrastructural support, cargo commitments, etc.
- ii. To align the scheme with the national target of increasing the modal share of coastal and inland waterway transport from the existing approximately 6% to 12% by 2047, as announced in the Union Budget 2026-27, while ensuring integration with broader national goals of reducing logistics costs, decongesting road and rail networks etc.
- iii. To review and incorporate the inputs after consulting with the coastal cargo handling Ministries (including listed below) with regard to type, volume, location of cargo and other relevant inputs to promote coastal cargo:
 - Ministry of Petroleum and Natural Gas
 - Department of Fertilizers
 - Ministry of Steel
 - Ministry of Consumer Affairs, Food and Public Distribution
 - Ministry of Coal
 - Ministry of Power
- iv. To review and incorporate stakeholder inputs through regular consultations and discussions with Major Ports, State Maritime Boards, key industry players, including but not limited to:
 - Indian Ports Association
 - Indian National Shipowners' Association
 - Indian Coastal Conference Shipping Association
 - Multimodal logistics solution providers
 - Major cargo owners/shippers
 - Other relevant stakeholders (e.g., exporters/importers, state governments, and industry associations) from time to time.
- v. To develop a detailed implementation roadmap and strategy for the Coastal Cargo Promotion Scheme, including:
 - Phased timelines and milestones

- Clear allocation of responsibilities among ministries, ports, state maritime boards, and other entities
 - Resource and budgetary requirements
 - Monitoring, evaluation, and impact assessment mechanisms
 - Risk-mitigation and contingency plans
- vi. To ensure the scheme's alignment with related national initiatives (e.g., climate commitments, sustainable development goals etc.) and to recommend any complementary measures for long-term sustainability, scalability, and periodic review.
 - vii. The Committee may take into account earlier studies on the subject and draft scheme prepared earlier.
 - viii. The Chairman may co-opt other members as and when required.
 - ix. To conduct a detailed study on the cost savings and efficiency gains achievable through multimodal logistics, including Rail-Sea-Rail integration, and to estimate the number of trucks that would have been required in the absence of such multimodal solutions.
 - x. To assess the potential benefits of transporting grains and other bulk commodities through coastal shipping and inland waterways as part of broader coastal and water-based transport solutions.

1.2. India's Coastal Shipping - Current Status and Performance

The intention is to establish a strong baseline of current performance - covering cargo flows, modal share, port capacities, fleet characteristics, and operational efficiencies - against which future growth, policy interventions, and scheme impacts can be assessed.

1.2.1. Coastal Cargo Throughput and Growth Trends³

Coastal cargo throughput in India has witnessed a steady increase over the past decade, reflecting the growing role of coastal shipping in the country's logistics ecosystem. Total coastal cargo throughput reached approximately 339 million tonnes (MT) in FY 2024-25, comprising ~196 MT handled at Major Ports and 143 MT at Non-Major Ports.

Over the period from FY 2013 - 14 to FY 2024 - 25, coastal cargo volumes increased from ~161 MT to 339 MT, representing an overall growth of about 110%. This corresponds to a compound annual growth rate (CAGR) of around 7% during the period.⁴

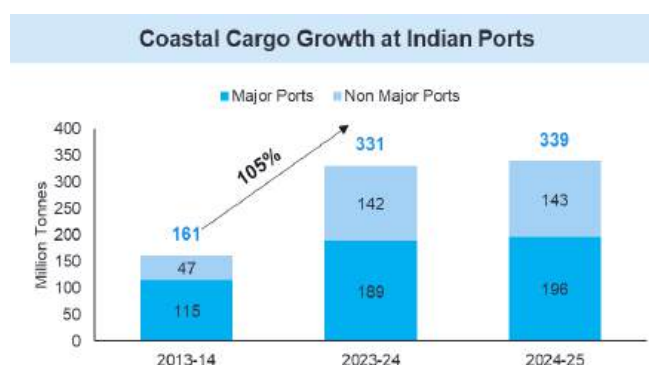


Figure 1. Coastal growth at Indian Ports

³ Coastal Shipping in India - Potential for growth and Action Framework

⁴ Coastal Shipping in India - Potential for growth and Action Framework

Specifically, coastal cargo handled at India's Major Ports has recorded a consistent expansion, increasing from approximately 115 MT in FY 2013-14 to about 196 MT in FY 2024 - 25. This represents an absolute growth of nearly 70%, translating into a compound annual growth rate (CAGR) of around 5% over the eleven-year period.

The growth in coastal cargo movement has been driven primarily by increased transportation of bulk commodities such as coal, petroleum, oil and lubricants (POL) and related products, iron ore, fertilizers, cement, and steel, along with other commodities including food grains, automobiles, and salt. ⁵The rising movement of these commodities through coastal routes has been supported by increasing domestic energy requirements, industrial demand, and the gradual improvement in port and coastal shipping infrastructure across the country. ⁶

Table 1. Coastal Cargo Growth at Major Ports

S. No.	Port	Cargo Volume ('000 Tonnes)	Cargo Volume (MT)	Share (%)	Major Coastal Commodities
1	PPA	63,693	63.7	33%	Coal, Iron ore, IO Pellets, POL
2	MbPA	22,346	22.3	11%	POL, Iron Ore and Cement & clinkers, Others
3	KPL	19,687	19.7	10%	Thermal coal, POL, Containers, others
4	VPA	19,333	19.3	10%	Iron ore & Pellets, POL, Thermal Coal, Containers, others
5	DPA	15,753	15.8	8%	Crude, POL, Salt, Containers, others
6	CoPA	12,546	12.5	6%	POL, Steel, cement, containers, Others
7	VOCPA	11,986	12	6%	Th. Coal, POL, salt and containers
8	NMPA	8,680	8.7	4%	Iron ore, Crude & POL, containers, others
9	ChPA	6,158	6.2	3%	POL, Containers, iron & steel products
10	JNPA	6,026	6	3%	POL, Cement, break-bulk, Containers, others
11	SMPA	5,095	5.1	3%	SMPA-K: Gen. cargo, iron and steel, agro products, containers, Others
12	MgPA	4,374	4.4	2%	SMPA-H: POL, Coal, Chem & Petrochem. Containers, Others
Total		1,95,676	195.7	100%	Iron ore, POL, Bauxite, coking coal, iron & steel, others

Coastal cargo handled at Non-Major Ports has witnessed a sharp and sustained increase over the last decade, rising from about 47 million tonnes (MT) in 2013-14 to around 143 MT in 2024 - 25. This corresponds to an absolute growth of >200%, translating into a compound annual growth rate (CAGR) of about 11% over the eleven-year period.

The accelerated growth at non-major ports has been driven by the rapid expansion of private port capacity, improved operational flexibility, and the proximity of these ports to coastal industrial clusters, power plants, refineries, and consumption centres. ⁷

Table 2. Coastal Cargo Growth at Non-Major Ports

⁵ Ministry of Ports, Shipping and Waterways. (2026). Transport Research Wing maritime statistics report. Government of India.

⁶ Coastal Shipping in India - Potential for growth and Action Framework

⁷ Coastal Shipping in India - Potential for growth and Action Framework

S. No.	State / UT	Coastal Cargo Volume Handled at Non-Major Ports 2024-25 (MT)	Share (%)
1	Gujarat	49.75	34.98%
2	Maharashtra	42.21	29.68%
3	Andhra Pradesh	33.45	23.52%
4	Odisha	8.69	6.11%
5	Puducherry	5.43	3.82%
6	Others	2.67	1.88%
Total		142	100.00%

1.2.2. Modal Share and the 6% to 12% Target

India's coastal and inland waterway transport currently accounts for ~6-6.4% of the total domestic freight modal share. The Government of India has set a target to increase this share to 12% by 2047, as reaffirmed in the Union Budget 2026-27 and aligned with the long-term vision outlined under Maritime Amrit Kaal Vision 2047. Achieving this target would require significant expansion in the utilisation of coastal shipping and inland waterways as efficient alternatives to road and rail transport⁸.

A comparison of freight modal shares of waterborne transport across selected countries⁹. The table below provides an overview of the share of coastal and inland water transport in the overall freight movement of these economies, in order to place India's current modal share in perspective.

Table 3. Coastal + IWT modal share of total domestic freight (%)

S. No.	Country / Region	Coastal + IWT modal share of total domestic freight (%)
1	Japan	~34%
2	Italy	~28%
3	People's Republic of China	~24%
4	Australia	~17%
5	Brazil	~17%
6	Bangladesh	~16%
7	USA	~12%
8	Thailand	~12%
9	Germany	~11%
10	United Kingdom	~11%
11	France	~9%
12	Canada	~7%
13	India	~6.0-6.4%

1.2.3. Structural Constraints and Market Challenges

A review of past measures indicates that earlier initiatives to promote coastal shipping have not generated the intended scale of outcomes. The principal constraints are as mentioned below:

- i. **Fragmented Demand and Cargo Aggregation:** Demand remains dispersed across commodity types, origins, and consignees, with limited institutional mechanisms for aggregation. In the absence of anchor volumes and predictable service schedules, scale efficiencies have not materialised.

⁸ Coastal Shipping in India - Potential for growth and Action Framework

⁹ Committee on Coastal Shipping. (2026, February)

- ii. **Fleet Ageing and Availability Constraints:** The domestic coastal fleet profile is characterised by ageing tonnage and capacity gaps in key segments, leading to supply constraints, higher operating costs, and episodic reliability issues.
- iii. **First-/Last-Mile Connectivity Deficits:** Inadequate Road/rail linkages, on-dock rail limitations, and constrained cargo-handling interfaces at several ports adversely impact end-to-end transit times and total logistics costs, diminishing the competitiveness of coastal movements.
- iv. **Procedural and Regulatory Frictions:** Multiplicity of approvals, non-harmonised documentation, and operational clearances increase transaction time and cost. These procedural bottlenecks have constrained uptake by cargo owners and logistics service providers.
- v. **Relative Cost Disadvantages vis-à-vis Road and Rail :** Differential fuel taxation, unresolved GST-related anomalies, and legacy cabotage restrictions have, at various times, created a cost and compliance burden for coastal movements relative to competing surface modes.
- vi. **Limited Multimodal Integration:** Planning and operations have not been sufficiently integrated across coastal shipping, rail, road, and inland waterways, resulting in sub-optimal network design, limited service synchronisation, and under-utilisation of intermodal potential.
- vii. **Absence of a Dedicated Institutional Champion:** There is no single empowered entity mandated to promote, coordinate, and steward the coastal shipping ecosystem on a sustained basis, including responsibility for stakeholder alignment, service standardisation, and continuous improvement.

1.2.4. Earlier Policy Initiatives and Their Outcomes

1.2.4.1. SIMSC (Scheme for Incentivising Modal Shift of Cargo) : 2015-1710

The Scheme for Incentivizing Modal Shift of Cargo (SIMSC) was implemented during the 12th Five Year Plan period (April 2015 to March 2017) by the Ministry of Shipping. The scheme provided financial incentives to promote the modal shift of bulk and break-bulk cargo - covering seven notified commodities (fertilizers, food grains, marble, tiles, sugar, edible salt, and over-dimensional cargo) at the rate of Re. 1 per tonne per nautical mile, subject to a ceiling of 1,500 nautical miles. Incentives for containerised cargo were provided at INR 3,000 per TEU (FCL only), while incentives for automobile movements through Ro-Ro vessels were prescribed at INR 300 per two-wheeler, INR 600 per three-wheeler, and INR 3,000 per other vehicles.

1.2.4.1.1. Vision and Objectives

- Vision: To create a national push toward increased use of coastal and inland waterway shipping, promote awareness of environmental and cost benefit. Support seamless multimodal logistics connectivity across India.
- Objectives: Encourage modal shift by compensating first-mile and last-mile connectivity costs, incentivise movement of specific commodities and cargo types with high potential for water-based transport, Promote employment through increased utilization of Indian-flag vessels, RSVs, and barges.

1.2.4.1.2. Scheme Duration & Funding:

The scheme was implemented during the period 1st April 2015 to 31st March 2017, corresponding to the 12th Five-Year Plan. The total approved allocation under the scheme

¹⁰ SIMSC Implementation Committee. (2026). Annexure I: SIMSC implementation guidelines

was INR 295.875 crore. The scheme was to be reviewed upon completion of the plan period to determine its suitability for continuation or redesign in subsequent years.

1.2.4.1.3. Types of Incentives

Under the scheme, bulk and break-bulk cargo covering seven notified commodities, namely fertilizers, food grains, marble, tiles, sugar, edible salt, and over-dimensional cargo was eligible for an incentive of INR 1 per tonne per nautical mile, subject to a maximum distance of 1,500 nautical miles, with rates subject to revision by the Ministry of Shipping (MoS). For containerised cargo moved as full-container loads (FCL), an incentive of INR 3,000 per TEU was provided, calculated on the basis of container size converted into TEU equivalents, while empty containers and EXIM (import/export) containers were not eligible. Vehicle movements through Ro-Ro vessels were incentivised at INR 300 per two-wheeler, INR 600 per three-wheeler, and INR 3,000 per other vehicles, including cars, trucks, heavy motor vehicles (HMs), and light motor vehicles (LMVs).

1.2.4.1.4. Eligibility Criteria

Eligible Routes: Cargo must be loaded or discharged at any one of the following: (i) a Major Port, (ii) a designated Non-Major Port, or (iii) an IWAI terminal/jetty. Movements involving two non-designated non-major ports are not eligible.

Eligible Vessels: Indian-flag vessels, River Sea Vessels (RSVs), barges, and Indian-flag Ro-Ro/Ro-Pax/PCC/PCTC vessels.

Eligible Beneficiaries: Only shippers (cargo owners, including consignors and consignees) are eligible under the scheme.

1.2.4.1.5. Key Stakeholders & Roles

- i. Beneficiaries (shippers) must first register on the PCS, after which they are required to submit all relevant cargo and voyage details prior to the movement of goods. They also need to upload necessary documentation, including the Bill of Coastal Goods (BCG) and any IWAI-certified documents. Once the voyage is completed, shippers can then proceed to file their incentive claims through the designated system.
- ii. Major Ports designated non-major ports, and IWAI authorities are responsible for appointing a Nodal Officer to oversee coastal cargo operations, ensuring that loading and discharge activities are properly certified. They must also verify incentive claims submitted by beneficiaries and carry out the disbursement of approved incentives. Additionally, when a manual system is in use, these authorities are required to consolidate all claims before forwarding them for reimbursement and other certify cargo loading/discharging only.
- iii. The Indian Ports Association (IPA) is responsible for maintaining the SIMSC module within the PCS ensuring that the platform functions smoothly and supports all stakeholders involved in coastal shipping. In addition to system management, the IPA coordinates closely with major ports, designated non-major ports, and IWAI to streamline processes and maintain consistency in operations. As part of its oversight role, the IPA also consolidates all incentive claims received from various ports and presents them to the Monitoring Committee for review and approval.
- iv. The Monitoring Committee under the Ministry of Shipping (MoS) is responsible for reviewing grievances raised by beneficiaries to ensure fair and transparent resolution of issues related to coastal incentive processes. It also holds the authority to approve the reimbursement of incentive claims after verifying their compliance with the prescribed guidelines. In addition, the Committee plays a key interpretative role by addressing ambiguities in policy provisions and resolving implementation challenges, thereby ensuring smooth and consistent execution of the coastal incentive framework.

- v. The Coastal Shipping Cell within the Ministry of Shipping (MoS) functions as the Secretariat to the Monitoring Committee, supporting its operations and ensuring smooth administrative management. It also plays a key coordinating role by facilitating communication among stakeholders, organizing discussions, and preparing agendas that guide the Committee's review and decision making processes.

1.2.4.1.6. Implementation Workflow (End-to-End)

The end-to-end implementation workflow begins with Registration, where shippers upload their KYC, PAN, GST, bank details, and other required information, followed by physical verification of these documents at their chosen port or IWAI office. Once verification is complete, the Maritime Single Window (PCS) issues unique login credentials to the shipper. The next stage is Vessel Registration: if a vessel is not already listed in PCS, the shipper must enter details such as the IMO number, flag, GRT/NRT, and relevant certificates. These entries are then reviewed and approved by the designated Nodal Officer.

Following this, the Voyage Registration step requires shippers to register their voyage at least three days before sailing by entering the vessel code, voyage number, cargo type and quantity, and the loading and discharge points. PCS then generates a unique transaction number for reference. During the Load and Discharge Certification phase, the Nodal Officer at the loading port certifies the cargo loaded, and the officer at the discharge port confirms the cargo received, after which the system automatically forwards the claim to the shipper.

In the Claim Submission stage, the shipper must upload all supporting documents within three days of voyage completion. Finally, in the Incentive Disbursement phase, the Nodal Officer verifies the claim and may raise up to two queries if clarifications are needed. Once any issues are resolved, a final decision must be made within five days, and the approved incentive amount is directly credited to the beneficiary's bank account.

1.2.4.1.7. Reimbursement Mechanisms

In the manual (interim) phase, ports and IWAI initially disburse the incentives and subsequently submit monthly reimbursement claims to the Indian Ports Association (IPA). The IPA then compiles these claims and forwards them to the Monitoring Committee for review. Once the Committee approves the reimbursements, the Ministry of Shipping (MoS) processes the payments. In the automatic phase, activated once the PCS module becomes fully operational, incentives are debited directly from the MoS scheme account, eliminating the need for ports or IWAI to seek reimbursements altogether.

1.2.4.1.8. Documents Required

Shippers must provide self-attested proof of:

- Company & shipper details
- Address and contact information
- Authorized signatory details
- PAN / TIN / GST / VAT / Service Tax
- Bank account details with IFSC

1.2.4.2. Jalvahak Scheme - 2023-24 onwards

The Jalvahak Scheme ¹¹(launched by the Ministry of Ports, Shipping and Waterways in 2023-24) indicates that the scheme aims to promote scheduled coastal and inland waterway cargo movement by providing reimbursement of 35% of freight cost for eligible commodities

¹¹ Ministry of Ports, Shipping and Waterways. (2026). Jalvahak scheme guidelines and operational framework. Government of India

transported on designated routes through approved scheduled service operators. The review covers the key features of the scheme, eligible commodities, route coverage, budgetary allocation, uptake data, and emerging limitations.

Under the scheme, the Hon'ble Minister of Ports, Shipping and Waterways flagged off vessels DB Ajay and DB Dikhu (with Tug Trisul carrying bagged cement) to Pandu, M.V. Aai (carrying gypsum) to Patna, and M.V. Homi Bhabha (carrying coal) to Varanasi from GR Jetty-2, Kolkata. The scheme is valid for a period of three years and is expected to facilitate an incremental modal shift of 6.51 lakh tonnes of cargo to waterways during FY 2024-25, 2025-26, and 2026-27. Progress on implementation is being reviewed regularly at the highest levels in MoPSW, IWAI, and the Inland & Coastal Shipping (ICSL) division to support the larger objective of strengthening the country's freight transport network and positioning inland waterways as a preferred mode for long-haul cargo movement.

1.2.4.3. *Other Domestic Policy Measures*

India's coastal-shipping reform framework comprises several domestic policy measures aimed at improving cost competitiveness, vessel availability, and operational efficiency. Cabotage relaxations introduced through General Orders between 2015 and 2018 allowed foreign-flag vessels to carry specific categories of coastal cargo - such as containers, fertilizers, and agricultural commodities thereby addressing short-term vessel availability gaps in segments where suitable Indian tonnage was limited; however, subsequent assessments by the Directorate General of Shipping indicated limited long-term impact and concerns regarding erosion of Indian tonnage. Taxation-related measures included reductions in GST rates, notably the reduction of GST on bunker fuel from 18% to 5%, along with stakeholder suggestions for further GST rationalisation or ITC-enabled structures to improve the cost viability of coastal movements. Port-related interventions included rationalisation of port dues and the provision of a 40% concession for coastal vessels, along with priority berthing guidelines, which contributed to reducing coastal vessel turnaround times. Process facilitation measures included the adoption of digital platforms such as PCS 1x and SWIFT to streamline documentation and operational clearances for coastal shipping. At the policy level, the National Logistics Policy (NLP) 2022 underscores the need for greater modal shift towards cost-efficient modes such as coastal shipping, while broader vision documents-including Maritime India Vision (MIV) 2030 and the Maritime Amrit Kaal Vision (MAKV) 2047-lay down long-term targets for coastal cargo volumes and modal share. The Green Tug Transition Programme (GTTP) forms part of the sector's decarbonisation efforts, mandating phased induction of green-hybrid tugs at major ports. Additionally, coastal berth prioritisation at Major Ports, as per the 2014 guidelines, continues to support faster berthing and improved service reliability for coastal vessels.

1.3. India's Coastline and Port Infrastructure - Assets and Gaps

India has a coastline of 11,098 km, supported by a maritime network comprising 12 Major Ports and more than 200 notified non-major ports. The existing infrastructure base includes coastal berths, mechanised handling facilities, navigational channels with varying operational drafts, and differing levels of road and rail connectivity to hinterland markets. Based on data presented in Annexure II, the assessment covers the current status of coastal-specific infrastructure-such as berth availability, mechanisation levels, draft limitations, intermodal linkages, and cargo-handling capacity - across Major Ports. The section also identifies key infrastructure bottlenecks that continue to constrain the scale-up of coastal cargo volumes, including inadequate mechanisation at select berths, limited draft at certain ports, first-mile and last-mile connectivity gaps, and capacity constraints in handling non-conventional coastal cargo.

Giving the country's strong natural maritime advantages. Coastal cargo volumes have grown steadily, reaching 339 MT in FY 2024 - 25, split between Major Ports (196 MT) and Non-Major Ports (143 MT). Non-major ports especially in Gujarat, Maharashtra, and Andhra Pradesh have shown rapid growth, while coastal cargo is dominated by coal, POL, and iron ore, which together form over 80% of the commodity mix. The national coastal planning system includes 19 port clusters and 342 mapped coastal routes, forming a comprehensive framework for future connectivity¹².

Despite these strengths, major structural gaps persist. Many ports lack mechanised, dedicated coastal berths, causing slow vessel turnaround and operational inefficiency. Draft limitations restrict large vessels at ports such as VOCPA and KPL, while several ports face storage, aggregation, and congestion issues. Hinterland connectivity remains a major challenge especially first- and last-mile rail/road links from coal and iron ore mining belts to ports. Coastal fleet capacity is limited and ageing, and regulatory barriers including inconsistent cabotage relaxations, tariff anomalies, and GST issues (such as 5% GST on bunker fuel and lack of ITC for multimodal transport) further inhibit competitiveness. Missing infrastructure such as bunkering facilities, emergency repair berths, and digitized processes also hampers scale-up.

Despite India's extensive coastal and port infrastructure, overall utilisation remains below potential, with coastal freight's modal share stagnating at 6-6.4%, significantly lower than international benchmarks. Enhancing mechanisation at coastal berths, strengthening last-mile and hinterland connectivity, augmenting coastal fleet capacity, simplifying regulatory processes, and improving multimodal integration are essential to achieve national objectives, including increasing the combined coastal and inland waterway freight share to 12% by 2047.

¹² *Coastal Shipping in India - Potential for growth and Action Framework*



Global Benchmarks and Comparable International Schemes

2. Global Benchmarks and Comparable International Schemes

2.1. Rationale for Benchmarking

Designing an effective Coastal Cargo Promotion Scheme (CCPS) for India requires a rigorous understanding of how other countries facing analogous geographical, economic, and logistical realities have successfully scaled up their coastal and short-sea shipping (SSS) sectors. Benchmarking is not merely an academic exercise; it is an essential diagnostic tool that reveals what financial architectures, regulatory interventions, and institutional designs have produced measurable results, and which ones have under-delivered despite large public investments.

India's coastal shipping modal share of approximately 6.0 - 6.4% is significantly below the performance of countries with comparable maritime geography. Japan directs approximately 34% of its domestic freight through coastal and inland waterways; Italy achieves ~28%; China ~24%; and even Brazil and Australia countries that have only recently accelerated their coastal shipping programmes achieve 17% each. The United States, often considered a road-dominated economy, achieves ~12%. India's current position (see Exhibit 2.1) ¹³ is at the lowest end of the global spectrum for a country of its coastline length, trade volumes, and industrial geography.

Exhibit 2.1: Global Coastal + IWT Modal Share Comparison (% of Total Domestic Freight)

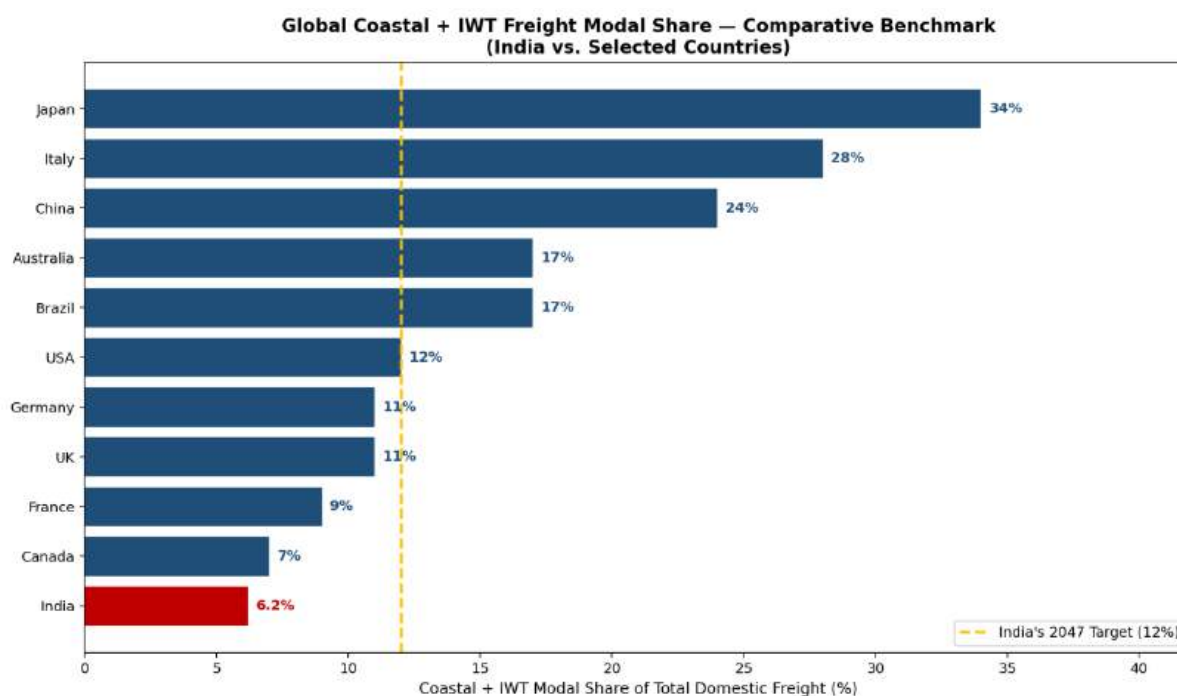


Table 4. Countries with comparable maritime geography

S.No.	Country / Region	Coastal + IWT Modal Share	Benchmark Status
1	Japan	~34%	Top Global Benchmark
2	Italy	~28%	SSS Leader (EU)
3	China	~24%	Strong State-Led Growth

¹³ ADB Report on Action Plan for Promotion of Coastal Shipping in India

S.No.	Country / Region	Coastal + IWT Modal Share	Benchmark Status
4	Australia	~17%	Reformed Framework
5	Brazil	~17%	BR do Mar Revival
6	Bangladesh	~16%	Riverine Dominance
7	USA	~12%	Marine Highway Program
8	Thailand	~12%	Southeast Asian Leader
9	Germany	~11%	Inland Waterway Focus
10	United Kingdom	~11%	SSS + Coastal Rebirth
11	France	~9%	Port-Centric Approach
12	Canada	~7%	Emerging Potential
13	India	~6.0-6.4%	National Target: 12% by 2047

Source: ADB Report on Action Plan for Promotion of Coastal Shipping in India; Committee on Coastal Shipping Report (February 2026).¹

The selected benchmark countries based on four criteria: (a) geographic comparability countries with long coastlines or major river systems serving as logistics arteries; (b) industrial structural similarity economies reliant on heavy bulk commodity movement (coal, ore, fertilisers, steel, cement); (c) demonstrated policy success countries where coastal modal share improved measurably following specific government interventions; and (d) institutional model relevance countries whose incentive mechanisms, regulatory frameworks, or governance structures offer readily transferable lessons. On these criteria, the following ten country/region models were examined: the European Union (Short Sea Shipping framework and Marco Polo Programme), Italy (Ecobonus/Marebonus), Japan, China, the United States, Australia, South Korea, Singapore, Norway, Denmark, and Brazil.

Each benchmark is presented with a focus on: the strategic rationale for government intervention; the specific financial incentive design; the regulatory and institutional enablers deployed; quantified outcomes where available; and most importantly, the transferable lessons for India's CCPS design.

2.2. European Union - Short Sea Shipping (SSS) Promotion Framework

The European Union represents the world's most comprehensive and best-documented policy experiment in promoting Short Sea Shipping (SSS) as an alternative to road freight. The EU's SSS framework combines financial subsidy programmes, regulatory incentives, corridor designation, and cross-border institutional coordination. For India which confronts similar structural challenges of highway congestion, rail network saturation, and the environmental burden of road freight the EU model offers both powerful blueprints and important cautionary lessons.

2.2.1. EU Marco Polo Programme I & II (2003-2013)

The Marco Polo Programme was the European Union's primary financial instrument to shift freight from road transport onto more sustainable alternatives specifically Short Sea Shipping, rail, and inland waterways. The programme operated in two successive phases: Marco Polo I (2003 - 2006) with a budget of EUR 115 million, and Marco Polo II (2007 - 2013) with an expanded allocation of EUR 400 million. Together, these programmes co-financed hundreds of projects across EU member states, with the overarching objective of reducing road freight congestion, improving the sustainability of the transport system, and generating measurable EU-wide environmental benefits¹⁴.

¹⁴ [EU Marco Polo Programme I & II](#)

The programme's stated quantitative ambition was to shift a cumulative total of 20 billion tonne-kilometres (tkm) per year of freight off Europe's roads. At EUR 1 per 500 tkm shifted (later EUR 2 per 500 tkm), the incentive structure was explicitly performance-linked, meaning disbursements were conditional on demonstrated and verified modal shift-not merely on the intention to shift. This performance-link is one of the Marco Polo programme's most important design innovations and offers a critical lesson for India's CCPS.

2.2.1.1. *Key Evaluation Results - Marco Polo I & II*

The independent evaluation of the Marco Polo Programme, commissioned by the European Commission, provides a granular assessment of what the programme achieved versus what it targeted. The results are instructive both for their successes and their shortcomings. The main objectives of the programme reducing congestion, improving the environmental performance of the transport system, and enhancing intermodal transport were broadly valid and well-specified. However, the translation of these objectives into programme outcomes revealed several structural gaps between design intention and operational reality.³

2.2.1.2. *Effectiveness: Modal Shift Achieved vs. Targeted*

For actions that had a modal shift objective (modal shift actions, catalyst actions, Motorways of the Sea actions, and traffic avoidance actions), effectiveness was measured by comparing achieved tonne-kilometres of modal shift against expected tonne-kilometres at the time of application. The results reveal significant underperformance under Marco Polo I, with more nuanced performance under Marco Polo II.

Exhibit 2.2: Marco Polo I - Total Modal Shift by Call Year (million tonne-km)

Category	2003	2004	2005	2006	Total
Expected (Mtkm)	12,396	14,382	9,535	11,401	47,714
Achieved (Mtkm)	7,253	6,326	4,510	3,373	21,462
Achievement (%)	58.5%	44.0%	47.3%	29.6%	45.0%

Source: European Commission, Marco Polo Programme Final Evaluation Report (2014).⁴

Exhibit 2.3: Marco Polo II - Total Modal Shift at Mid-December 2010 by Call Year (million tonne-km)

Category	2007	2008	2009
Expected (Mtkm)	27,835	16,334	17,177
Achieved at mid-Dec 2010 (Mtkm)	6,562	1,703	380
Achievement (%)	23.6%	10.4%	2.2%

Source: European Commission, Marco Polo Programme Final Evaluation Report (2014). Note: Marco Polo II figures reflect ongoing projects; final achievement was higher.⁵

The evaluation reveals a consistent pattern of overestimation of modal shift at the application stage, compounded by the programme's vulnerability to economic cycles. During the 2008 - 2010 global financial crisis, freight volumes fell sharply, road freight tariffs declined (reducing coastal shipping's cost advantage), and several projects failed to achieve projected tonnages. The overall programme-level achievement for Marco Polo I was 45% of targeted modal shift - a result that, while imperfect, still represents a substantial physical volume of freight diverted from European highways.

Importantly, despite apparent underperformance against individual project forecasts, the total modal shift achieved under Marco Polo I and II approximately 21.5 billion tkm and a cumulative total that approached the 20 billion tkm annual programme target-demonstrated that well-designed performance-linked grants can generate real and measurable freight diversion at scale. The programme's impact must also be viewed in the context of European transport markets: even if fully successful, Marco Polo's annual modal shift targets would

account for only 3 - 6% of total EU road freight, highlighting the importance of realistic target-setting a lesson directly applicable to India's CCPS planning.

2.2.1.3. *Strategic Basis for SSS Promotion in the EU*

The European Union's strategic rationale for SSS promotion was grounded in four mutually reinforcing objectives: reducing road congestion (particularly on overloaded Trans-European Transport Network corridors); improving environmental performance by substituting high-emission road freight with lower-emission maritime transport; enhancing intermodal transport efficiency; and generating EU-wide public value beyond what individual member state interventions could produce. The EU's intervention logic was explicitly premised on the existence of market failures specifically, that road transport was substantially underpricing its true social cost (externalities from congestion, accidents, air pollution, and GHG emissions), creating a systematic bias against more efficient waterborne alternatives.

India faces structurally identical conditions. The social cost of road freight in India encompassing highway maintenance, accident costs, air pollution (particularly along high-density freight corridors like NH-48 and the Golden Quadrilateral), and GHG emissions-substantially exceeds the financial cost borne by truck operators. This market failure justifies public subsidy for coastal shipping as a corrective economic intervention, not merely as a sectoral favour.

2.2.1.4. *EU Intervention Structure Applicable to India*

The EU classified its Marco Polo Programme interventions into five action types, each targeting a distinct barrier to SSS adoption. This typology is directly applicable to the design of India's CCPS and with Indian-context adaptations.

Table 5. EU Marco Polo Action Types and India-Context Application

Action Type	EU Definition	India Application under CCPS
Modal Shift Actions	Direct funding to shift freight from road to SSS, rail, or IWT	Direct per-tonne / per-tonne-km financial incentives to shippers shifting coal, steel, cement, fertilisers, and automobiles from road/rail to coastal routes
Motorways of the Sea (MoS)	Designated high-frequency SSS corridors with integrated infrastructure and single-window digital systems	Development of priority coastal corridors: West Coast (Kandla-Cochin), East Coast (Haldia-Tuticorin), and RSV corridors on NW-1 and NW-5
Catalyst Actions	Address structural market barriers: inadequate port infrastructure, operational inefficiencies, coordination failures	Cargo aggregation hubs, dedicated coastal berths, portal integration, and CCPC establishment to address fragmentation
Traffic Avoidance Actions	Supply chain improvements to reduce total transport requirements	Clinker hub model, coastal steel distribution, and port-proximal industrial logistics to shorten road legs
Common Learning Actions	Training, best-practice sharing, and knowledge building	CCPC-led capacity building, port logistics skill development, shipper awareness programmes

Source: European Commission Marco Polo Programme; Committee Analysis.

2.2.1.5. *EU Funding and Incentive Architecture*

The EU's performance-linked funding mechanism under Marco Polo is one of the most rigorously designed public subsidy structures in the global coastal shipping policy literature. Its core features-specifically relevant to India's CCPS design-are detailed in below.

Table 6. EU Marco Polo Funding Architecture - Key Design Features

Exhibit 2.5: EU Marco Polo Funding Architecture - Key Design Features

Base Incentive Rate	EUR 1 per 500 tonne-km shifted off road (Marco Polo I); EUR 2 per 500 tonne-km (Marco Polo II - reflecting increased ambition and higher baseline maritime costs post-2008)
Payment Trigger	Disbursements made only upon verified, documented modal shift - not upon application or intention. This performance-link is critical to fiscal discipline.
Funding Intensity	30% of eligible project cost (Marco Polo I); increased to 35% (Marco Polo II). Ancillary port infrastructure up to 20% of total project cost allowed.
SME-Friendly Reforms (Reg. 923/2009)	Lowered minimum subsidy thresholds; simplified eligibility to allow single-undertaking applications (vs. mandatory consortia), dramatically improving accessibility for smaller operators.
Complementary State Aid	Allowed for MoS projects up to 35% of operational costs for five years, to support route establishment and mitigate early-stage commercial risks.
Monitoring Currency	Tonne-km is the primary metric - not simple cargo volume. This incentivises movement on longer, more congested corridors where coastal shipping delivers highest public benefit.

Source: European Commission, Marco Polo Regulations (EC) No. 1382/2003 and (EC) No. 1692/2006; Evaluation Report (2014).⁶

India's CCPS design should adapt the EU's performance-linked tonne-km framework to a per-tonne-per-nautical-mile incentive (already established under SIMSC as Re. 1/tonne/NM), but must substantially improve the digital verification infrastructure-through MSW integration and AIS-based voyage tracking-to ensure that disbursements are truly performance-triggered and not claims-based on unverified manifests.

2.2.1.6. Monitoring, Reporting, and Environmental Evaluation

The EU deployed formalised performance monitoring systems to ensure accountability and track environmental impact. The Marco Polo Environmental Calculator a standardised tool for computing expected and actual CO₂ reductions, external cost savings, and noise and accident cost avoidance served as the primary evaluation instrument, though it was widely recognised as methodologically dated by the programme's end. Annual intermediate reports and final validated impact assessments ensured ongoing course correction. The central lesson for India is the need for an equivalent standardised 'Coastal Modal Shift Calculator' integrated with the MSW and updated with India-specific emission factors to provide transparent, uniform evaluation of CCPS outcomes and environmental co-benefits.

The EU's experience also demonstrated that programme management quality is a critical determinant of uptake. After 2008, the Executive Agency for Competitiveness and Innovation (EACI) took over Marco Polo administration, dramatically improving processing speed, application support, contracting timelines, and monitoring quality. EACI operated dedicated helpdesks handling approximately 1,000 queries per call period. This level of dedicated institutional support analogous to the proposed Coastal Cargo Promotional Centre (CCPC) under India's CCPS was found to be a necessary condition for broad participation, particularly by smaller shippers and logistics providers.

2.2.1.7. Programme Management Insights - What India Should Adopt

Six specific programme management lessons from the EU Marco Polo evaluation are directly transferable to India's CCPS:

- Avoid over-estimation of modal shift in project design: The EU found that applicants systematically over-stated expected freight diversion. India should build in

conservative scenario projections and apply credibility filters at the claims registration stage, rather than accepting applicant forecasts at face value.

- Design for economic cycle resilience: When road freight tariffs fall (as they did in 2008 - 2010), the cost advantage of coastal shipping narrows. CCPS incentive rates should be indexed to a road freight cost benchmark to maintain coastal competitiveness across economic cycles.
- Simplify eligibility and application: Approximately 80% of Marco Polo applicants required consultants to navigate the programme due to its complexity. India must design CCPS with a simple, standardised digital application process maximum three forms, no physical documentation requirements, MSW-authenticated.
- Ensure budget commitment: Under Marco Polo, 20-28% of allocated funds remained uncommitted due to rigid rules and insufficient project pipeline. India should build a rolling pipeline of eligible shippers and routes through active CCPC outreach, ensuring budget is utilised effectively.
- Set realistic aggregate targets: Even at full Marco Polo scale, EU modal shift would account for only 3-6% of total road freight. India's CCPS should set credible, phased modal shift targets-beginning at 15-20 MT incremental shift in Year 1-2 and scale progressively as infrastructure and commercial ecosystems mature.
- Operate a dedicated facilitation unit: India's CCPC, modelled on the EACI, should provide shipper handholding, route development support, and a dedicated helpdesk, recognising that first-time coastal shippers face significant onboarding friction.

2.2.1.8. Competition and Fair Market Considerations

The Marco Polo Programme's final evaluation noted a rise in competition complaints from non-beneficiary road and rail operators, who perceived SSS subsidies as distorting freight markets. Importantly, the evaluation found these concerns to be largely perception-based rather than evidence-based-the scale of SSS modal shift achieved was insufficient to meaningfully displace road freight economics at the system level. Nevertheless, the perceived fairness of subsidy design matters for political sustainability. India's CCPS must establish transparent, published eligibility criteria; a commodity-neutral incentive framework (applied equally across eligible cargo types); and an open claims portal that prevents perceptions of favouritism among coastal operators.

2.2.1.9. Alignment with Wider Transport and Economic Policies

The EU explicitly positioned Marco Polo within a broader multi-sectoral policy framework, integrating SSS incentives with the Trans-European Transport Network (TEN-T) multimodal corridor programme, Cohesion Fund infrastructure grants, FP7 research and innovation funding, and complementary national state aid schemes (most notably Italy's Ecobonus, discussed below). This multi-policy alignment significantly amplified the programme's impact beyond what the Marco Polo budget alone could have achieved.

India must similarly embed CCPS within the National Logistics Policy 2022, Sagarmala Programme, PM Gati Shakti National Master Plan, Harit Sagar Green Port Guidelines, and Maritime Amrit Kaal Vision 2047. The CCPS should not be a standalone scheme but the financial incentive pillar of a broader coastal shipping ecosystem that spans port infrastructure, fleet development, digital connectivity, green shipping, and multimodal integration.

2.2.2. Motorways of the Sea (MoS) Concept

The Motorways of the Sea (MoS) concept, introduced under the Marco Polo II Programme, represents the EU's most ambitious initiative to establish high-frequency, integrated maritime freight corridors as seamless alternatives to congested long-haul highway routes. MoS was defined as 'innovative short sea shipping-based logistics services' linking major European ports and connecting them through reliable, high-frequency maritime links

integrated with rail, inland waterways, and short road segments to ensure seamless door-to-door logistics performance.

Unlike conventional maritime routes, MoS projects were required to demonstrate: (a) clear modal shift potential from specific road corridors; (b) high service quality standards (frequency, reliability, transit time); and (c) genuine intermodal integration the maritime leg must carry the bulk of each trip's distance, with road legs 'as short as possible.' This operational discipline which prevented MoS from becoming simply a shipping subsidy ensured that funded services were genuinely modal-shift-oriented.

MoS actions received additional regulatory support: EU Regulation 923/2009 allowed ancillary port infrastructure costs (up to 20% of eligible project costs) to be co-financed, covering cargo-handling equipment, information technology systems, and minor port adaptations. Complementary State Aid allowances of up to 35% of operational costs for up to five years were permitted to support route establishment and early commercial risk.

Performance data from the evaluation shows that MoS actions delivered some of the highest average modal shift per project among all Marco Polo action types, reflecting the efficiency of maritime transport over medium-to-long distances. For India, the MoS model translates directly into the concept of priority coastal corridors-designated maritime freight highways along India's West and East Coasts, supported by infrastructure investment at port nodes, single-window digitalisation, and multimodal integration. The proposed India Coastal Motorways (ICM) framework under CCPS-covering corridors such as Kandla-Mumbai-Mangalore-Cochin on the West Coast and Haldia-Paradip-Vizag-Chennai-Tuticorin on the East Coast-is directly inspired by the MoS approach.

The MoS framework also offers guidance on governance: successful MoS projects required a single coordinating entity (equivalent to India's proposed CCPC) capable of aligning port authorities, shipping operators, multimodal logistics providers, and regulatory agencies across multiple jurisdictions. India's 19-port-cluster system and the 342-route codification provide the geographic framework; the CCPC provides the institutional anchor needed to animate the system.

2.2.3. Italy's Short-Sea Shipping Incentive (Ecoincentivo / Marebonus)

Italy's Ecobonus scheme the most successful national SSS incentive programme within the EU framework provides perhaps the most direct policy analogue for India's CCPS. Italy, with a peninsular geography and chronic highway congestion on the Autostrade (particularly the A1 Milan-Rome-Naples corridor and routes through the Alps), faces structural transport challenges strikingly similar to India's overloaded National Highways.¹⁵

Introduced initially in Sicily in 2005 and extended nationwide in 2007, the Italian Ecobonus provided direct financial incentives to road haulage companies (truck operators and logistics firms) that shifted cargo from motorway routes onto designated short-sea shipping services. With an annual budget of EUR 77 million at peak operation, the scheme attracted approximately 270 applications in 2009 alone, generating measurable modal shift and reducing both congestion and emissions on Italy's highway network.⁷

The Ecobonus design was built around three defining features that distinguished it from operator-side subsidies and explain its superior uptake: First, incentives were directed at hauliers-the ultimate decision-makers in freight routing-rather than at shipping operators. This created genuine demand-pull for SSS services, ensuring that incentives flowed to entities with the power to switch modes. Second, the compensation was proportional to external cost savings: the incentive per truckload was calibrated to reflect the reduction in congestion costs, accident costs, and air pollution that occurred when a trailer shifted from

¹⁵ [Italy's Short-Sea Shipping Incentive](#)

road to sea. Third, eligibility was tied to specific designated maritime routes that could demonstrably reduce congestion on parallel highway corridors, and whose environmental benefits were quantifiable.

The programme was widely regarded as a model for replication across Europe and demonstrated that providing direct financial reward to logistics firms-rather than subsidising vessel operators or port infrastructure-can accelerate modal shift more effectively. Italy's experience further highlighted that route-level eligibility (with transparent criteria for which routes qualify) is essential to prevent subsidy capture and ensure that incentivised voyages deliver genuine public benefit.

Table 7. Italy's Ecobonus / Marebonus vs. Potential Indian Coastal Cargo Incentive Design

Design Parameter	Italy's Eco bonus / Eco incentivo	Proposed Indian CCPS (Adapted from Benchmarks)
Primary Beneficiary	Road hauliers and logistics firms who shift trucks/trailers to SSS routes	Cargo owners (shippers), logistics firms, and freight forwarders who shift cargo from road/rail to coastal vessels
Incentive Type	Direct cash rebate proportional to external cost savings from avoided road kilometres	Per-tonne-per-nautical-mile incentive (INR 0.40-0.75/tonne/NM) linked to actual coastal voyage; enhanced rate for RSR movement
Annual Budget	EUR 77 million (~INR 700 crore equivalent)	INR 800-1,500 crore annually (proposed, phased)
Route Eligibility	Pre-designated maritime routes that: (1) act as motorway alternatives; (2) reduce congestion; (3) generate environmental benefit	Pre-notified coastal corridors within the 342-route codified network; minimum 75 NM distance; one Major or designated Non-Major Port mandatory
Performance Link	Compensation tied to actual ferry/ship use and verified avoided road km	Disbursement triggered by verified AIS voyage data, e-Bill of Coastal Goods, and MSW cargo manifest
Administration	National government administered; ~270 applications in 2009 alone; transparent route criteria	CCPC/IPA administered digital portal; MSW-integrated; time-bound disbursement (30-45 days)
Environmental Goal	Reduce highway congestion and GHG/PM/NOx on Italian corridor network	Reduce CO ₂ by 15-30 gCO ₂ /tonne-km vs. road (80 gCO ₂ /tonne-km); support India's NDC transport target
Key Success Factor	Demand-side focus: incentivised hauliers (freight decision-makers), not ship operators	India must similarly incentivise shippers / cargo owners (demand side), while supporting operators separately via Scheduled Service Premium (Category D)

Source: European Commission Marco Polo Evaluation (2014); Committee Analysis.⁸

2.3.Japan - Coastal Shipping Promotion Model

Japan's coastal shipping sector accounting for approximately 34% of the country's total domestic freight by tonne-km is the world's leading example of deep structural integration between maritime transport and domestic logistics supply chains. This modal dominance is not accidental; it is the product of decades of deliberate legislative mandates, fleet investment programmes, and institutional alignment between the maritime and logistics sectors.

Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) has championed coastal shipping through the Act for Promotion of Modal Shift, which imposes statutory obligations on large freight shippers to demonstrate active modal shift away from road transport, including measurable targets for coastal and inland waterway utilisation. Companies with freight volumes above defined thresholds are required to report annually on their modal mix and demonstrate progress against modal shift targets a mechanism that transforms voluntary incentive-seeking into regulatory compliance. This statutory approach is significantly more effective than purely voluntary incentive schemes, as evidenced by Japan's sustained leadership in coastal freight share despite the country's highly developed road and rail networks.⁹

Japan's 'Eco-Ship' programme offers vessel-side incentives: subsidies for new coastal vessel construction with reduced fuel consumption and GHG emissions, interest subvention for green vessel financing, and a Modal Shift Certification that can be obtained by shippers who document a greater than 5% reduction in their road freight intensity through documented coastal mode use. This certification has commercial value, as certified companies gain preferential access to government procurement and green financing instruments.

Japan as of 2022, alongside China and the Republic of Korea, delivered 93% of the world's new ship tonnage, illustrating the strong domestic shipbuilding capacity that underpins Japan's coastal fleet renewal.¹⁰ However, the average age of vessels calling at Japanese ports remained at approximately 14 years in both 2018 and 2023, indicating limited fleet acceleration within the domestic coastal sector. This stagnation despite Japan's global shipbuilding leadership suggests that domestic coastal operators are slower to transition to modern, low-emission vessels, and highlights the value of explicit fleet renewal incentives alongside cargo incentive schemes.

India's coastal fleet faces an analogous aging challenge. The lesson from Japan is that a statutory modal shift mandate on large cargo owners specifically the GENCOs, PSU steel companies, fertiliser corporations, and FCI could generate assured cargo volumes that justify fleet investment by coastal operators. India's CCPS should explore linking cargo commitment agreements (CCAs) with a statutory modal shift reporting obligation for large public sector cargo owners, mirroring Japan's legislative approach while maintaining incentive-based mechanisms for private sector shippers.

Table 8. Japan's Coastal Shipping Policy Framework - Key Features

Modal Share	~34% of domestic freight (tonne-km) world's highest for a large advanced economy
Legislative Foundation	Act for Promotion of Modal Shift: statutory obligation on large shippers to report modal mix and demonstrate shift away from road
Eco-Ship Programme	Subsidies for new coastal vessel construction, interest subvention for green vessel financing; Japan Shipping Exchange manages vessel assignment
Modal Shift Certification	Available to shippers reducing road freight intensity by >5% through documented coastal/IWT use; carries commercial and procurement advantages
Shipbuilding Capacity	Japan (with China and Korea) delivers 93% of world new ship tonnage - strong domestic supply chain for fleet renewal
Key Lesson for India	Statutory obligation on large public sector cargo owners (GENCOs, FCI, PSU steel/fertiliser companies) is more effective than purely voluntary incentives

Source: Ministry of Land, Infrastructure, Transport and Tourism (MLIT) Japan, Coastal Shipping Promotion Plan; UNCTAD Review of Maritime Transport 2024.¹¹

2.4.China - Coastal and River-Sea Shipping Development

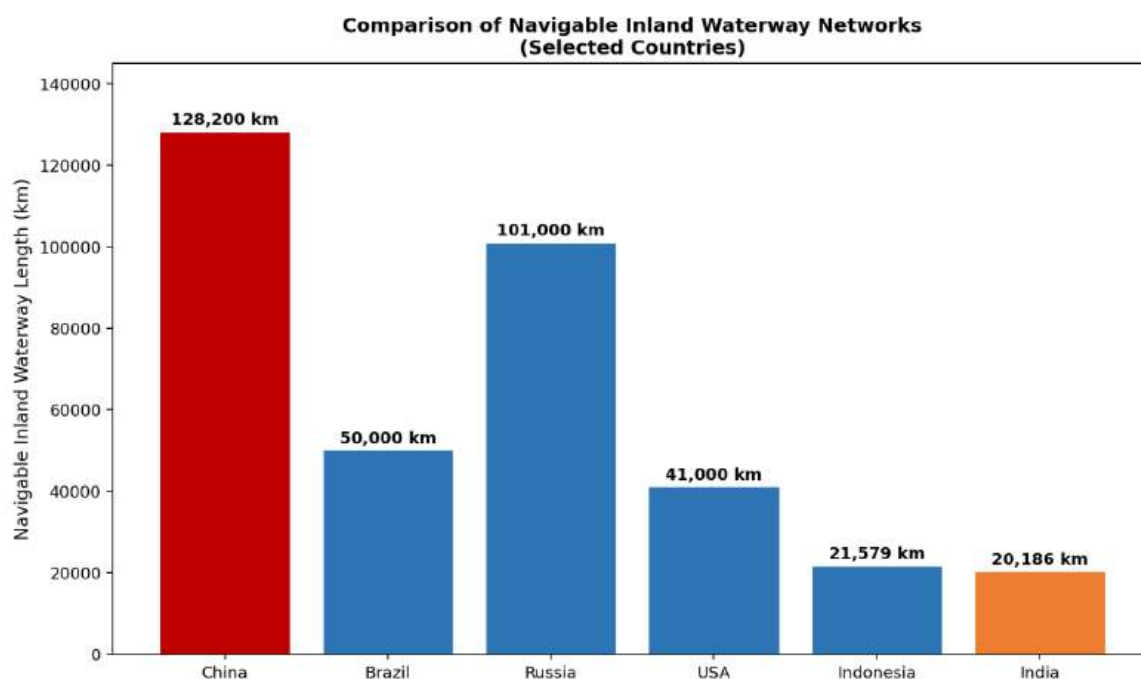


Figure 2. Comparison of Navigable Inland Waterways Networks

China represents the world's largest and most rapidly evolving coastal and river-sea shipping ecosystem, handling approximately 24% of its domestic freight by modal share and dominating the Asia-Pacific region's waterborne freight market. China's domestic waterborne freight including both coastal and inland waterway movements totalled over 12 billion tonnes in 2022, up from approximately 2 billion tonnes in 2000, reflecting a six-fold expansion driven by massive infrastructure investment and deliberate state-led logistics policy.¹²

The scale of China's inland waterway infrastructure is foundational to this performance. China's navigable waterway network spans 128,200 kilometres the largest in Asia and more than six times India's navigable waterway network of 20,186 kilometres. The Yangtze River Economic Belt alone handles tens of millions of TEUs annually, while the Pearl River system supports large-scale container barge operations connecting industrial clusters in Guangdong province to coastal ports. These river-sea corridors-where barges load at inland production centres and connect seamlessly to ocean-going vessels at coastal ports represent the world's most advanced operational model for integrated inland-coastal logistics, directly relevant to India's developing RSV framework.¹³

China's modal split data underscores the economic importance of waterborne logistics: while roads carry 49-54% of freight tonne-km, inland waterways maintain a significant and stable 15-20% share, with the coastal segment accounting for another 8-10%. The average haul distance for inland waterway freight in China is approximately 112 km, reflecting the dominance of short-haul barge operations as industrial feeders. This 'feeder-to-coast' model where inland barges consolidate cargo at riverine port hubs for onward coastal shipment is precisely the integration model that India's RSV framework and coastal-IWT incentive design under CCPS seeks to replicate.

China's 14th Five-Year Plan for Water Transport (2021-2025) set ambitious targets that have direct relevance for India's planning horizon: railway access to over 90% of major coastal ports by 2025; completion of at least five fully automated container terminals; expansion of high-grade navigable waterway channels to 18,500 km (rising to 25,000 km by 2035); and

digital transformation of 70% of major inland waterways by 2027, improving traffic efficiency by 20%. These benchmarks suggest the scale of systemic commitment across port connectivity, automation, and digital waterway management required to sustain China's coastal freight dominance.¹⁴

On decarbonisation, China's Green Transportation 14th Five-Year Plan mandates reductions in CO₂ and NO_x emissions from operating ships of 3.5% and 7% respectively by 2025. The Shore Power Action Plan (2023-2025) requires 100% high-voltage coverage for cruise terminals by 2024 and 90% coverage for international container terminals by 2025, with 40% of vessels equipped to receive shore power. This aggressive electrification of port-side operations unmatched elsewhere in Asia-demonstrates the scale of decarbonisation that becomes achievable when coastal shipping is treated as a national strategic sector rather than a niche transport mode.

For India, the most important lessons from China's coastal development model are: (i) the RSV/barge-to-coast integration model, which India must develop along NW-1 (Ganga), NW-2 (Brahmaputra), and NW-5 (Odisha) to create inland feeder networks for coastal ports; (ii) the state-led logistics coordination model, where PSUs and state-owned enterprise logistics platforms serve as cargo aggregators, reducing the fragmentation that plagues Indian coastal shipping; and (iii) the scale of digital infrastructure investment needed-China's ambition of 70% digital waterway coverage provides a benchmark for what India must aspire to in its MSW and national coastal logistics database development.

Table 9. China's Coastal and River-Sea Shipping - Scale Benchmarks

Domestic Waterborne Freight	Over 12 billion tonnes (2022) - up from 2 billion tonnes in 2000; dominates Asia-Pacific waterborne freight
Navigable Waterway Network	128,200 km (6× India's 20,186 km); includes Yangtze River (tens of millions TEUs/year) and Pearl River system
14th Five-Year Plan Targets	Rail access to 90%+ coastal ports by 2025; 18,500 km high-grade navigable channels; 70% digital waterway transformation by 2027
Shore Power (2023-2025 Plan)	100% high-voltage coverage at cruise terminals; 90% at international container terminals; 40% of vessels equipped for shore power
LSCI Connectivity	Score of 1,191 - most connected maritime nation globally; Shanghai, Ningbo, Qingdao among world's top five ports
Key Lesson for India	RSV/barge-to-coast integration on NW-1/NW-2/NW-5; state-led cargo aggregation platforms; digital waterway management at scale

Source: UNCTAD Review of Maritime Transport 2024; Maritime Transport in Asia-Pacific; China 14th Five-Year Plan for Water Transport.¹⁵

2.5. United States - America's Marine Highway Program (MHP)

America's Marine Highway Program (MHP), administered by the U.S. Maritime Administration (MARAD) within the Department of Transportation, is the United States' primary federal instrument for promoting the use of navigable waterways-rivers, coasts, bays, the Great Lakes, and the Saint Lawrence Seaway-as alternatives to congested highway and rail freight corridors. The programme's core objective is to shift cargo movement from roads to marine routes, thereby reducing landside congestion, lowering infrastructure maintenance costs, improving transportation system efficiency, and generating public benefits including reduced emissions and job creation in ports, shipyards, and vessel operations.¹⁶

The MHP underwent a transformative expansion with the passage of the Infrastructure Investment and Jobs Act (IIJA) of 2021 also known as the Bipartisan Infrastructure Law (BIL) which made a USD 1.2 trillion investment in U.S. infrastructure. Within this package, more

than USD 17 billion was allocated to maritime infrastructure, port modernisation, and waterway enhancement. The BIL designated USD 25 million for MHP in FY-2022, subsequently increased to USD 39.8 million after additional appropriations representing the programme's largest annual investment to date. These funds aimed to expand marine highway services nationwide, improve freight mobility, reduce congestion, and support low-carbon port operations.

The MHP's corridor designation model is one of its most transferable features. MARAD designates specific Marine Highway Routes (M-routes) along U.S. waterways based on route-specific analysis of freight demand, congestion impact, and public benefit potential. Since inception, the programme has designated 58 Marine Highway Projects, with funding rounds supporting new services, vessel upgrades, terminal improvements, and modal integration initiatives. In October 2022, MARAD awarded nearly USD 39 million in grants to 12 projects including projects in Historically Disadvantaged Communities, consistent with the federal Justice40 Initiative that mandates 40% of federal investment benefits reach underserved communities.¹⁷

Beyond direct MHP funding, the IIJA establishes long-term structural support through USD 450 million annually for five years under the Port Infrastructure Development Program (PIDP), complementing MHP grants by improving port capacity, intermodal linkages, climate resilience, and emissions reduction measures. This long-term funding horizon extending to 2032 provides commercial stability for marine highway operators and port investors, a feature that India's CCPS must emulate through its proposed five-year budget envelope and performance-linked extension mechanism.

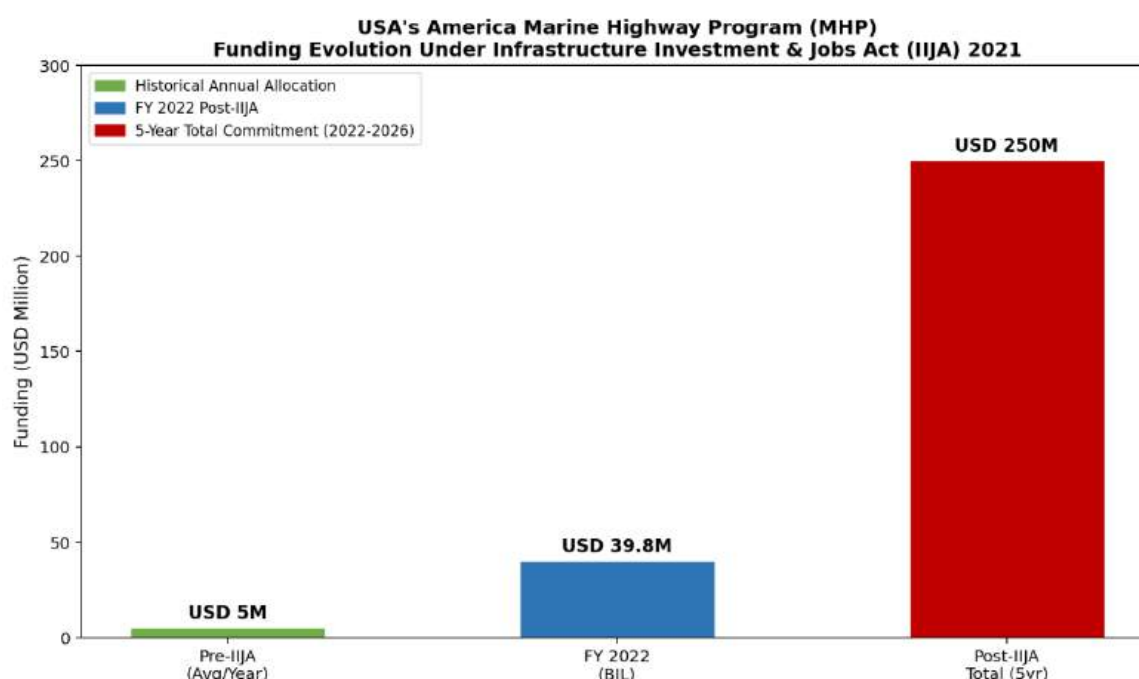


Figure 3. USA's America Marine Highway Program (MHP)

Table 10. US Marine Highway Program - Key Features and India Relevance

MHP Feature	US Implementation	India CCPS Adaptation
Route Designation	58 Marine Highway Routes designated by MARAD based on freight demand and congestion potential	342-route coastal network codified; priority corridors designated under CCPS for West Coast, East Coast, and RSV routes

MHP Feature	US Implementation	India CCPS Adaptation
Federal Funding Scale	USD 25M/year MHP grants + USD 450M/year PIDP (FY2022-2032)	INR 800-1,500 crore/year CCPS + infrastructure VGF under Sagarmala
Capital vs. Operating Grants	Capital grants for vessel acquisition, port infrastructure - found more effective than per-unit operating subsidies	CCPS proposes Vessel Augmentation Scheme (VAS) plus capital grants for coastal berth mechanisation alongside per-tonne operating incentives
Public-Private Model	MARAD facilitates; does not operate services; private operators apply competitively for grants	CCPC facilitates; IPA administers; major ports and private shipping companies compete for CCPS benefits
Equity Orientation	Justice40 mandates 40% of benefits to disadvantaged communities; nearly all 2022 grant projects meet this standard	CCPS incentive access should be available to SME shippers and smaller non-major ports to ensure broad participation
Multi-Year Stability	IIJA funding horizon extends to 2032 - provides 10-year commercial certainty	CCPS proposed for FY2026-2031 with performance-linked extension; long-term budget horizon is critical for fleet investment

Source: MARAD MHP Annual Reports; Infrastructure Investment and Jobs Act 2021 (BIL); MARAD Press Releases, October 2022.¹⁸

The most critical MHP lesson for India is the distinction between capital grants (for vessel acquisition and port infrastructure) and operating subsidies (per-TEU or per-unit incentives). The US experience-reinforced by evaluations of similar programmes globally-indicates that capital grants for vessels are more effective at generating lasting modal shift than per-unit operating subsidies, because they directly address the vessel supply constraint. India's CCPS must therefore combine operating incentives (Categories A through D) with a supply-side Vessel Augmentation Scheme (VAS) offering capital grants or interest subvention for Indian-flag coastal vessel construction and acquisition.

2.6. Australia - Coastal Trading Reforms

Australia's coastal trading experience offers India a predominantly cautionary tale a case where well-intentioned protectionist regulatory design produced the opposite of the intended outcome, demonstrating the importance of regulatory calibration in coastal shipping policy. Australia's Coastal Trading (Revitalising Australian Shipping) Act 2012 governs the movement of cargo and passengers between Australian ports through a structured licensing framework providing three types of licences general, temporary, and emergency that regulate which vessels (including foreign-flagged ships) may undertake interstate coastal voyages.¹⁹

Despite the Act's 'revitalising' title, over the subsequent decade, Australian coastal shipping experienced prolonged decline. Industry submissions to the Independent Review (announced August 2024) noted stagnation since 2012 and the limited size of the current Australian-registered trading fleet. The regulatory framework's strict requirements favouring nationally-flagged, nationally-crewed vessels under complex licensing processes drove up domestic shipping costs, limited competition, and pushed cargo owners toward international shipping routes (which are more cost-effective) or toward road and rail. The freight modal imbalance that resulted is striking: only 2% of domestic freight by tonnage and 15% of tonne-km moves by sea, compared to road (66% of tonnes, 57% of tonne-km) and rail (32% of tonnes, 28% of tonne-km)-a deeply anomalous distribution for a continental island nation whose international trade moves 98% by sea.²⁰

The Independent Review launched in 2024 aims to modernise shipping regulation, strengthen the domestic maritime fleet, and establish a Maritime Strategic Fleet-acknowledging that the 2012 Act failed in its core objective. The proposed reforms emphasise greater regulatory flexibility, increased use of international vessels already operating in Australian waters, and modernisation to enhance system efficiency.

For India, Australia's experience generates several specific design lessons for CCPS and the broader coastal shipping regulatory framework. First, over-restrictive cabotage regulations that limit competition and drive-up costs do more harm than good even for the domestic shipping industry they seek to protect. India's history with cabotage relaxations (2015 - 2018) demonstrates a similar dynamic: excessive restriction reduces vessel availability and service quality, while excessive openness can erode Indian fleet investment. The optimal approach is the calibrated cabotage model using selective, time-limited relaxations for specific commodity segments where Indian-flag vessel supply is demonstrably insufficient, while actively building domestic fleet capacity through the VAS.

Second, route and commodity-specific viability analysis must guide policy design. Australia found coastal shipping most viable for bulk commodities, long-lead-time logistics, and port-proximal corridors precisely the same commodity segments that dominate India's coastal freight (coal, POL, iron ore, cement/clinker). India's CCPS must similarly prioritise these high-viability segments first, allowing the commercial ecosystem to mature before extending incentives to lower-viability segments.

Third, transparent licensing and structured stakeholder consultation features identified as missing from Australia's 2012 framework are essential for adoption. India's DGS licensing process for foreign vessels under the Coastal Shipping Act 2025 should be implemented through an online licensing system, with public notifications, defined timelines, and structured consultation with INSA and ICCSA.

2.7.South Korea and Singapore - Port Competitiveness Strategies

South Korea and Singapore offer two distinct but complementary models of coastal shipping governance, each relevant to different dimensions of India's CCPS design: South Korea demonstrates how port-level congestion management and coastal shipping integration can relieve freight pressure on overloaded road networks; Singapore demonstrates how world-class transshipment hub design and feeder network discipline can create the commercial foundation for a regional coastal relay system.

2.7.1. *South Korea - Cabotage, Coastal Shipping Framework, and Port Congestion Pricing*

South Korea's logistics ecosystem relies heavily on road transport, with approximately 82% of import-export container movements handled by road a dependence that generates severe congestion on corridors linking major ports such as Busan and Gwangyang to hinterland industrial centres. This road-dependence is deeply embedded in Korea's freight culture and port geography, as Seoul and most of Korea's exporters and importers are located far from Busan and Gwangyang, creating structural conditions where coastal shipping could serve as a significant congestion-relief mechanism.²¹

South Korea's cabotage regime restricts domestic coastal movements primarily to Korean-flag vessels, with limited exemptions for specific logistics needs. In practice, the dominant policy tool for managing coastal freight flows is not cabotage regulation but port congestion monitoring and differential pricing real-time congestion data at Busan, Gwangyang, Incheon, and other ports reveals delays ranging from one to four days at key facilities. Port authorities and operators have experimented with surcharges and differential pricing to influence cargo flows between Busan New Port, Gwangyang, and secondary ports. Busan

alone handles approximately 85% of Korea's national containerised trade, making it acutely sensitive to congestion and creating strong economic incentives to develop secondary coastal hubs.

Korea's approach demonstrates that congestion-based pricing and port incentives can divert cargo toward alternative coastal routes and nearby minor ports. India faces identical over-dependence on gateway ports: JNPA handles the dominant share of India's western container trade; Chennai Port faces capacity constraints alongside the adjacent Kattupalli (KPPL); and Paradip is simultaneously India's largest bulk port and its most capacity-constrained for coal logistics. India's CCPS can adapt the Korean model through: differential port charges (rebates for coastal vessels at gateway ports to incentivise short-sea diversion to secondary ports); slot incentives for coastal services at congested ports; and integrated coastal-road multimodal corridors linking inland industrial clusters to ports without straining national highways.

2.7.2. Singapore - Transshipment Hub Strategy and the Coastal Relay Feeder Network

Singapore is the world's busiest container transshipment port, handling approximately one-fifth of global transshipment traffic and connecting 600 ports in 123 countries. Over 95% of all traffic through Singapore is transshipment, not domestic cargo—a configuration made possible by Singapore's hyper-connected port infrastructure of 84 berths with advanced automation using automated guided vehicles (AGVs), remote-operated cranes, and AI-driven logistics systems. In 2023, Singapore moved 39 million TEUs-up from 28.4 million in 2010—cementing its position as the world's leading maritime hub and demonstrating the commercial premium of operational excellence in port management.²²

Singapore's terminal operator PSA is the world's largest, operating 60 terminals globally by 2024. The Tuas Mega Port—with an ultimate capacity of 65 million TEUs—consolidates Singapore's hub-port strategy around automated crane systems and high-efficiency yard logistics. This scale of automation reduces vessel turnaround time, minimises labour cost per TEU, and ensures the predictable scheduling discipline that hub-and-spoke coastal relay networks require.

2.7.3. Singapore's Coastal Relay and Feeder Network

Singapore has built a hub-and-spoke 'coastal relay system' in which small feeder vessels from South and Southeast Asia bring cargo into Singapore, containers are consolidated and reloaded onto larger mainline vessels, and approximately 85% of arriving containers are transhipped to other ports. The feeder network covers India, Malaysia, Indonesia, Thailand, Vietnam, and the Philippines—making Singapore the primary relay point for South Asian, Southeast Asian, and East Asian cargo interchange.

Singapore's coastal relay strategy hinges on three operational disciplines: daily sailings and high shipping frequency ensuring minimal dwell time for transiting containers; advanced automation reducing costs and increasing reliability through faster vessel turnaround; and high-connectivity economics where scale enables near-perfect coordination between mother vessels and feeders. India currently participates in this feeder network primarily as a supplier of feeder traffic (from ports like Chennai, Cochin, and JNPA) to Singapore's hub, rather than as a hub in its own right.

2.7.4. Lessons for India: Building a Hub-and-Spoke Coastal Model

The combined South Korea-Singapore model offers India a clear template for developing a sub-regional maritime hub strategy that integrates coastal shipping with international transshipment. The key lessons are organised around four action areas:

2.7.4.1. Develop Indian Regional Hubs

India's emerging deep-water port at Vizhinjam (Kerala), with its natural draught of over 20 metres and proximity to international shipping lanes at the southern tip of the subcontinent,

offers the best near-term candidate for a Singapore-style transshipment hub role for the Indian Ocean region. Vizhinjam can attract feeder traffic from Indian coastal ports (both East and West Coast), Sri Lanka, Maldives, and Bangladesh, connecting to mainline vessel rotations on the Europe-Asia and Africa-Asia trade lanes. On the East Coast, a Chennai-Kattupalli hub strategy can develop a coastal relay network for the Bay of Bengal. India's CCPS should designate these emerging hubs as priority infrastructure nodes for dedicated coastal berths, aggregation facilities, and MSW-integrated feeder scheduling.

2.7.4.2. Use Congestion Pricing and Slot Incentives

Korea's experience with congestion-driven routing demonstrates that differential port charges can divert cargo toward less congested coastal nodes. India can apply a dual approach: rebates for coastal vessels at congested major ports (incentivising coastal diversion); and priority berthing plus time-of-day pricing at feeder ports (incentivising regular coastal service frequency). The proposed 40% port charge concession for coastal vessels at Major Ports-already embedded in existing policy-should be consistently implemented and complemented with slot allocation guarantees for designated scheduled services.

2.7.4.3. Integrate Coastal Shipping into Manufacturing Supply Chains

Like Korea's multimodal system linking industrial clusters to Busan and Gwangyang, India must systematically link coastal shipping with its industrial corridors: the Delhi-Mumbai Industrial Corridor (DMIC) feeding Kandla, Mundra, and Mumbai; the Chennai-Bangalore Industrial Corridor (CBIC) feeding Chennai, Ennore, and Krishnapatnam; and the Vizag-Chennai Industrial Corridor (VCIC) feeding Vizag and associated East Coast ports. Factory-to-port coastal logistics-where OEMs and manufacturers commit cargo directly to coastal vessels-must replace the current practice of consolidating at inland CFSs and then transferring to ports by road.

2.7.4.4. Emulate Singapore's Automation and Feeder Discipline

Singapore's hub success depends critically on feeder frequency discipline-feeders arrive and depart on published schedules, and dwell time for transiting containers is minimised through coordinated operations. India's coastal feeder services operate without this discipline: voyages are scheduled around cargo availability rather than fixed timetables, and coordination between coastal vessel arrivals and mainline connections is minimal. India's CCPS Scheduled Service Premium (Category D) is specifically designed to incentivise this operational discipline-rewarding coastal operators who commit to fixed weekly port rotations and achieve minimum on-time performance standards.

2.8. Norway and Denmark - Green Coastal Shipping Programmes

Norway and Denmark together represent the world's most advanced national strategies for green coastal shipping, combining fiscal instruments (Norway's NOx tax and NOx Fund), technology deployment programmes (Norway's Green Coastal Shipping Programme), and international corridor initiatives (Denmark's Green Shipping Corridors) into a coherent decarbonisation framework. These two Nordic models are particularly relevant to India's CCPS given the report's emphasis on environmental co-benefits as a legitimising narrative for the scheme and as a source of long-term political and commercial sustainability.

2.8.1. Norway - The NOx Fund and Green Coastal Shipping Programme

2.8.1.1. Norway's NOx Tax and the NOx Fund Mechanism

Norway introduced a NOx tax in 2007, applied to emissions from ship propulsion machinery above 750 kW operating within Norwegian waters. Enterprises can avoid paying the tax by joining the NOx Agreement, which allows them to contribute instead to the NOx Fund—a collectively managed environmental compliance mechanism supported by the Norwegian private sector. The NOx Fund finances NOx-reducing technologies for maritime operators, offering up to 80% cost coverage for measures such as LNG propulsion, Selective Catalytic Reduction (SCR) systems, hybrid battery systems, low-NOx engines, Exhaust Gas Recirculation (EGR), fuel-saving technologies, LNG bunkering infrastructure, and shore-power systems.²³

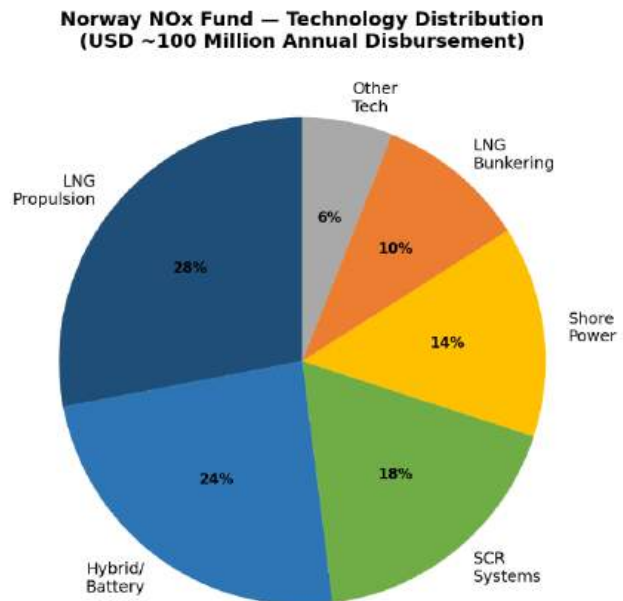


Figure 4. Norway NOx Fund - Technology Distribution

The Fund disburses approximately USD 100 million annually—making it one of the world's largest maritime emissions-reduction incentive mechanisms. Coastal shipping operators in Norway benefit disproportionately because they operate within the NOx taxable geography throughout their operations, and coastal vessels—with shorter voyages and more frequent port calls—have the highest adoption rates for battery-hybrid and LNG propulsion technologies. This has led to rapid proliferation of hybrid ferries, LNG short-sea vessels, and all-electric ferries along Norway's coastline.

2.8.1.2. Norway's Green Coastal Shipping Programme (GCSP)

Norway's Green Coastal Shipping Programme (GCSP), led by DNV and supported by the Norwegian government, aims to make Norway's coastal shipping fleet the world's most environmentally friendly by 2030. Its objectives include meeting national and global climate goals, reducing maritime pollution and improving local air quality, creating green jobs and boosting Norway's export of green maritime technology, and deploying low- and zero-emission vessels across ferries, offshore vessels, cargo ships, aquaculture fleets, and container feeders. The GCSP operates through public-private partnerships, ensuring simultaneous deployment of clean vessels, alternative fuels (LNG, batteries, hydrogen), and enabling port infrastructure.

2.8.2. Denmark - Green Shipping Corridor Initiatives

2.8.2.1. Denmark's Global Leadership in Green Shipping Corridors

Denmark has positioned itself as a global frontrunner in maritime decarbonisation, launching and supporting multiple 'green shipping corridor' initiatives—zero-emission maritime routes with coordinated fuel, vessel, and port infrastructure development. Key developments include: Denmark, the US, and the Mærsk Mc-Kinney Møller Center jointly funding green corridor feasibility studies in Namibia, Panama, and Fiji; Danish involvement in the European Green Corridors Network connecting strategic EU ports to accelerate green fuel deployment; and Denmark's support for the IMO's GreenVoyage2050 programme with a DKK 7.5 million donation, helping developing countries plan low-GHG maritime transitions.

Denmark's most visible proof of concept is the 'Laura Maersk'-the world's first green methanol container ship, launched in 2023, demonstrating the commercial viability of zero-emission coastal and short-sea operations. Denmark's approach centres on collaborative ecosystem building: ports, fuel suppliers, shipowners, regulators, and technology providers co-create viable green maritime routes, rather than relying on regulatory mandates alone.

2.8.2.2. *Denmark's Domestic Green Coastal Efforts*

The Danish Maritime Authority promotes coastal decarbonisation through national grants for green domestic ferries (battery and hybrid systems), public-private sector climate partnerships, and zero-emission shipping missions and corridor planning tools. These domestic measures sit within Denmark's broader ambition to become a global hub for green maritime technology innovation, leveraging its position as home to Maersk, the world's second-largest container shipping company.

2.8.3. *Relevance to India's Green Coastal Shipping Agenda - CCPS Environmental Co-Benefits*

2.8.3.1. *A Norwegian-Style Emissions Fund for India*

India can meaningfully adapt Norway's NOx Fund model to the Indian coastal shipping context. The adaptation would involve introducing a differentiated coastal emissions levy on particulate matter (PM), NOx, and SOx emissions from coastal vessels operating within Indian waters, with operators given the option to 'opt into' a Green Coastal Shipping Fund rather than paying the emissions levy directly. The Fund would finance retrofits for existing coastal vessels, LNG-ready and hybrid vessel newbuilding, shore-power installation at major ports, and green fuel (green methanol, ammonia, LNG) bunkering infrastructure at priority coastal corridors.

Such a fund-modelled on Norway's USD 100 million/year mechanism-could catalyse domestic manufacturing of green propulsion systems, support India's National Green Hydrogen Mission by creating demand for green hydrogen-derived bunker fuels, and boost India's maritime green-tech sector. The Harit Sagar Green Port Guidelines already mandate CO₂ reduction targets of more than 30% per tonne of cargo by 2030 and more than 70% by 2047-a Green Coastal Shipping Fund would provide the financial instrument to meet these targets.

2.8.4. *Green Corridors for India's Coastal Network*

Denmark's green shipping corridor model-where specific maritime routes are designated for zero-emission operations with coordinated fuel, vessel, and port infrastructure-translates directly to India's coastal context. India has the geographic density (11,098 km coastline), port infrastructure (12 Major Ports plus 200+ non-major ports), and industrial cargo volumes to support three or four initial green coastal corridors:

- Mumbai-Mangalore-Kochi: West Coast corridor with LNG bunkering at Mumbai and Kochi; shore power at all three ports; LNG/hybrid vessels for coastal container and POL redistribution services
- Haldia-Paradip-Visakhapatnam: East Coast bulk corridor with LNG bunkering at Paradip; coal and iron ore feeder services using low-emission vessels
- Chennai-Tuticorin: South Coast industrial corridor linking automobile manufacturing (Chennai) and emerging EV hub (Tuticorin/VOC Port) with green RoRo services
- International Corridor: India-Sri Lanka-Singapore feeder link, building Vizhinjam as a green transshipment hub for the Indian Ocean region

2.8.5. *India's Advantage - High Coastal Density and Growth Market*

Norway and Denmark demonstrate that coastal and short-sea shipping is the fastest maritime segment to decarbonise, because of lower vessel ranges (enabling battery-electric and LNG solutions that are not yet viable for deep-sea), predictable routes (supporting fuel

optimisation and shore-power planning), and fast uptake of battery-hybrid systems (already proven in Norway's coastal ferry fleet). India's high-density coastal routes-serving large urban agglomerations at Chennai, Mumbai, Kochi, Visakhapatnam, and Kolkata-can unlock large-scale GHG reduction, cleaner port city air quality, and jobs in vessel retrofitting, fuel supply chains, and coastal logistics.

2.8.6. Environmental Co-Benefits Embedded in CCPS Design

The CCPS's Green Bonus (Layer D incentive-a 10-15% top-up for cargo moved on green-propulsion vessels) directly replicates the Norwegian-Danish green incentive philosophy: making environmental performance a source of commercial advantage rather than merely a compliance burden. This creates a self-reinforcing virtuous cycle where environmental investment yields higher CCPS incentive receipts, which fund further environmental upgrades, generating progressively greener coastal fleet operations.

2.9. Brazil - Cabotagem (Coastal Shipping) Revival

Brazil's coastal shipping sector-known as cabotagem-provides one of the most relevant and recent international comparators for India's CCPS design, given the structural similarities between the two countries: both are large continental economies with extensive coastlines, high road freight dependence, constrained rail networks, and significant bulk commodity flows (particularly energy and agricultural products) that are inherently suited to waterborne logistics.

2.9.1. Importance of Cabotagem in Brazil's Freight Transport Mix

Brazil's transport sector is dominated by road freight, which accounts for approximately 61% of total freight movement, with rail at ~20% and waterborne transport (including both coastal and inland) at approximately 13.6%-a share that has been rising since 2022 following structural reforms under the federal BR do Mar programme. Brazil's cabotagem sector is concentrated on container traffic between the southern industrial states (São Paulo, Rio Grande do Sul, Santa Catarina) and northern consumption and agricultural export states (Pará, Ceará, Bahia), along a coastal arc of approximately 7,000 km-comparable in scale to India's West-to-East coastal freight routes.

2.9.2. The BR do Mar Programme (2021-2022 Reforms)

The landmark Cabotage Act (Law 14.301/2022)-the legislative backbone of the BR do Mar ('Sea Highway') programme-enacted Brazil's most significant coastal shipping liberalisation in decades. The Act, launched in 2021 and implemented from 2022 onward, was designed to diversify Brazil's freight matrix, expand cabotage capacity, increase competition, support national shipbuilding, and reduce freight costs and improve logistics efficiency.²⁴

The centrepiece reform was the removal of restrictions that had previously limited cabotage to Brazilian-flagged ships with Brazilian crew. Under BR do Mar, Brazilian shipping companies (EBNs) may bareboat or time-charter foreign-flag vessels without previous tonnage ceilings or proof-of-fleet requirements. From 2024, operators can charter two foreign vessels, rising annually to four by 2026, with no limit from 2027 onward. Decree No. 12,555/2025 further expanded chartering scenarios to include fleet expansion, substitution for vessels under construction, long-term transport contracts, and special cabotage operations-a progressive liberalisation designed to address Brazil's binding constraint of vessel scarcity.

2.9.3. Outcomes of BR do Mar Reforms

The evidence from 2023-2025 demonstrates measurable market response to the BR do Mar reforms. Brazil's cabotage fleet grew from 60 to 71 vessels by 2024, reflecting an 11-ship increase since implementation. Container cabotage volumes rose 8% in 2024 and were projected to grow another 10% in 2025. New market entrants-including Norcoast (a Norsul-

Hapag-Lloyd joint venture)-captured 10% of the container cabotage market, boosting service frequency and freight options. Market analysts expect tariffs to fall gradually as competition intensifies.

Crucially, BR do Mar combines liberalisation with support for Brazilian shipbuilding-mirroring global best practice of 'open market plus domestic capability support.' Key shipbuilding incentives include charter substitution for vessels under construction in Brazil (up to 200% of DWT for up to 36 months), conditional authorisations for companies investing in long-term domestic transport contracts, and tax relief for new Brazilian-built vessels. This balance-opening the market to increase vessel supply while investing in domestic shipbuilding capability-directly parallels India's challenge of improving coastal vessel availability while building the Indian-flag coastal fleet.

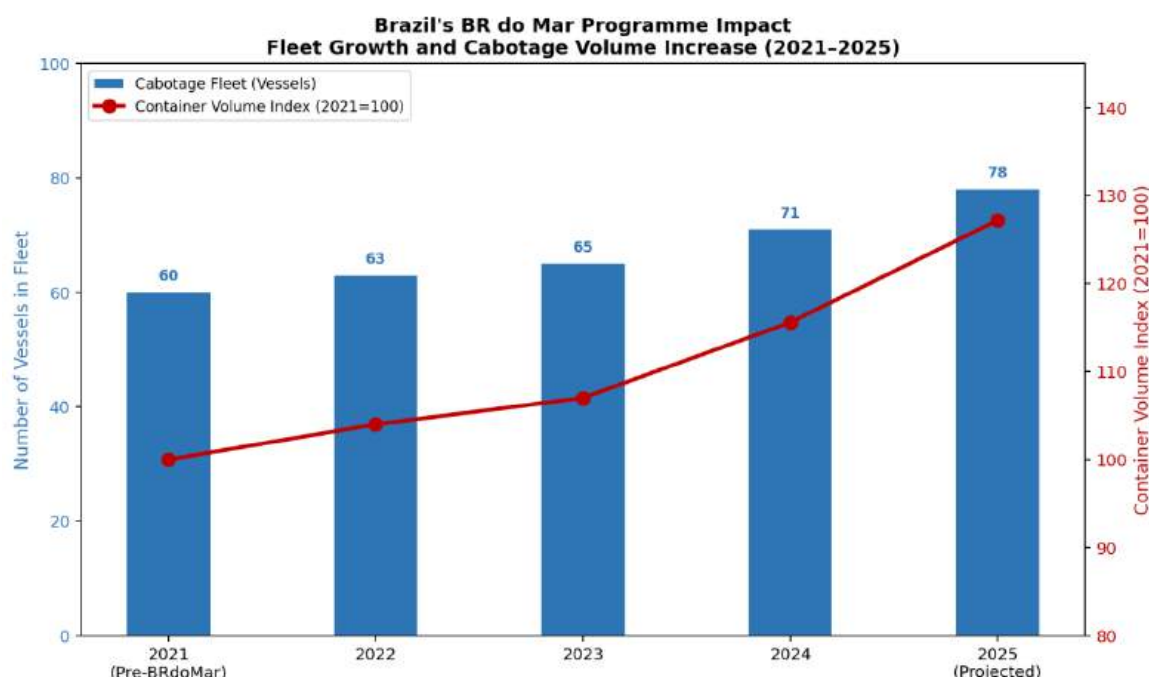


Figure 5. Brazil's BR do Mar Programme Impact

Table 11. Brazil BR do Mar - Key Reforms and Outcomes

Reform Element	BR do Mar Implementation	India CCPS Adaptation
Vessel Supply Constraint	Identified as binding constraint; foreign vessel chartering limit removed progressively to 2027 (unlimited)	India must expand coastal tonnage via RSV/VAS; allow flexible chartering of foreign-flag vessels under Coastal Shipping Act 2025 for segments where Indian tonnage is insufficient
Liberalisation + Domestic Shipbuilding	Charter substitution allowed for vessels under construction in Brazil (up to 200% DWT for 36 months); tax relief for new Brazilian-built vessels	CCPS combines interest subvention for Indian-flag vessel construction with selective cabotage relaxations; aligns with Shipbuilding Financial Assistance Policy
Market Entry Effect	Norcoast (Norsul-Hapag-Lloyd JV) captured 10% of container cabotage market; 8% volume growth in 2024	India can enable JV coastal operators, private coastal logistics firms, and feeder operators to increase service frequency and route coverage
Fleet Growth	Fleet grew from 60 to 71 vessels 2022-2024; +18% in two years	India's coastal fleet requires sustained addition of modern, energy-efficient

Reform Element	BR do Mar Implementation	India CCPS Adaptation
		tonnage; VAS should target net addition of 50+ coastal vessels by FY2030
Sustainability Integration	DWT-based charter multipliers incentivise sustainable vessels; green DWT bonus for eco-compliant ships	CCPS Green Bonus (Layer D) awards 10-15% incentive top-up for LNG, methanol, hybrid, or electric coastal vessels

Source: Brazilian Ministry of Infrastructure; Cabotage Act (Law 14.301/2022); Decree No. 12,555/2025.²⁵

2.10. Synthesis: Key Design Principles from Global Models

Drawing on the benchmarking exercise covering the EU, Italy, Japan, China, the United States, Australia, South Korea, Singapore, Norway, Denmark, and Brazil, this section synthesises eight foundational design principles for India's Coastal Cargo Promotion Scheme. These principles represent the convergent lessons from diverse institutional contexts and policy architectures—each tested through real-world implementation, with both successes and failures documented. They form the keystone architecture for CCPS design.

2.10.1. Principle 1: Combine Direct Financial Incentives with Structural and Regulatory Enablers

Every successful coastal shipping programme examined—from the EU's Marco Polo to Brazil's BR do Mar and Norway's GCSP—demonstrates that financial incentives alone cannot transform coastal shipping markets. Incentives must be accompanied by structural regulatory reforms that improve fleet access, vessel chartering freedoms, port operational efficiency, and multimodal connectivity. Norway's NOx Fund delivered results because it was paired with regulatory exemptions through the NOx Agreement and with national investment in shore-power infrastructure. Brazil's BR do Mar succeeded because vessel supply constraints were addressed through charter liberalisation simultaneously with the introduction of new freight incentive mechanisms. India's CCPS must similarly pair its financial incentive architecture (Categories A through D) with regulatory reforms: cabotage calibration, GST rationalisation, Rail-Sea-Rail telescopic pricing, and port tariff harmonisation.

2.10.2. Principle 2: Simplicity of Eligibility and Claims Processes

High complexity is the enemy of programme uptake. The EU Marco Polo Programme's complexity drove 80% of applicants to use consultants, and 20-28% of allocated funds remained uncommitted due to rigid rules and insufficient project pipeline. Brazil's Cabotage Act succeeded in part because it removed proof-of-fleet requirements and simplified chartering procedures. SIMSC's manual claims process—requiring physical Nodal Officer certification at multiple steps—was a major barrier to shipper participation. India's CCPS must operate on a 'three-click' design principle: digital registration on MSW (one step); automated voyage tracking through AIS and MSW integration (one step); and automated claim calculation and direct benefit transfer (DBT) within 30-45 days (one step). No physical documentation, no manual certification chains, and no inter-agency hand-offs should be required in the standard claims workflow.

2.10.3. Principle 3: Technology-Driven, MSW-Integrated Disbursement

Global coastal shipping programmes have increasingly adopted data-driven, automated disbursement systems as both a cost-reduction measure and a fraud-prevention tool. Singapore's port ecosystem operates on fully integrated MSW-type systems using

automation, real-time data analytics, and AI-driven logistics management. Norway's NOx Fund employs technical verification and reporting systems that integrate emissions data with compliance and monitoring workflows. India's MSW's NDCS module managed by IPA is the appropriate platform for CCPS disbursement, but requires significant upgrades to support: automated AIS-based voyage verification; integration with CBIC customs data for cargo manifest cross-validation; API connectivity with GSTN for shipper eligibility verification; and a real-time monitoring dashboard for the Monitoring Committee and CCPC.

2.10.4. Principle 4: Multi-Stakeholder, Multi-Ministry Coordination

Green and coastal freight policies succeed when they are designed and governed through genuine multi-stakeholder coordination-not as sector-specific interventions by a single ministry. Denmark's green corridor model requires coordination among national ministries, port authorities, fuel suppliers, vessel operators, and international partners. Norway's GCSP functions through a public-private partnership model. India's CCPS governance architecture-the proposed National Coastal Shipping Mission Council (NCSMC) at the apex level, with inter-ministerial representation from MoPSW, Finance, Railways, Coal, Steel, Petroleum, Fertilisers, Consumer Affairs, and Environment-directly addresses this coordination requirement. The NCSMC must have genuine decision-making authority, not merely advisory status, to resolve inter-ministerial conflicts on RSR pricing, GST rationalisation, and cargo commitment frameworks.

2.10.5. Principle 5: Commodity-Specific Route Viability Analysis Before Incentive Design

Global coastal programmes that achieved measurable results tailored their interventions to specific commodity and corridor characteristics, rather than applying uniform incentives across all cargo types. Brazil's cabotage growth occurred primarily on container routes and specific long-distance north-south corridors. Norway's GCSP focuses on short-sea segments where electrification or LNG is technically viable. Italy's Ecobonus was tied to specific motorway-alternative maritime routes. India's CCPS incentive structure-organised across four commodity categories (Bulk, Containerised, RoRo/Automobile, and Scheduled Service Premium)-reflects this commodity-specific principle. The detailed Origin-Destination pair analysis presented in Chapter 3 ensures that incentive rates are calibrated to the specific logistics cost gap for each commodity on viable coastal corridors.

2.10.6. Principle 6: Fleet Development as a Parallel Imperative

The global evidence is unambiguous: vessel scarcity is the binding constraint on coastal shipping growth. Brazil's pre-BR do Mar stagnation was caused by limited cabotage fleet availability. Norway's fleet modernisation through NOx Fund subsidies rapidly expanded LNG, hybrid, and electric vessel deployment. The US Marine Highway Program found capital grants for vessels more effective than per-unit operating subsidies. India's coastal fleet of approximately 816 active vessels-with a significant share above 20 years in age-is manifestly insufficient to serve the modal shift volumes envisioned under CCPS. The proposed Vessel Augmentation Scheme (VAS), operating alongside CCPS's cargo incentive categories, must offer: interest subvention for Indian-flag coastal vessel construction at Indian shipyards; capital subsidy for RSV and barge acquisition; chartering flexibility for foreign-flag vessels in deficit segments; and a scrapping and replacement incentive for vessels above 25 years of age.

2.10.7. Principle 7: Environmental Co-Benefits as a Legitimising Narrative

Every durable coastal shipping programme examined in this benchmarking exercise has embedded environmental justification as a central element of its political and commercial legitimacy. Norway's GCSP positions green coastal shipping as central to national climate goals and export competitiveness. Denmark's green corridor model emphasises zero-carbon fuels, just transition, and international climate alignment. Italy's Ecobonus explicitly quantified avoided externalities-pollution, congestion, accidents-as the basis for incentive

calibration. The EU Marco Polo programme's Environmental Calculator provided a standardised metric for comparing environmental performance across projects. India's CCPS must explicitly and quantifiably link its modal shift objectives to CO₂ reduction targets, PM and NO_x reduction co-benefits, and India's NDC commitments under the Paris Agreement. Chapter 8 of this report provides the detailed environmental co-benefit quantification; CCPS's Green Bonus layer translates this into an operational incentive that rewards environmental performance commercially.

2.10.8. Principle 8: Sunset Clauses and Performance-Linked Extension Triggers

Successful policy frameworks embed time-bound incentives with mechanisms for renewal based on measurable results, rather than creating perpetual subsidies that generate rent-seeking without demonstrated outcomes. Brazil's BR do Mar phases in chartering limits progressively, transitioning to unlimited chartering from 2027 with built-in reassessment points. Norway's NO_x Agreement is revised periodically, with the current cycle extended only upon evidence of fund performance and demonstrated environmental outcomes. India's CCPS should operate on a fixed five-year cycle (FY2026-FY2031) with: defined KPIs including modal shift tonnage (MT), coastal TEUs, CO₂ reduction, logistics cost savings, and shipper registration numbers; mandatory mid-term review at Year 2.5 by an independent evaluator; automatic scheme extension only if defined KPI thresholds are met; and progressive tapering of incentive rates for routes that achieve commercial viability, redirecting fiscal resources to emerging corridors and new commodity categories.

Table 12. Global Benchmarking Synthesis - Eight Design Principles for India's CCPS

#	Design Principle	Global Evidence Base	India CCPS Application
1	Combine financial incentives with regulatory enablers	EU Marco Polo; Brazil BR do Mar; Norway NO _x Fund	Pair Categories A-D incentives with cabotage reform, GST rationalisation, RSR telescopic pricing
2	Simplify eligibility and claims processes	EU Marco Polo (lesson: complexity = 80% consultant dependency); Brazil (simplified chartering)	MSW integrated digital claims; automated DBT; no physical documentation in standard workflow
3	Technology-driven, MSW-integrated disbursement	Singapore (automated port operations); Norway (technical verification)	Voyage tracking + MSW(NDCS) cargo manifest + CBIC customs data = automated claim calculation
4	Multi-stakeholder, multi-ministry coordination	Denmark green corridors; Norway GCSP public-private model	NCSMC apex body; inter-ministerial working groups; CCPC as facilitation engine
5	Commodity-specific route viability before design	Brazil (container corridors); Norway (LNG-viable segments); Italy (motorway-alternative routes)	Commodity-specific incentive categories; OD pair analysis in Chapter 3; route codification
6	Fleet development as a parallel imperative	Brazil (vessel supply = binding constraint); USA (capital grants > operating subsidies); Norway (fleet modernisation)	Vessel Augmentation Scheme (VAS); interest subvention; scrapping incentive; chartering flexibility
7	Environmental co-benefits as legitimising narrative	Norway GCSP; Denmark corridors; Italy Ecobonus (externality quantification)	CCPS Green Bonus (10-15% top-up); Coastal Modal Shift Calculator; NDC alignment

#	Design Principle	Global Evidence Base	India CCPS Application
8	Sunset clauses and performance-linked extension	Brazil BR do Mar (phased liberalisation); Norway NOx Agreement (periodic review)	FY2026-2031 fixed cycle; mid-term review at Year 2.5; KPI-linked extension decision

Source: Committee Analysis based on benchmarking exercise. EU: European Commission (2014); Japan: MLIT; China: 14th Five-Year Plan; USA: MARAD; Australia: Coastal Trading Act Review (2024); South Korea / Singapore: UNCTAD (2024); Norway: DNV / NOx Fund; Denmark: Mærsk Mc-Kinney Møller Center; Brazil: Cabotage Act 14.301/2022.

The global benchmarking exercise demonstrates that coastal shipping can serve as a strategic freight backbone-but only when financial incentives, regulatory enablers, vessel supply measures, and institutional coordination are deployed together as an integrated policy system. No single instrument is sufficient. The CCPS framework developed in Chapter 4 of this report is explicitly designed around these eight principles, ensuring that India's coastal shipping promotion effort is grounded in the best available international evidence while remaining calibrated to India's specific commodity mix, logistics infrastructure, and institutional capacity.

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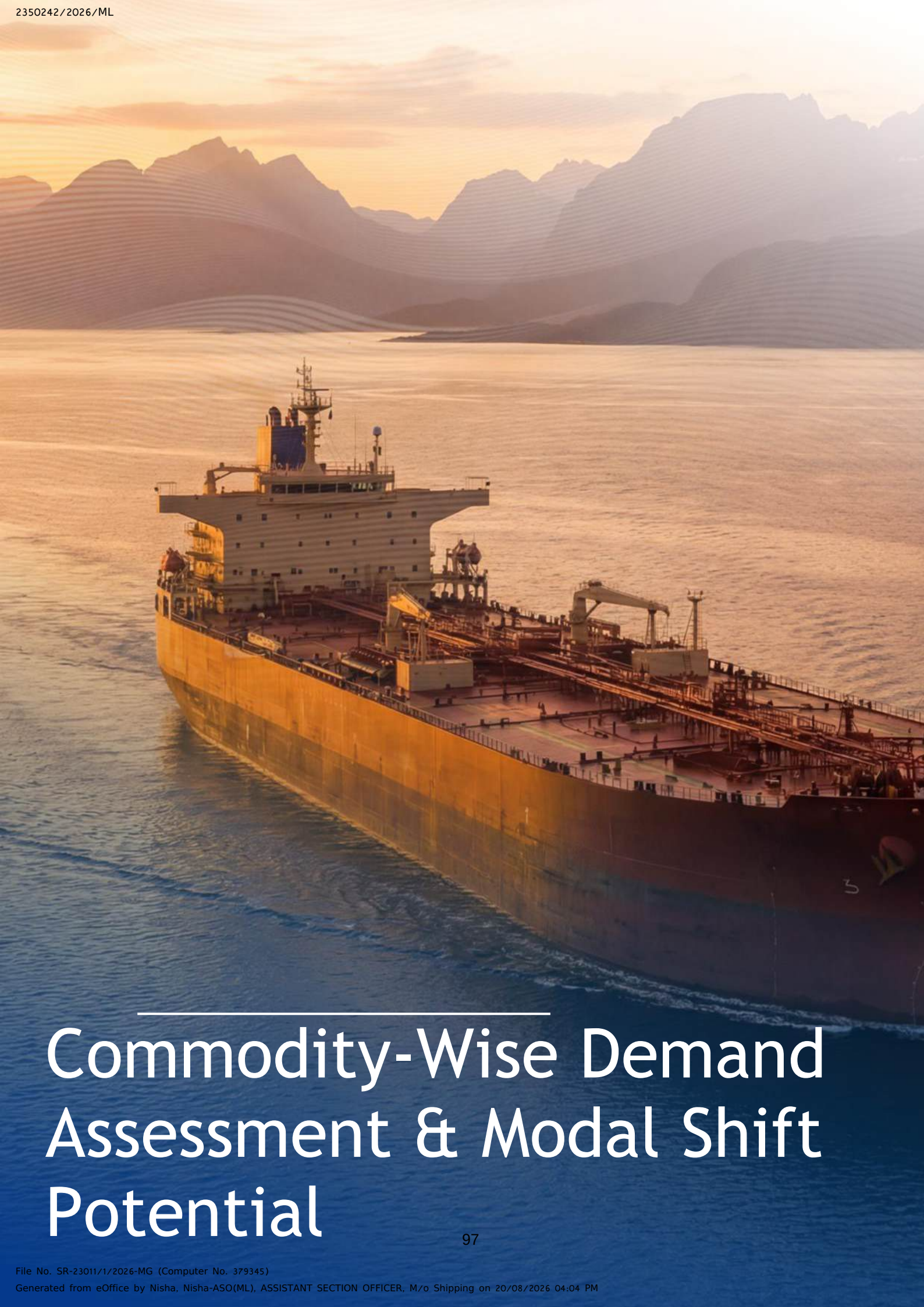
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Commodity-Wise Demand Assessment & Modal Shift Potential

3. Commodity-Wise Demand Assessment and Modal Shift Potential¹⁶

The commodity-wise analysis of the total addressable demand for coastal shipping, drawing primarily from the Committee on Coastal Shipping Report (Annexure II). For each commodity, the analysis covers current coastal volumes, dominant OD pairs, modal cost comparison (road vs. rail vs. coastal), key constraints, and the incremental coastal shift potential to 2030.

Part I

3.1. Methodology for Commodity Selection and Assessment

As per the study conducted by Committee on Coastal Shipping in January 2026, commodity details have been reiterated for specific reference. The Indian ports handle variety of commodities for coastal as well as EXIM movements. These commodities can be divided into conventional cargo and non-conventional cargo. Conventional cargo, that includes Coal, Iron ore, POL, and fertilizers contribute close to 80% of the total coastal movements. These commodities are largely captive with movements from mine to plant, plant to silo, plant to tank farm, etc. These commodities have long lead distances across India, resulting in significant coastal volumes, owing to the lower overall logistics cost. The ports have sustained consistent growth of these conventional commodities for coastal movements through mechanization and development of port infrastructure catering the needs of these commodities.



Figure 6. Methodology for Commodity Selection and Assessment

On the other hand, other bulk and break-bulk commodities like steel, cement, food grains along with the container and RoRo cargo (automobile) form the bucket of non-conventional coastal commodities at Indian ports. These commodities have significant domestic volumes but limited contributions by coastal movements. The movements of these commodities have lead distances (above 1000 km) within India. However, the existing dominant modes for movements of these commodities are road and rail. The commodities represent latent demand and high potential for coastal movements.

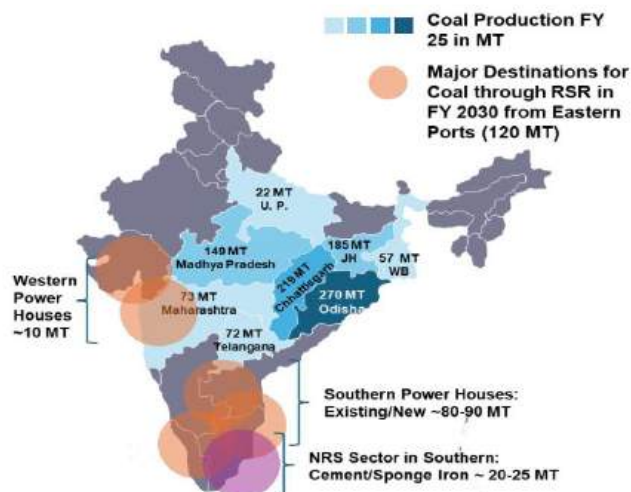
The section assesses the demand and modal mix of individual commodities. The commodities are identified based on their volumes handled at Indian ports. The commodity wise sections include assessment of current production and consumption patterns, market structure and future outlook. The commodity wise assessment concludes with potential for coastal shipping for each commodity, leading to the overall addressable market demand for coastal shipping. The methodology adopted for this assessment is shown in the exhibit here

¹⁶ Coastal Shipping in India - Potential for growth and Action Framework

3.2.Coal

3.2.1. Current Status

Coal is the largest coastal cargo in India. The domestic coal production in FY 2024-25 crossed 1000 million tonnes, reaching 1047 MT. The coal production in India has increased consistently over last 10 years. Current major OD pairs include Odisha/Chhattisgarh mines to power plants in Gujarat, Tamil Nadu, and Maharashtra via coastal shipping through Paradip, Vizag, Krishnapatnam, Mundra, and Hazira. Coastal coal throughput at major ports.



3.2.2. Key Issues and Constraints

Coastal movement of coal is presently constrained by first-mile rake shortages from MCL/ECL to Paradip, congestion on long-haul rail corridors, draft limitations at select discharge ports restricting large vessel deployment, delayed vessel nominations by GENCOS, the moratorium on GPWIS rake procurement, environmental restrictions on berth-based coal handling at Mumbai Port, and sub-optimal coal linkage patterns that reduce coastal viability. To address these issues, coordinated inter-ministerial intervention is required, including assured rake allocation and dedicated quotas for coastal cargo, prioritisation of Rail-Sea-Rail (RSR) movement on saturated corridors, long-term cargo commitments by GENCOS, expedited capital dredging at key ports, rationalisation of coal linkages to align with coastal economics, relaxation of GPWIS restrictions, formulation of environmentally compliant handling norms, and development of bundled freight/backhaul arrangements to enhance vessel utilisation and improve the overall competitiveness of coastal shipping. CIL contractual constraints. Ministry of Coal to be consulted per ToR Clause (iii).

Figure 7. Coastal cargo demand concentrated in a few hinterlands states

3.2.3. Interventions and Modal Shift Potential (to 2030)

Coal remains the single largest opportunity for coastal modal shift in India, as highlighted in the Coastal Shipping Committee Report (Jan 2026). India produced 1,047 MT of coal in FY 2024-25, of which coastal ports handled 127 MT, enabling about 64 MT of net coastal movement, or roughly 6% of total coal logistics. A share that can grow significantly with coordinated policy, infrastructure, and process interventions. The report identifies critical constraints currently limiting coastal coal flows, including rake shortages for mine-to-port evacuation (e.g., Paradip requires 42 rakes/day but receives only 31), draft limitations at key discharge ports requiring dredging to 15.5 m, vessel nomination delays, misaligned coal linkages, environmental restrictions at ports like Mumbai, and the persistent challenge of limited return cargo, which depresses vessel utilization. To unlock large-scale modal shift, the report prescribes interventions such as priority rake allocation, full implementation of the Rail-Sea-Rail (RSR) telescopic freight scheme, already yielding 15.24 MT of RSR coal and ₹218 crore savings in Q1 FY 2025-26, completion of dredging programs, rationalization of coal linkages, adoption of long-term port-GENCO agreements, standardized environmental SOPs, and structured backhaul-cargo planning. With these reforms, coastal coal movement is projected to rise to 88-90 MT under a pessimistic outlook, 100-110 MT under a realistic scenario, and as high as 115-120 MT by 2029-30 in an optimistic case, representing a

potential 50-85% increase over current levels and a substantial reduction in long-haul rail burden for India's power and industrial sectors.

3.3. Iron Ore and Pellets

3.3.1. Current Status and OD Pairs

Domestic iron ore production increased from 258 MT in FY 2022-23 to 275 MT in FY 2023-24, indicating the industry's response to rising steel demand and raw material security imperatives. Major steel producers have increasingly secured captive iron ore mines to mitigate supply risks and price volatility, reinforcing the tight linkage between iron ore logistics and steel plant operations.

The iron ore reserves in India are concentrated in Odisha, Jharkhand, Chhattisgarh, and Karnataka. These top four states account for around 94% of iron ore production¹⁷. The major distribution of iron ores is concentrated in five zones.

Most of the steel plants are in the central India, closer to the Iron ore mines. However, significant capacity of steel plants exists on the western coast of India. Due to this geographical division, the coastal shipping of Iron Ore is critical to Indian ports. The exhibit here represents the coastal shipping movements of Iron Ore.

As the eastern sector being dominant in terms of iron ore production, majority of loading takes place from the ports in Odisha and northern Andhra Pradesh. The major unloading ports are located on the western coast of India, with captive or nearby steel plants. The major OD pairs of Iron Ore for the coastal movements in India are as follows

Table 13. Major OD pairs for iron ore

Loading Port	Unloading Port	Volume (FY 2024-25) (in Million Tonnes)
Visakhapatnam Port	Hazira Port	7.57
Visakhapatnam Port	Mumbai Port / Dharamtar Port	4.51
Paradip Port	Hazira Port	4.44
Paradip Port	Mumbai Port / Dharamtar Port	1.92
Visakhapatnam Port	Jaigad Port	1.49
Paradip Port	Krishnapatnam	1.10
Gangavaram Port	New Mangalore Port	0.87
Paradip Port	Jaigad Port	0.82

3.3.2. Constraints and Interventions

Despite iron ore being a suitable commodity for coastal shipping due to its bulk nature and long-haul movement requirements, its domestic coastal movement remains limited. Various studies and stakeholder consultations have highlighted a combination of upstream connectivity constraints, port-related bottlenecks, tariff disincentives, and capacity limitations at both loading and destination ports.

Addressing these issues in an integrated manner is critical to unlock the potential of coastal shipping for iron ore and pellets, especially in view of upcoming capacity additions in eastern India and rising demand from western coast steel plants.

India's coastal movement of iron ore is constrained by rake shortages, as iron ore is placed in Category D, resulting in irregular rail supply and forcing greater reliance on road transport. The Committee recommends upgrading iron ore to Category C to ensure assured

¹⁷ (Ministry of Steel, 2024, Annexure II, Section 4.3)

rail allocation. Limited first-mile evacuation infrastructure, especially the absence of slurry pipelines at major ports beyond existing systems at Paradip and Vizag, restricts steady port inflows. Coastal competitiveness is further reduced because CRC concessions do not apply to iron ore and pellets, and tariff structures differ across major ports. Operational issues such as shallow draft and congestion at Mumbai Port, and inadequate storage space at Mormugao impede efficient coastal loading. Navigational barriers like shipwrecks in the Mandovi River hinder barge movement. Poor road and rail connectivity from Odisha's major iron-ore belts to ports further slows evacuation, requiring coordinated action to develop last-mile rail links and improved mining-area roads.

3.4.POL (Petroleum, Oil, and Lubricants) and Petrochemical Products

3.4.1. Refinery-Port OD Matrix

India operates one of the world's largest refining systems, with installed refining capacity of about 258 MMT in FY 2024-25 and actual crude processing of 268 MMT during the year. High-capacity utilisation reflects strong domestic demand for petroleum products as well as India's role as a regional refining hub.

Despite large-scale refining capacity, India's domestic crude oil production accounts for only 11-12% of total crude processed in Indian refineries. Total indigenous crude oil & condensate production in FY 2024-25 was 28-29 MMT. Import dependence of crude oil is 88-89%¹⁸, underlining India's structural reliance on imported crude oil.

While crude oil production is constrained, domestic production of petroleum products (POL) has expanded steadily, supported by refinery expansion, upgradation, and improved operational efficiency.

- Total POL production in FY 2024-25: 284 MMT
- POL production in FY 2023-24: 276 MMT
- Over the last five years, POL production has grown at a CAGR of 4-5%.

¹⁸ Petroleum Planning & Analysis Cell. (2025, October).

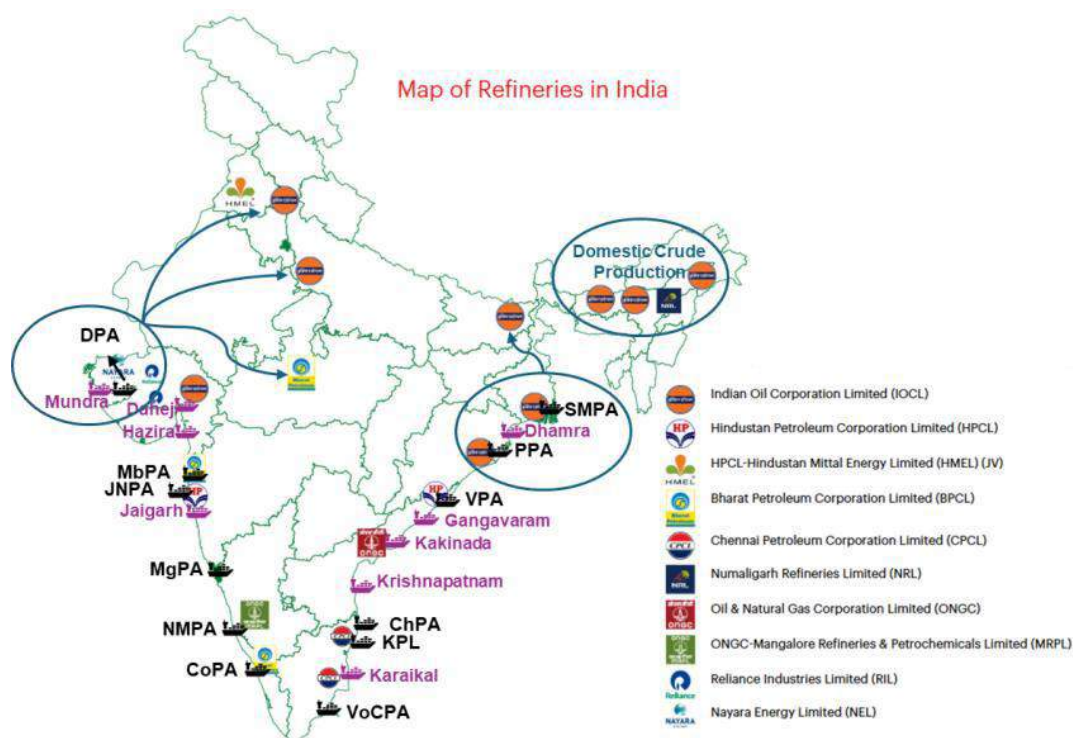


Figure 8. Map of Refineries of India

Table 14. Oil Refineries of India

Sl. No.	Refinery	State	Installed Capacity (MMTPA)	Crude Oil Processed (MMT) 2023-24	Crude Oil Processed (MMT) 2024-25
1	Barauni (1964)	Bihar	6	6.6	6.5
2	Koyali / Vadodara (1965)	Gujarat	13.7	15.2	15.3
3	Haldia (1975)	West Bengal	8	8.1	6.9
4	Mathura (1982)	Uttar Pradesh	8	9.2	8.1
5	Panipat (1998)	Haryana	15	14.3	15.4
6	Guwahati (1962)	Assam	1.2	1	1.2
7	Digboi (1901)	Assam	0.65	0.7	0.8
8	Bongaigaon (1976)	Assam	2.7	3	2.8
9	Paradip (2016)	Odisha	15	15.2	14.7
-	IOCL - Total	-	70.3	73.3	71.6
10	Manali (1969)	Tamil Nadu	10.5	11.6	10.5
11	CBR (1993)	Tamil Nadu	0	0	0
-	CPCL-Total	-	10.5	11.6	10.5
12	Mumbai (1955)	Maharashtra	12	15.1	15.5
13	Kochi (1966)	Kerala	15.5	17.3	17.2
14	Bina (2011)	Madhya Pradesh	7.8	7.1	7.7
-	BPCL - Total	-	35.3	39.5	40.4
15	Numaligarh (1999)	Assam	3	2.5	3.1

Sl. No.	Refinery	State	Installed Capacity (MMTPA)	Crude Oil Processed (MMT) 2023-24	Crude Oil Processed (MMT) 2024-25
16	Tatipaka (2001)	Andhra Pradesh	0.07	0.07	0.07
17	MRPL - Mangalore (1996)	Karnataka	15	16.5	18
-	ONGC - Total	-	15.1	16.6	18.1
18	Mumbai (1954)	Maharashtra	9.5	9.6	10
19	Visakhapatnam (1957)	Andhra Pradesh	15	12.7	15.3
20	HMEL - Bhatinda (2012)	Punjab	11.3	12.6	13
-	HPCL - Total	-	35.8	35	38.3
21	Jamnagar (RIL) (1999)	Gujarat	33	34.4	35
22	Jamnagar (SEZ) (2008)	Gujarat	35.2	28.3	30.2
23	Nayara - Vadinar (2006)	Gujarat	20	20.3	20.5
-	All India Total	-	258.1	261.5	267.7

Table 15. The major OD pairs corresponding to Crude Oil and POL product movements

Loading Port	Unloading Port	Volume (in million tonnes)
Mumbai Port	Southern Ports (NMPA, Chennai, Visakhapatnam, Cochin)	7.41
Western Ports (Gujarat)	Mumbai Port	3.84
Cochin Port	Kamarajar Port	2.27
Cochin Port	Haldia Port	1.59
Visakhapatnam Port	Mundra Port	1.42
Bombay High Fields	Mumbai Port	0.94

Key Infrastructure Projects already being undertaken for Liquid Cargo Handling¹⁹

- **Kamarajar Port capacity augmentation of the Marine Liquid Terminal:** Kamarajar Port is undertaking a significant expansion of its existing Marine Liquid Terminal, doubling its handling capacity from 3 MMTPA to 6 MMTPA to cater to rising demand for petroleum products and LPG in the Tamil Nadu and southern hinterland.
- **Syama Prasad Mookerjee Port - Floating LNG Terminal at Haldia Dock Complex (Ongoing):** SMP Kolkata has awarded a long-term licence to a consortium for development of a Floating Storage Regasification Unit (FSRU)-based LNG terminal at Haldia Dock Complex. The project will initially support ~1.5 MMTPA regasification capacity, expandable to 3 MMTPA, and is targeted for commissioning in the latter half of 2027. Further, a proposal for “Development of Concrete Jetty and other facilities for Liquid Cargo Handling” at Budge is planned in the FY2025-26.

¹⁹ Ministry of Petroleum and Natural Gas, 2024, Annexure II, Section 4.4

- **Visakhapatnam Port Oil Refinery / OSTT Berth Enhancements (Recently completed):** Visakhapatnam Port Authority has recently commissioned the new Oil Refinery Berth-2, strengthening its crude/POL handling capabilities within the Inner Harbour. Ancillary improvements at the Oil Storage Tank Terminal (OSTT), including modern firefighting and safety facilities, were also inaugurated in mid-2025, enhancing operational readiness and capacity for liquid cargoes.

3.5. Steel

3.5.1. Geographic Mismatch and Coastal Opportunity

India's steel production and consumption patterns exhibit a significant geographic imbalance, creating structural inefficiencies in domestic logistics:

Production Concentration in the East & Central Regions:

Major steel-producing clusters are located in Odisha, Jharkhand, Chhattisgarh, and Karnataka, supported by proximity to iron ore and coal reserves.

Demand Concentration in the West & South:

Key consumption markets including Maharashtra, Gujarat, Tamil Nadu, Andhra Pradesh, and Karnataka are located far from production centres, resulting in long-haul movement across the country.

Current Logistics Dependence:

Steel movement is dominated by rail (for large producers) and road (for fragmented, smaller parcel shipments), keeping logistics costs high and congesting inland transport corridors. Coastal shipping accounts for <1% of total steel movement, despite large distances involved.

This geographic mismatch inherently creates a strong case for long-distance coastal movement, but current utilization is negligible.

3.5.2. Cost Comparison and Incentive Design²⁰

As per the data gathered from the stakeholders and shippers, the coastal shipping of steel through multimodal movements is **10 to 11%**. Moreover, the coastal shipping is operationally more economical as compared to rail movements, due to rake availability constraints. The following table represents cost comparisons for movements between Kalinganar steel plant (Odisha) and Khopoli plant (Maharashtra) through Coastal shipping and direct rail movements.

Table 16. Cost comparison (Rail v/s coastal) for Steel movements

Coastal Shipping Cost					Railway Transportation Cost	
	Scenario 1 (Rail as first mile mode)		Scenario 2 (Road as first mile mode)		All Rail Route	
Leg	Charges	Rate (INR/T)	Charges	Rate (INR/T)	Charges	Rate (INR/T)
First Mile	Plant to Port (Rail)	456	Plant to Port (Road)	1300	N.A.	
Main Haul	Port Handling (loading)	650	Port Handling (loading)	650	Basic Freight	3,190

²⁰ Ministry of Steel. (2024). *Process-based safety guidelines for the iron and steel sector* (Annexure II, Section 4.5)

	Sea Freight	1,300	Sea Freight	1,300	Surcharge	478
	Port Handling (unloading)	450	Port Handling (unloading)	450	Other Charges	183
Last Mile	Port to Destination (Road)	575	Port to Destination (Road)	575	N.A.	
Total		3,431		4,275		3,851

The overall transportation cost associated with multimodal movement involving coastal shipping is only marginally lower than the cost of direct rail movement. Although the coastal leg of the journey is significantly cheaper compared to rail freight, additional charges such as loading, unloading, and first- and last-mile handling substantially increase the end-to-end haulage cost.

Furthermore, the relatively low first-mile transportation cost for supplying steel from the plant to the port applies primarily to rail movements. When this same first-mile movement is undertaken by road, the cost becomes nearly three times higher than that of rail. Consequently, the total cost of multimodal coastal shipping that includes a road-based first-mile leg exceeds the cost of direct rail transport. This cost disadvantage reduces the economic incentive for shifting freight from rail to coastal shipping.

The potential origin-destination (OD) pairs suitable for coastal shipment of steel cargo are as follows:



Figure 9. Potential origin-destination (OD) pairs

Table 17. Potential OD pairs for coastal movements of Steel

No.	Potential OD Pairs	Volume (in MnT)
1	Jamshedpur- Thane	1.1
2	Dhenkanal- Mumbai	0.5
3	Jamshedpur- Mumbai	0.4
4	Bokaro- Mumbai	0.4
5	Jamshedpur- Tiruvallur	0.3
6	Kalinganagar- Kutch	0.4
7	Kalinganagar- Tiruvallur	0.3
8	Jamshedpur- Chennai	0.3
9	Bokaro- Chennai	0.3
Total		4.0

As discussed with VOC Port Authority, Thoothukudi in Tamil Nadu is emerging as a significant steel distribution hub due to its robust multimodal connectivity, including well-established rail and road networks, as well as its strategic proximity to key demand centres in southern Tamil Nadu and Kerala. The region demonstrates strong potential for coastal movement of steel cargo originating from eastern ports such as Paradip Port Authority (PPA) and

Visakhapatnam Port Authority (VPA) to VOC Port. This positions VOC Port as a promising node for facilitating efficient coastal logistics and expanding steel supply chains across the southern states

3.6.Cement

3.6.1. Production and Consumption Geography

India is the world's second-largest cement producer and consumer, with production at ~467 MT²¹ in FY 2024-25.

Production is geographically concentrated in three major clusters:

- Southern-Western Cluster (Andhra Pradesh, Tamil Nadu, Karnataka, Maharashtra, Gujarat):
- Largest cement-producing region due to rich limestone reserves and strong industrial base.
- Central India Cluster (Madhya Pradesh, Rajasthan, Chhattisgarh):
- Mineral-rich heartland hosting large integrated cement plants.
- Northern Cluster (Uttar Pradesh, Himachal Pradesh):
- Moderate, region-focused capacity serving mainly local demand.

Consumption is widespread, driven by urbanization and infrastructure growth, with major demand centres in:

- Western India: Mumbai Metropolitan Region, Gujarat industrial hubs
- Southern India: Kerala, Karnataka, Chennai region
- Eastern India: West Bengal, Bihar, eastern Uttar Pradesh (via coastal/IWT corridors)
- These regions consume more than they produce, creating long-distance logistics needs.

The industry is shifting to a split-location model:

- Clinker produced near limestone-rich regions (South & Central India)
- Grinding units located near consumption centres to reduce freight (20-30% of delivered cement cost).
- This deepens the geographic divergence between production and consumption.

The mismatch between inland production and coastal urban demand makes long-haul movement essential, with strong potential for coastal shipping from Gujarat/Andhra Pradesh/Tamil Nadu to Maharashtra/Kerala/Karnataka.

3.6.2. Clinker Hub Model for Ports

India's cement industry is shifting to a split-location model, where clinker is produced near limestone mines, while grinding units are located near major consumption centres. This increases the need for long-distance clinker transport.

To support this shift, the report proposes developing Clinker Hubs at select ports-specialised port-based aggregation and handling centres for receiving, storing, and redistributing clinker efficiently.

²¹ Committee on Coastal Shipping. (2026, February). Annexure II: Committee on coastal shipping report. Government of India.

Primary clinker aggregation hubs should be created at:

- Pipavav (Gujarat)
- Krishnapatnam (Andhra Pradesh)
- These ports are close to major clinker-producing regions and can consolidate bulk volumes for coastal shipment.

Consumption-side clinker hubs should be developed at:

- Cochin Port (Kerala)
- New Mangalore Port (Karnataka)
- These ports serve large urban and industrial markets with high cement demand but limited local cement production.

Hubs require mechanized handling, storage silos, covered sheds, and bulk unloading systems to improve efficiency and reduce costs. New Mangalore, for example, is already adding a 5,000-ton silo and mechanised berth upgrades.

The model enables a hub-and-spoke coastal logistics system, where clinker moves in bulk from production clusters to ports, and then is distributed to regional grinding units reducing logistics cost (20-30% of delivered cement price).

Overall, the clinker hub strategy helps reduce long-haul road/rail dependence, supports demand-proximate grinding units, and makes coastal shipping more viable for cement logistics.

3.7.Fertilizers

3.7.1. Import and Domestic Production OD Pairs

Fertilizer movement through coastal shipping in India includes both import-driven flows and domestic production flows, though overall volumes remain low compared to other bulk commodities. Import-based coastal OD pairs recorded in FY 2024-25 include Dahej-Cochin (0.088 MT), Cochin-Paradip (0.074 MT), and Paradip-Cochin (0.044 MT), all reflecting redistribution of imported DAP, NPK, and other products along the western and southern coasts. Domestic production-linked fertilizer movements also appear within mixed-cargo coastal flows, mainly originating from Paradip, with OD pairs such as Paradip-Krishnapatnam, Paradip-Mumbai/Dharamtar, Paradip-Tuticorin, and Paradip-Karaikal, where fertilizers form a small share of larger coal/POL/iron-ore-dominated shipments.

Beyond current flows, the report identifies high-potential OD corridors for fertilizer modal shift from rail to coastal shipping such as Tamil Nadu-Andhra Pradesh, Andhra Pradesh-West Bengal, Gujarat-Andhra Pradesh, Odisha-West Bengal/Bihar, Tamil Nadu-Karnataka, Goa-Maharashtra, and Kerala-Tamil Nadu/Andhra Pradesh-with an estimated **1.7 MT²²** potential coastal movement if policy and aggregation enablers are implemented. Additional import-linked potential corridors include Kandla-Haldia, Kandla-Kakinada, and Kakinada/Krishnapatnam-Kolkata/Haldia, where imported fertilizers could be redistributed coastally to eastern and northeastern agricultural belts, subject to subsidy alignment and cargo aggregation improvements.

²² Department of Fertilizers. Ministry of Chemicals and Fertilizers, Government of India. Committee on Coastal Shipping. (2026, February). Annexure II: Committee on coastal shipping report. Government of India

India imports large quantities of DAP, NPK, MOP, Rock Phosphate, Sulphur etc., and these imports dominate coastal fertilizer flows (>85-90% of fertilizer cargo handled at ports). The report highlights the following import-linked OD pairs:

Table 18. Import-linked OD pairs

Loading Port	Unloading Port	Volume (FY 2024-25) (in million tonnes)
Dahej	CoPA	0.088
CoPA	PPA	0.074
PPA	CoPA	0.044

3.7.2. SIMSC Legacy and Enhanced Incentive Design

Fertilizers were one of the SIMSC's seven eligible bulk commodities (Re. 1/tonne/NM). Assessment of SIMSC uptake for fertilizers; design improvements needed for the CCPS. The Scheme for Incentivizing Modal Shift of Cargo (SIMSC) introduced by the Ministry of Shipping provides structured financial incentives to promote movement of fertilizers and other bulk commodities via coastal shipping and inland waterways. Under the legacy design, transportation of fertilizers as bulk or break-bulk cargo is eligible for an incentive of ₹1 per tonne per nautical mile, capped at 1,500 nautical miles per trip, while containerized fertilizer movement receives ₹3,000 per TEU, encouraging modal shift away from rail and road to more energy-efficient waterborne transport.

The enhanced incentive design further strengthens fertilizer logistics through additional port tariff concessions, where coastal cargo-including fertilizers-is charged no more than 60% of normal port charges, improving cost competitiveness compared to EXIM cargo and lowering handling costs for coastal operators. These enhancements align with broader government evaluations of fertilizer subsidy schemes seeking to improve efficiency, fiscal sustainability, and distribution frameworks, ensuring fertilizers remain affordable while encouraging more efficient logistics and reducing dependence on traditional land-based transport networks

3.8. Food Grains

3.8.1. FCI Procurement and Distribution Network

The Food Corporation of India (FCI), established in 1965 under the Food Corporations Act, plays a central role in India's food security architecture by managing the procurement, storage, movement, and distribution of wheat and rice across the country. The procurement process begins with FCI and state procurement agencies purchasing paddy and wheat from farmers at the Minimum Support Price (MSP) to build the Central Pool, ensuring farmers get remunerative prices and that adequate food stocks are available for the nation.

Procurement occurs under two systems:

In the Centralized Procurement System, FCI directly procures or receives stocks from state agencies and stores or moves them as needed, while in the Decentralized Procurement System (DCP), states themselves procure, store, and distribute food grains for the **National Food Security Act (NFSA)** and other welfare schemes, handing over any surplus to FCI.

This procurement network is extensive during the 2025-26 Kharif Marketing Season alone, over **7.25 million tonnes** of paddy were procured across 512 districts, with over **1.48 crore** farmers registered on the Central Foodgrains Procurement Portal, and over 42,000 procurement centres operational nationwide. Once procured, grains enter FCI's storage and movement system, which involves maintaining buffer stocks, scientific warehousing, and multi-modal transportation through rail, road, and waterways to minimize losses and ensure timely supply. FCI's distribution arm then channels the grains to states for allocation under NFSA, which provides 5 kg of food grains per person per month free to over 800 million

beneficiaries, along with supplies for various welfare schemes. Multiple government agreements and MoUs in 2025-26 have further prioritized reducing storage and transit losses, digitizing operations, improving logistics, strengthening quality control, and maximizing subsidy efficiency to ensure that food grains reach beneficiaries in a transparent, cost-effective manner.

3.8.2. Cost Comparison and Potential

As per ADB Report, the total logistics cost analysis shows that multimodal coastal shipping is **about 46²³% costlier** than rail transport for key Punjab/Haryana-South India corridors under the existing FCI depot and handling setup.

Although the sea leg itself contributes only a minor share of total cost, high first mile and last-mile expenses and empty container repositioning costs significantly inflate overall logistics costs, making coastal shipping less competitive than rail for these routes. The detailed cost assessment for food grain movements (containerized for coastal leg) between Moga (Punjab) and Shivamogga (Karnataka) has been provided in the table below:

Table 19. Cost Comparison and Potential

Coastal Shipping Costs			Rail Freight Costs	
Leg	Charges	Rate (INR/T)	Charges	Rate (INR/T)
First Mile	Plant to Port	2,000	N.A.	
Main Haul	Port Handling (loading)	250	Basic Freight	2708.9
	Voyage Cost	550	Surcharge	406.34
	Port Handling unloading) Port to Depot	900	Other Charges	175.76
Logistics	Empty containers repositioning	1,050		
	other costs	300		
Last Mile	Depot to Destination (Road)	500	Depot to Consumer	500
Total		5,550		3,791

Potential for Coastal Shipping:

Coastal throughput of food grains in recent years (predominantly through containers has remained a negligible share of total foodgrain production in India (363 MT in FY2024-25), despite persistent inter-regional imbalances between surplus northern/central states and deficit southern and eastern regions. Historically, foodgrain production has grown at 1.5-2.0% per annum, while domestic demand growth has remained modest.

Due to the multiple handling, longer first and last mile movements, high costs of empty container repositioning, and the existing rail-based logistics of food grains by major players like FCI and CWC, the potential of coastal shipping of food grains is very limited. In rare cases, the coastal movement of food grains is undertaken by the private operators that supply food grains as a raw product for industry.

3.9. Automobiles (Ro-Ro/Ro-Pax)

3.9.1. Production and Consumption Zones

India's automobile industry is built around a few powerful production hubs, and this geography plays a major role in determining where coastal RoRo/RoPax shipping can work.

²³ Committee on Coastal Shipping. (2026). Annexure II, Sections 4.8 (Food Grains)

Most of the country's 31 million vehicles produced in 2024 - 25 come from three major clusters. In the North, the Delhi-NCR region along with Haryana and Rajasthan forms a massive manufacturing belt. In the West, Gujarat's Sanand and Savli, along with Maharashtra's Pune, Nashik, and Aurangabad, make up another key cluster. The South contributes its own strong network centered around Chennai, Hosur, and the Bengaluru-Hosur belt. Together, these hubs generate most of the India's automobile cargo.

On the consumption side, vehicle demand largely reflects India's population spread and urban growth. The North leads with 37.7% of total vehicle consumption, followed by the South with 21.9%. The West and East also represent sizeable but more varied demand markets, anchored by major cities like Mumbai, Pune, Ahmedabad, Bengaluru, Chennai, and Kolkata.

This uneven geography vehicles being produced in a few concentrated zones but consumed across widely dispersed urban centers naturally creates long-haul movement patterns. These are exactly the kinds of corridors where coastal Ro-Ro shipping could offer real value, particularly routes linking the North to the South, the West to the South, and the North through the West down to the South.

Yet despite this potential, coastal Ro-Ro operations in India remain small in scale. A major obstacle is the high cost of empty return voyages, which can account for nearly 37% of total operating expense. Automakers (OEMs) often ship relatively small, fragmented volumes, making it hard to aggregate enough cargo to support regular services. India also lacks a mature, large-scale coastal RoRo network.

Several ports such as Paradip, VOCPA (Tuticorin), KPL/Chennai, and NMPA-either already have or are developing RoRo capabilities. New manufacturing investments, like VinFast's EV facility in Thoothukudi, could further improve the viability of coastal shipping by adding consistent outbound volumes. But for the system to truly take off, the sector will need solutions that reduce costs, simplify regulations, improve cargo consolidation, and allow a mix of export-import and domestic coastal cargo so that ships aren't sailing back empty.

3.9.2. Ro-Ro Infrastructure Requirements and Vessel Availability

India's coastal RoRo/RoPax ecosystem requires a combination of dedicated terminal infrastructure, mechanised handling systems, port connectivity upgrades, and policy flexibility to become viable for large-scale automobile movement. The report highlights that only a few ports-such as Paradip Port (PPA), VOCPA (Tuticorin), KPL/Chennai, DPA, and NMPA-currently have functional or developing RoRo jetties, but most facilities remain under-utilised due to fragmented OEM volumes and high empty-return voyage costs, which account for ~37% of total RoRo voyage cost.

To support regular coastal RoRo operations, ports require dedicated RoRo berths, ramps, open storage yards, mechanised vehicle-handling, and seamless road/rail evacuation, along with uniform SOPs that enable mixing of EXIM and coastal cargo-since restrictive customs rules still prevent foreign-flag RoRo vessels from optimising loads on both legs of the voyage, despite limited precedents such as Mumbai Port allowing co-loading with DG Shipping approvals.

Vessel availability poses another major challenge: India lacks a sufficient fleet of dedicated Indian-flag coastal RoRo vessels, forcing reliance on foreign-flag car carriers whose deployment is commercially uncertain due to cabotage restrictions, regulatory delays in conversion procedures, and absence of return cargo commitments; consequently, the report recommends creation of a national RoRo operator BCSL (SCI-CONCOR JV) to aggregate OEM demand and operate a predictable vessel schedule across priority corridors like Chennai-West India, Gujarat-South/East India, and Maharashtra-South/East India, where latent demand ranges from 2,000 to 10,000 vehicles per month depending on the corridor.

Overall, scaling RoRo/RoPax on India's coast requires not only upgraded physical infrastructure and vessel availability but also targeted incentives, viability-gap funding, return-cargo aggregation mechanisms, and regulatory reforms, without which coastal automobile movement will remain commercially uncompetitive relative to road and rail.

3.10. Salt, Marble, Tiles, and Other Commodities

Salt:

Edible salt is one of the largest-volume low-value bulk commodities identified in the coastal shipping report, particularly concentrated in the production belts of Gujarat, making it inherently suitable for long-haul and backhaul maritime movement due to its non-perishable and moisture-tolerant characteristics. Its coastal movement potential is strong, but volumes remain fragmented and often moved by road because of high first-mile and last-mile logistics costs and the absence of sufficiently aggregated parcels at ports. The report notes that edible salt fits naturally into the broader "Others" category of coastal commodities and could significantly improve vessel utilization if aggregation mechanisms, tariff concessions, and port-led cargo consolidation platforms are established. Without such port-based aggregation and cost-rationalization measures, edible salt's large physical suitability for coastal shipping remains underexploited, despite being one of the commodities explicitly covered under SIMSC.

Based on inputs reported by Deendayal Port Authority (Kandla Port), there is a potential for movement of salt in bulk through coastal shipping, linking western India with select ports on the east coast and within Gujarat. Kandla, being one of India's major salt-handling ports with proximity to large salt-producing clusters in Gujarat, has identified multiple Origin-Destination (OD) pairs where coastal shipping can be leveraged to serve industrial and consumption centres. The total identified coastal movement potential across these routes is around 1.29 million tonnes (MT), distributed as follows:

Table 20. Origin-Destination (OD) pairs and Coastal Volume

S. No.	Origin Port	Destination Port	Coastal Volume (MT)
1	Kandla	Chennai	0.13
2	Kandla	Cochin	0.13
3	Kandla	Okha	0.67
4	Kandla	Gopalpur	0.09
5	Kandla	Kakinada	0.11
6	Kandla	Tuticorin	0.16

3.11. Total Addressable Demand and Modal Shift Targets

Aggregation of commodity-wise analyses into a total addressable demand matrix for coastal shipping by 2030 (as modelled in Annexure II) and implications for the 2047 modal share target. Scenario-based projections (Base: ~65 MT incremental; Moderate: ~100 MT; Ambitious: ~150+ MT by FY2030). Route-level OD pair priority matrix with coastal viability scores.

Based on the detailed commodity-wise assessment covering coal, iron ore, POL (crude and products), steel, cement, fertilizers, foodgrains and automobiles, the total addressable demand for coastal shipping in India is expected to increase steadily over the medium term. In FY 2024-25, net coastal cargo movement is estimated at about 170 MT, corresponding to a port-level coastal throughput of around 339 MT, accounting for double counting at load and discharge ports.

Under a pessimistic scenario, which assumes largely organic growth with limited resolution of existing operational, infrastructural and policy constraints, net coastal volumes are projected to increase to about 240-250 MT by FY 2029-30, reflecting a CAGR of around 7.5-8.0%.

In a realistic scenario, which assumes partial resolution of key bottlenecks and targeted modal shift in identified commodities, net coastal volumes are projected to rise further to about 250-270 MT by FY 2029-30, implying a CAGR of around 8.0-9.5% over the period.

Under an optimistic scenario, assuming effective implementation of most recommended interventions, net coastal volumes could reach 270-290 MT by FY 2029-30, corresponding to a CAGR of around 9.5-11.0%. This scenario reflects the upper bound of feasible growth based on current commodity structures and market response.

Overall, the realistic scenario represents a balanced and credible pathway for the sector, combining organic growth with targeted policy and operational improvements.

Table 21. Total Addressable Demand for Coastal Shipping by FY 2030 Scenario

Scenario	Net Coastal Volume (MT)	Coastal Throughput at Ports (MT)	Implied CAGR (FY 2024 - 25 to FY 2029 - 30)
Baseline (FY 2024-25)	170	339	-
Pessimistic (FY 2029-30) (organic growth only)	240 - 250	480 - 500	7.5 - 8.0%
Realistic (FY 2029-30) (partial issue resolution)	250 - 270	500 - 540	8.0 - 9.5%
Optimistic (FY 2029-30) (most interventions implemented)	270 - 290	540 - 580	9.5 - 11.0%

The coastal shipping report sets out ambitious but evidence-based modal shift targets, projecting that with targeted policy interventions, India could shift a significant share of bulk and break-bulk cargo from road and rail to coastal shipping by FY 2030. The report models three scenarios: a pessimistic case, in which limited reforms restrict coastal modal shift to a total demand of 240-250 million tonnes, reflecting only marginal diversion from rail; a realistic scenario, where moderate reforms, such as port mechanisation, better first/last-mile connectivity, tariff rationalisation, and partial adoption of incentives, enable coastal cargo to reach 250-270 million tonnes; and an optimistic scenario, in which full-scale implementation of systemic measures, GST/Input Tax Credit restoration for multimodal, SIMSC-like incentives, cargo aggregation via CCPC, improved vessel availability, and Rail-Sea-Rail integration, pushes coastal volumes to 270-290 million tonnes, representing the highest feasible modal shift. Collectively, these targets reflect the report's emphasis that meaningful modal shift will occur only if structural barriers, fragmented cargo, high port charges, poor vessel utilisation, and lack of aggregation are addressed, enabling coastal shipping to become a competitive, reliable alternative to long-haul road and rail logistics.

3.12. Summary

Table 22. Summary of coastal shipping potential

Commodity	Current Status	Key OD Pairs / Geography	Key Constraints	Coastal Shipping Potential
Coal	Largest coastal cargo in India. Domestic	Eastern coalfields (Odisha, Chhattisgarh) to	Rake shortages, draft	Largest modal shift opportunity. Coastal coal

Commodity	Current Status	Key OD Pairs / Geography	Key Constraints	Coastal Shipping Potential
	production ~1,047 MT (FY 2024-25) with ~64 MT net coastal movement.	power plants in Gujarat, Maharashtra, Tamil Nadu via Paradip, Vizag, Krishnapatnam, Mundra.	limitations at ports, delayed vessel nominations, coal linkage mismatch, lack of return cargo.	movement could increase to 100-120 MT by 2030 with RSR incentives, dredging, and assured rake allocation.
Iron Ore & Pellets	Production ~275 MT (FY 2023-24) concentrated in Odisha, Jharkhand, Chhattisgarh, Karnataka. Current movement by coastal shipping route :	East coast ports (Paradip, Vizag) supplying west coast steel plants (Hazira, Dharamtar, Jaigad).	Irregular rail rake supply, limited slurry pipelines, shallow draft at ports, tariff disincentives.	Significant opportunity due to geographic mismatch between mines and coastal steel plants. Improved connectivity and mechanization could increase coastal flows. Potential Identified:
POL & Petrochemicals	Large and stable coastal cargo. India has 23 refineries with ~258 MMTPA capacity and ~284 MMT POL production. Current movement by coastal shipping route :	Crude imports and product redistribution between Mumbai, Cochin, Kamarajar, Haldia, Vizag.	Dominant pipeline network, infrastructure gaps at some ports, safety and storage constraints.	Continued growth in coastal redistribution of petroleum products and LNG supply chains; stable base cargo for coastal shipping. Potential Identified:
Steel	Production concentrated in eastern India while demand spread across west and south. Coastal share currently <1% of steel logistics. Current movement by coastal shipping route :	Potential corridors: Odisha/Jharkhand to Maharashtra, Gujarat, Tamil Nadu.	High port handling costs, expensive first/last mile logistics, fragmented shipment volumes.	Large, untapped potential if port-based logistics hubs and multimodal aggregation systems are developed. Potential Identified:
Cement / Clinker	India is the 2nd largest cement producer (~467 MT). Production near limestone mines but	Clinker movement from Gujarat/AP/TN to Maharashtra, Kerala, Karnataka.	Limited mechanised clinker handling, high inland freight costs.	Strong potential via port-based clinker hubs (Pipavav, Krishnapatnam, Cochin, New

Commodity	Current Status	Key OD Pairs / Geography	Key Constraints	Coastal Shipping Potential
	demand spread across urban markets. Current movement by coastal shipping route :			Mangalore) enabling hub-and-spoke coastal distribution. Potential Identified:
Fertilizers	Coastal movement mainly linked to imports of DAP, NPK, MOP, etc. (>85% of fertilizer cargo at ports).	Import redistribution from Kandla, Paradip, Vizag to smaller ports and hinterland markets.	Subsidy structure, fragmented cargo volumes, lack of aggregation mechanisms.	Potential additional coastal movement ~1.7 MT through improved incentives and cargo aggregation.
Food Grains	Managed largely by Food Corporation of India (FCI) procurement and distribution network. Production ~363 MT. Current movement by coastal shipping route :	Surplus regions Punjab/Haryana/MP to deficit states Kerala, Tamil Nadu, Northeast.	Coastal logistics ~46% costlier than rail, high container repositioning costs, multiple handling stages.	Limited coastal potential under current logistics framework except niche private-sector shipments. Potential Identified:
Automobiles (RoRo)	India produces ~31 million vehicles annually from clusters in NCR, Gujarat, Maharashtra, Tamil Nadu. Current movement by coastal shipping route :	Potential corridors: West-South and North-South coastal routes (e.g., Gujarat/Maharashtra to Chennai, Vizag, Cochin).	High empty return costs (~37%), fragmented OEM cargo volumes, limited RoRo vessels and terminals.	Moderate potential if dedicated RoRo terminals, cargo aggregation, and national coastal RoRo operator are developed. Potential Identified:
Salt, Marble, Tiles & Other Commodities	Large volumes of low-value bulk commodities, especially salt from Gujarat. Current movement by coastal shipping route :	Potential routes from Kandla to Chennai, Cochin, Tuticorin, Kakinada etc.	High first/last mile logistics costs, fragmented cargo volumes.	About 1.29 MT potential identified; aggregation platforms and tariff concessions needed to unlock volumes.

3.13. Part II: Modal Shift and Market Build-Up

3.14. Overview and Analytical Framework

This section estimates the total addressable market for coastal shipping in India and quantifies the realistic scope for modal shift from road and rail under the Coastal Cargo Promotion Scheme (CCPS). The analysis proceeds in two sequential stages: a four-layer market build-up methodology that screens the national freight market commodity by commodity to arrive at a structurally addressable coastal market; followed by a modal shift analysis that decomposes each addressable segment by its source transport mode, applies Total Logistics Cost (TLC) economics, and identifies the specific policy instruments required to unlock each flow.

The analysis covers eleven commodity groups that together account for the entirety of India's domestic freight market: thermal and coking coal, iron ore and pellets, petroleum products (POL), finished steel, cement and clinker, fertilisers and raw materials (FRM), automobiles (Ro-Ro), foodgrains, domestic containers, miscellaneous bulk and break-bulk, and IWT river-sea cargo. In aggregate, these eleven segments represent approximately 2,562 million tonnes (MT) of annual freight movement, sourced from primary government publications across the relevant ministries.

3.14.1. The Four-Layer Funnel

The market build-up applies a structured four-layer funnel to each commodity, as illustrated below. This methodology ensures the analysis is grounded in physical and economic reality, and avoids the common analytical error of applying aggregate TLC savings to the entire production base without accounting for structural ineligibility.

Table 23. Four-Layer Funnel Methodology

Layer	Name	Question Asked	Rationale/ Basis for estimation
L1	National Total	How many MT move within India?	Raad production/dispatch table from commodity ministry Annual Report to Starting market size
L2	Modal Shares	What % moves by each mode today?	IPA (coastal), IR Statistical Publication (rail), PPAC (pipeline), Road as residual to Baseline coastal % and non-coastal volumes
L3a-c	Structural Filter: Exclusions	Can cargo physically reach a port? Is the corridor long enough? Is it permanently served by pipeline or dedicated rail?	Coastal Committee Report; NCAER logistics cost study 2024; PNGRB pipeline maps; IR captive siding registry, Remove structurally blocked, short-haul, and pipeline-captive volumes
L4	Addressable Market	What remains for CCPS to target?	National Total – Excluded Volume → CCPS Contestable Market input

Three structural filter criteria are applied at Layer 3. The port-proximity filter (L3a) removes volumes from production clusters with no viable rail or road link to a major or minor port. The distance filter (L3b) removes corridors shorter than 600 km where the fixed port-handling cost at origin and destination (typically ₹375-475/T each, or ₹750-950/T total) exceeds any achievable modal cost saving. The structural substitute filter (L3c) removes volumes permanently served by pipeline infrastructure or dedicated captive rail circuits where no incentive level can alter the fundamental economics.

3.15. Commodity-Level Market Build-Up

The following sub-sections present a four-layer funnel for each of the eleven commodity segments. For each commodity, the Layer 4 addressable market is the ceiling for CCPS-induced diversion - the actual shift will be a subset determined by TLC economics and uptake rates, as analysed in Section 4.4.

3.15.1. Coal (Thermal + Coking)

Table 24. Coal (Thermal + Coking)

Layer	Line Item / Component	MT	Source / Rationale
L1	All-India coal production + imports dispatched	1,047 MT	CIL 781 MT + SCCL 67 MT + Others 197 MT = 1,045 MT domestic. Plus imports 183 MT (FY25).; CIL Annual Report FY 2024-25
L2	Rail	760 MT	IR originating loading (coal) = 729.7 MT $\approx$ 730 MT. Rail share = 72.3%. IR Statistical Publication FY 2023-24, Table 3.1
L2	Coastal	64 MT	IPA net coastal. IPA AR Table 3.2. Coastal share = 6.3%
L2	Road	223 MT	Residual = 1,047 – 760 – 64 = 223 MT. Captive collieries, e-auction, pithead short-haul. MoC AR Table 6.2
L2	Pipeline / IWT	0 MT	Not applicable - no pipeline infrastructure exists for solid fuel
L3	(-) Inland pithead plants - no port access	741 MT	NTPC pithead stations (~70 MT), UPRVUNL/MPGENCO/Rajasthan inland GENCOs (~150 MT), Bihar/Jharkhand/WB inland (~90 MT), inland steel/cement (~80 MT), short-haul e-auction (<300 km, ~120 MT), NLC TN lignite (~7 MT), NE India (~12 MT), residual inland thermal (~212 MT). CEA Plant-wise Coal Receipt Mode Data FY 2023-24
L3	(-) Short-haul road dispatch (<300 km)	120 MT	Colliery gate truck dispatch to adjacent brick kilns/MSMEs (~45 MT), CG local supply (~30 MT), Jharkhand/Bihar short-haul (~25 MT), imported coal port-adjacent (~20 MT). MoRTH RTY; CIL e-auction data
L3	(-) East-coast inland distribution (no western port access)	86 MT	Jharia coking coal → SAIL Burnpur/Bokaro (<500 km, ~30 MT), NLC Neyveli conveyor-fed (~7 MT), ECL Raniganj local (~20 MT), CG/Odisha → UP/Bihar all-rail (~89 MT). CIL Annual Report FY 2024-25; SAIL AR 2023-24
L4	ADDRESSABLE MARKET (L1 – L3 Exclusions)	100 MT	Routes where: (a) mine is rail-connected to Eastern/Western coastal port AND (b) destination GENCO/plant within ~50 km of Southern/Western port. Top-7 OD pairs = 66 MT actual; Gujarat corridors potential brings ceiling to ~100 MT.; Railway Board RSR Scheme

3.15.2. Iron Ore & Pellets

Table 25. Iron Ore & Pellets

Layer	Line Item / Component	MT	Source / Rationale
TLC POSITIVE: Coastal saves ₹1,480/T vs rail on Paradip→Hazira HIGHEST TLC saving nationally			

Layer	Line Item / Component	MT	Source / Rationale
L1	All-India iron ore production (incl. pellets)	285 MT	IBM Minerals Yearbook 2023 Table 4: fines + lumps + pellet ore. Major producers: Odisha 145 MT, CG/NMDC 46 MT, Jharkhand 34 MT, Karnataka 26 MT. Excludes 38 MT exports.
L2	Rail	195 MT	IR originating loading (iron ore) = 194.9 MT. Rail share = 68.4%. Dominant: NMDC Bailadila→Vizag 8 MTPA. IR Statistical Publication FY 2023-24, Table 3.1
L2	Coastal	35 MT	IPA AR Table 3.2: 70.4 MT coastal throughput ÷ 2 = 35 MT net. Coastal share = 12.3% of production.
L2	Road	55 MT	Residual = 285 – 195 – 35 = 55 MT. Karnataka small private mines, quarry truck dispatch. IBM Table 4 residual
L3	(-) Captive rail-circuit plants (SAIL, Tata Steel Jamshedpur)	110 MT	SAIL Kiriburu→Burnpur/Bokaro (~60 MT); NMDC captive dispatch (~15 MT); JSW Vijayanagar captive (~15 MT); RINL captive (~5 MT); OMC → local sponge iron (<100 km, ~15 MT). SAIL AR 2023-24; NMDC AR 2023-24
L3	(-) Export ore (non-domestic scope)	38 MT	DGCI&S exports to China/Japan/Korea via Vizag/Paradip/Mormugao. Outside CCPS scope - domestic coastal trade only (Merchant Shipping Act ,407-408). DGCI&S FY 2022-23 Export Data;
L3	(-) Short-haul road dispatch (<600 km, no port proximity)	87 MT	Karnataka private mines → local steel plants (~35 MT); AP small mines → Vizag-area (<100 km, ~12 MT); Goa mining (~10 MT); Odisha small mines → local sponge iron (<150 km, ~30 MT). IBM Yearbook; Karnataka DMG AR
L4	ADDRESSABLE MARKET (L1 – L3 Exclusions)	50 MT	Coastal-origin pelletisation and mine dispatch: Vizag→Hazira (AM/NS India, 5 MTPA BF); Paradip→Hazira (JSW Dolvi); Paradip pelletisation → west coast. With CRC extension to iron ore, ceiling = 50 MT. NMDC AR 2023-24

3.15.3. POL & Petroleum Products

Table 26. POL & Petroleum Products

Layer	Line Item / Component	MT	Source / Rationale
TLC MARGINAL: Coastal saves only ₹68-175/T on POL Near-saturated - existing coastal share already high at 16%			
L1	Domestic petroleum products freight market	239.2 MT	POL consumption increased to 239.2 MMT in FY 2024-25." As per PPAC data
L2	Pipeline	80 MT	PNGRB AR 2023-24: product pipeline network 24,436 km throughput ≈ 80 MT products/yr. Pipeline OPEX ~₹150-250/T vs coastal ₹800-1,800/T - structurally non-coastal.
L2	Coastal	38.5 MT	77 MT coastal throughput FY 2024-25 ÷ 2 = 38.5 MT net. Coastal share = 16.1%
L2	Rail	40 MT	IR originating loading "Petroleum Products" = ~40 MT. IOCL/HPCL/BPCL tank wagons from refineries to inland marketing depots.

Layer	Line Item / Component	MT	Source / Rationale
L2	Road	80.7 MT	Residual = 239.2 – 80 – 38.5 – 40 = 80.7 MT. Retail depot delivery, LPG cylinder, short-haul ATF.
L3	(–) Pipeline-served volumes (permanent infrastructure)	80 MT	Salaya-Mathura, Paradip-Haldia, IOCL Kandla-Bhatinda permanently serve consumption centres. Pipeline OPEX = 1/5th of coastal per T-km. PNGRB AR 2023-24; CCR Table 25
L3	(–) Existing coastal volume already at/near ceiling	38.5 MT	Baseline coastal 90 MT (throughput) already captured. Coastal POL declined ~4% FY2019-2024. Cannot re-incentivise what is already coastal. IPA AR; CCR Table 24
L3	(–) Short-haul road/rail below coastal viability threshold	67 MT	Retail depot to petrol station last-mile (~25 MT), LPG cylinder distribution (~15 MT), ATF airport uplift (~8 MT), short-haul rail <500 km (~19 MT). PPAC Table 2.3; MoPNG AR 2023-24
L4	ADDRESSABLE MARKET (L1 – L3 Exclusions)	8 MT	Specific corridors where no pipeline exists and coastal saves over road: (1) Island deliveries (~0.5 MT); (2) NE India tanker routes (~1.5 MT); (3) Incremental west-coast redistribution from Paradip (~4 MT); (4) Other non-pipeline coastal industrial supply (~2 MT). TLC saving ₹68-175/T - weakest economics of any commodity.

3.15.4. Steel Products (Finished)

Table 27. Steel Products (Finished)

Layer	Line Item / Component	MT	Source / Rationale
TLC POSITIVE (conditional): Saves ₹420/T WITH rail first-mile; road first-mile ELIMINATES saving entirely			
L1	Finished steel apparent consumption FY 2023-24	140 MT	Production 137.97 MT + imports 8.3 MT – exports 6.7 MT = 139.6 MT ≈ 140 MT. Ministry of Steel AR 2023-24; JPC Steel Market Review FY24
L2	Rail	83 MT	IR originating loading (Iron & Steel) ≈ 82.7 MT. Rail share = 59.3%. SAIL, JSW, Tata use dedicated flat cars, coil cars, covered wagons.
L2	Coastal	6 MT	IPA AR Table 3.2 + TLC_baseline_Traffic: ~12 MT throughput ÷ 2 = 6 MT net. Primarily RINL Vizag supply to Kerala/TN. Coastal share = 4.3%.
L2	Road	51 MT	Residual = 140 – 83 – 6 = 51 MT. Secondary market service centres, dealers, construction site delivery. JPC Monthly Bulletin Table 5
L3	(–) Short-haul road distribution (<400 km)	45 MT	Service centres → construction sites (~18 MT), dealer → fabricator retail (~12 MT), auto-sector JIT delivery (~8 MT), construction rebar site delivery (~7 MT). MoSteel AR; JPC AR 2024
L3	(–) Rail-captive plant dispatch (road first-mile eliminates saving)	80 MT	SAIL Bhilai (~12 MT), SAIL Durgapur (~5 MT), JSPL Raigarh (~6 MT), Tata Steel Jamshedpur inland (~6 MT), NMDC Nagarnar (~4 MT), residual inland EAF/IF plants (~47 MT). Road haul to port ₹450-700/T exceeds ₹420/T coastal saving.

Layer	Line Item / Component	MT	Source / Rationale
L4	ADDRESSABLE MARKET (L1 – L3 Exclusions)	15 MT	Routes with: (a) coastal-proximate plant (RINL Vizag, Kalinganagar near Dhamra, JSW Dolvi) AND (b) coastal-city consumption centre (Maharashtra, TN, Kerala). Rail-first-mile aggregation yard essential (port-side infrastructure support). Key corridors: Kalinganagar→Khopoli (1.1 MT), Jamshedpur→Mumbai via PPA (0.4 MT), Rourkela→Mumbai (0.5 MT). CCR Table 33; MoSteel AR

3.15.5. Cement & Clinker

Table 28. Cement & Clinker

Layer	Line Item / Component	MT	Source / Rationale
TLC POSITIVE: Saves ₹200-300/T on Gujarat→Karnataka clinker hub-spoke route Only clinker (not ground cement) is viable			
L1	All-India cement production FY 2024-25	467 MT	India produced close to 467 Million Tonnes of cement in FY 2024-25. Installed capacity 597 MTPA; utilisation 65.9%.
L2	Road	362.4 MT	Residual = 467 – 103 – 1.6 = 362.4 MT. CMA AR confirms road ~75-78% of cement dispatches.
L2	Rail	103 MT	CMA Table 2: Rail = ~22% × 467 MT = 103 MT. Clinker (bulk, long-haul) and bulk cement on dedicated rakes.
L2	Coastal	1.6 MT	Port throughput 3.0-3.5 MT FY 2024-25 ÷ 2 = 1.625 MT net. All coastal is clinker not ground cement.
L3	(–) Short-haul road cement (physical impossibility)	353 MT	Retail bags to dealers/construction (~150 MT), bulk cement to RMC plants <300 km (~80 MT), clinker road within-state <300 km (~60 MT), Central India/NE/landlocked states (~63 MT). Bagged cement CANNOT be bulk-loaded on coastal vessels. CMA AR FY 2024-25; Crisil Cement Report 2025
L3	(–) Short/medium-haul rail cement (<600 km)	88 MT	Short-haul rail clinker <600 km Rajasthan→Delhi (~40 MT), MP/CG clinker → Central/North India (~25 MT), OPC/SRC bulk cement 400-700 km (~23 MT). Break-even for clinker ≈ 900 km. CMA AR;
L4	ADDRESSABLE MARKET (L1 – L3 Exclusions)	22 MT	Hub-spoke clinker model only. Gujarat belt (Pipavav) → Kerala/Karnataka (~8 MT); AP clinker (Krishnapatnam) → Odisha/WB (~7 MT); TN → NE coastal (~3 MT); AP/Telangana → Kerala (~4 MT).

3.15.6. Fertilisers & FRM

Table 29. Fertilisers & FRM

Layer	Line Item / Component	MT	Source / Rationale
TLC MARGINAL: Saves only ₹68/T (3.4%) on benchmark Kakinada→Hoogly route Policy-dependent: requires DoF port-linkage update			
L1	All-India fertiliser consumption FY 2024-25	69.5 MT	Domestic production 51.8 MT + imports 17.7 MT = 69.5 MT total. DoF Annual Report 2024-25.
L2	Rail	38.2 MT	Shown as 38.2 MT , CCR (4.7.2) FY25.

Layer	Line Item / Component	MT	Source / Rationale
L2	Coastal	0.95 MT	Net coastal fertiliser movement of about 0.95 MT" in FY 2024-25. Coastal share = 1.4%.
L2	Road	30.35 MT	Residual = 69.5 – 38.2 – 0.95 = 30.35 MT. District-level distribution from state warehouses to mandis/dealers.
L3	(–) Government-controlled urea rail rake pools	38 MT	DoF Movement Plan locks ~55% × 69.5 MT = 38 MT to dedicated rake pools. IFFCO/KRIBHCO/NFL operators lose allotment if not used - strong institutional lock-in. Changing requires DoF ministerial approval. DoF AR 2024-25; IFFCO AR 2023-24
L3	(–) Short-haul road + routes with negative TLC	25.5 MT	Intra-state distribution (<200 km, ~15 MT), Punjab→UP/Bihar corridors (coastal ₹3,559/T vs rail ₹1,800/T → negative, ~6 MT), rock phosphate/MOP short-haul (~4.5 MT). CCR Table 52; NCAER Logistics Study 2024
L4	ADDRESSABLE MARKET (L1 – L3 Exclusions)	6 MT	Port-origin routes: MOP (4.24 MT, 100% imported via Cochin/Kandla) ~3-4 MT addressable; DAP from Kakinada/Vizag ~3 MT on Kakinada→Hoogly (CCR Table 48); NBS complex Dahej→Cochin ~2 MT. TLC saving ₹68/T - only policy-mandated routes viable; DoF AR 2023-24

3.15.7. Automobiles (Ro-Ro vehicles)

Table 30. Automobiles (Ro-Ro vehicles)

Layer	Line Item / Component	MT	Source / Rationale
TLC NEGATIVE: BCSL pilot DISCONTINUED - empty return cost = 37% of voyage cost Vessel operating support mechanism essential for any viability			
L1	All-India vehicle production (MT-equivalent, long-haul dispatch)	1.5 MT	SIAM AR FY 2023-24: 23.78 million vehicles total. Long-haul segment (PVs + CVs, >500 km): ~5.18 million units × avg 290 kg = ~1.5 MT freight-equivalent.
L2	Road	1.425 MT	Residual = 1.5 – 0 – 0.075 = 1.425 MT. >99% of vehicles dispatched by car carrier (road transporter). SIAM AR dispatch mode data.
L2	Coastal	0.075 MT	IPA Annual Report, Ro-Ro: 0.15 MT throughput ÷ 2 = 0.075 MT net. Coastal share = 5.0%. Residual from BCSL Chennai-Kandla pilot and Vizag/Chennai export-adjacent coastal.
L2	Rail	0 MT	IR RORO pilot = <0.5% of vehicle movements - negligible. Not counted separately.
L3	(–) Short-haul OEM dispatch (<600 km from plant to dealer)	1.0 MT	2-wheelers all OEM (~0.3 MT); PV intra-state/short-haul dealers <500 km (~0.4 MT); CVs and construction equipment unsuitable for RoRo (~0.3 MT). Coastal transit 5-7 days vs road 1-2 days - incompatible with dealer turn-around. SIAM AR
L3	(–) Empty return cost makes coastal unviable without subsidy	0 MT (financial barrier - retained in addressable)	Empty return leg = 37% of total voyage cost. One-way coastal ₹11,500/T; round-trip ₹18,254/T; gap vs road = ₹6,754/T. With vessel operating support (₹4,750/vehicle) + return cargo: coastal becomes ₹14,296/T - still

Layer	Line Item / Component	MT	Source / Rationale
			₹2,796/T above road. Vessel operating support alone insufficient. CCR Tables 54-55
L4	ADDRESSABLE MARKET - long-haul OEM corridors (with vessel operating support)	0.5 MT	Three corridors >800 km: (1) Chennai→Mumbai/Kandla (Hyundai, Renault-Nissan) 8-10K vehicles/month; (2) Gujarat (Manesar→Mundra) 6-8K/month; (3) Pune/Chakan→South India 2-3K/month. ~20-22K vehicles/month × 0.29T × 65% capture = 0.5 MT. CONDITIONAL on vessel operating support + return cargo platform.

3.15.8. Foodgrains (FCI + Private)

Table 31. Foodgrains (FCI + Private)

Layer	Line Item / Component	MT	Source / Rationale
TLC NEGATIVE: Coastal costs ₹1,759/T MORE than rail			
L1	FCI procurement + private grain movement	65 MT	FCI AR FY 2023-24 Chapter 3: FCI procurement ~62 MT. Private grain trade ~3 MT. Total = 65 MT freight market.
L2	Rail	33 MT	IR originating loading (Foodgrains) ≈ 32.6 MT. Rail share = 50.8%. FCI uses dedicated rake pools for Punjab/Haryana surplus → South/East deficit states.
L2	Coastal	1.5 MT	IPA AR Table 3.2: 3 MT coastal throughput ÷ 2 = 1.5 MT net. Paradip→Cochin and Kakinada→Kolkata routes. Coastal share = 2.3%.
L2	Road	30.5 MT	Residual = 65 – 33 – 1.5 = 30.5 MT. District-level FCI depot delivery + private grain trader road movement.
L3	(-) Punjab→UP/Bihar/Central India FCI movement (rail-captive, best economics)	35 MT	Rail cost ~₹1,800/T; coastal ~₹3,559/T - coastal 98% MORE expensive (CCR Table 52). Punjab→deficit states by dedicated rake (~12 MT), UP/Bihar/Jharkhand MDMS (~8 MT), NE via Guwahati corridor (~4 MT), OMSS emergency sales (~6 MT), private inter-state rail (~5 MT).
L3	(-) Short-haul intra-state road distribution	25 MT	FCI depot → Fair Price Shops PDS last-mile (~15 MT), mandis to flour/rice mills (~5 MT), state government buffer stock intra-state (~5 MT). All <200 km. FCI AR Ch.4; DoCA data
L4	ADDRESSABLE MARKET - technically moveable with major policy intervention	5 MT	Surplus→deficit routes where BOTH ends have port access: Punjab→South India via Vizag or Cochin (~3 MT); Odisha→Kerala/TN coastal (~2 MT). IMPORTANT: Model returns ZERO CCPS-induced diversion - TLC negative ₹1,759/T cannot be overcome by any CCPS incentive structure.FCI AR; IPA

3.15.9. Containers (Domestic Coastal)

Table 32. Containers (Domestic Coastal)

Layer	Line Item / Component	MT	Source / Rationale
No confirmed ₹/T saving established Vessel fleet incentive is the primary growth mechanism DFC rail competes directly for containers			

Layer	Line Item / Component	MT	Source / Rationale
L1	Domestic coastal container market (MT-equivalent)	22 MT	IPA AR FY 2024-25 Table 3.3: ~1.57 million TEU domestic coastal $\times$ 14T/TEU = 22 MT.
L2	Road	11 MT	Residual = 22 - 5 - 1 = 11 MT. Factory-gate trucking for domestic containers. CONCOR: ~50% of domestic container volume via road.
L2	Rail	5 MT	IR originating loading (containerised freight) = ~5 MT domestic. CONCOR DFC services on Western and Eastern DFC corridors. CONCOR AR 2023-24.
L2	Coastal	1 MT	IPA AR Table 3.3: 2 MT throughput. Coastal share = 4.5% - low due to limited coastal liner services.
L3	(-) Short-haul road boxes (<400 km)	7 MT	Factory-to-ICD short-haul (<300 km, ~3 MT), ICD-to-port feeder truck sub-300 km (~2 MT), local port-hinterland distribution (~2 MT). CONCOR AR; IPA AR FY 2024-25
L3	(-) DFC rail competitive routes (fast, reliable, cheaper)	10 MT	Western DFC (JNPT-Ludhiana, 2-3 day transit, ~4 MT), Eastern DFC (Dankuni-Ludhiana, ~3 MT), CONCOR block trains Nagpur-Chennai (~2 MT), intermodal Rewari/Dadri (~1 MT). DFC rate ₹2,200-2,800/T vs coastal ₹3,200-3,500/T - rail cheaper AND faster. CONCOR AR; DFCCIL Operational Data 2024
L4	ADDRESSABLE MARKET - coastal FCL feeder + empty repositioning	5 MT	Long-haul routes where DFC doesn't compete: JNPT→Chennai/Vizag (~1.5 MT); Chennai→Kolkata/Haldia (~1.0 MT); Nhava Sheva→Mundra/Kandla (~0.5 MT); empty container repositioning (~2.0 MT). Vessel fleet incentive (not a per-shipment shipper incentive) is primary mechanism. IPA AR; CONCOR;

3.15.10. Misc Bulk & Break-Bulk

Table 33. Misc Bulk & Break-Bulk

Layer	Line Item / Component	MT	Source / Rationale
TLC MIXED: Heterogeneous category; route-by-route analysis required NCAER estimates ~9-10% coastal share achievable			
L1	Misc bulk aggregate (minerals, chemicals, agri, construction)	220 MT	NCAER National Logistics Policy Study 2024 Table 3.1: residual bulk freight not in 9 named commodity categories. Includes gypsum, salt, manganese, industrial chemicals, agri-commodities, construction materials, break-bulk.
L2	Road	135 MT	Residual = 220 - 75 - 10 = 135 MT. Road = ~61% for misc bulk. NCAER
L2	Rail	75 MT	IR originating loading for residual bulk categories = ~75 MT combined: gypsum, salt, manganese ore, stone chips, chemicals. IR Statistical Publication FY 2023-24
L2	Coastal	10 MT	IPA AR : 20 MT throughput $\div$ 2 = 10 MT net. Coastal share = 4.5%. IPA FY 2024-25.
L3	(-) Short-haul road (<600 km, fragmented origins)	140 MT	Gypsum <400 km by truck (~15 MT), Gujarat salt pans short-haul (~8 MT), sand/aggregates <100 km (~25 MT), biomass to power plants (~12 MT), Gujarat chemical cluster

Layer	Line Item / Component	MT	Source / Rationale
			<300 km (~20 MT), project/oversized cargo (~15 MT), residual (~45 MT). NCAER Table 3.1; MoRTH RTY 2022-23
L3	(-) Rail-dominated bulk on long haul (competitive)	50 MT	Gypsum Rajasthan→South by rail (~10 MT), salt Kutch→East India (~5 MT), manganese ore Odisha→AP/Karnataka ferroalloy (~8 MT), coal fines/coke (~7 MT), bauxite Odisha/Jharkhand→Gujarat (~10 MT), limestone Rewa/Satna→steel/cement (~10 MT). NCAER NLP 2024; MOIL AR; Nalco AR 2023-24
L4	ADDRESSABLE MARKET - long-haul port-proximate bulk corridors	30 MT	~15-20% of misc bulk on long-haul corridors (>600 km) with major port at both ends: agri-commodities on east-west corridors, industrial chemicals Gujarat→eastern India, construction materials east-coast long-haul. NCAER estimates ~9-10% coastal achievable. Ceiling rounded to 30 MT including growth potential. NCAER NLP Study 2024; IPA AR

3.15.11. IWT River-Sea Cargo

Table 34. IWT River-Sea Cargo

Layer	Line Item / Component	MT	Source / Rationale
TLC EMERGING: NW-1 active. NW-2 growing. JMVP Phase 2 target FY27-28 Growing from near-zero base; shipper freight supplement supports this			
L1	Active IWT cargo on National Waterways	5 MT	IWAI Annual Report FY 2023-24 Table 2.1: NW-1 (Ganga: Varanasi-Patna-Haldia) ≈ 3.5 MT; NW-2 (Brahmaputra) ≈ 0.8 MT; NW-16 (Barak Valley) + others ≈ 0.7 MT = 5 MT total.
L2	Road (displaced by IWT)	3.5 MT	River-sea cargo primarily replaces road on Ganga plain. Road share = 70%. IWAI AR Table 2.1.
L2	IWT/River (existing)	0.5 MT	IWAI AR Table 2.1: existing IWT cargo 1 MT ÷ 2 = 0.5 MT net (one-way). IWT share = 10%. Growing rapidly with JMVP investment.
L2	Other (pipeline/seasonal river)	1 MT	Seasonal barge, oil/LPG river tankers (Assam), minor coastal barges.
L3	(-) Non-navigable segments and seasonal rivers	2 MT	Rivers without IWAI-maintained minimum depth, seasonal flow constraints, bridge clearance issues. Brahmaputra upper reaches, Barak Valley segments = ~2 MT not consistently navigable. IWAI AR; JMVP Phase 2 project documents
L4	ADDRESSABLE MARKET - consistently navigable NW corridors	3 MT	NW-1 Varanasi-Patna-Haldia active cargo routes: consumer goods, agri, minerals. JMVP Phase 2 (FY27-28) target will expand navigability → market grows to 5+ MT. Set at 3 MT (60% of total) reflecting current infrastructure completeness. IWAI AR FY 2023-24; JMVP Progress Report 2024

3.16. Aggregate Addressable Market Summary

Aggregating across all eleven commodity segments, the total national freight market stands at approximately 2,562 MT per annum, of which approximately 159 MT (6.2%) is already moving by coastal shipping on a net basis. After applying the three-layer structural filter,

the addressable market available to CCPS is approximately 248.5 MT - representing 9.7% of the national freight market. The summary table below captures the full picture.

Table 35. Aggregate Addressable Market Summary

Commodity	National Total (MT)	Existing Coastal (MT)	Coastal Share (%)	Excluded (MT)	Addressable Market (MT)	TLC Status
Coal (Thermal + Coking)	1,047	64	6.1%	947	100	TLC POSITIVE
Iron Ore & Pellets	285	35	12.3%	235	50	TLC POSITIVE
POL & Petroleum	239.2	38.5	16.1%	231.2	8	TLC MARGINAL
Steel Products	140	6	4.3%	125	15	TLC POSITIVE (conditional)
Cement & Clinker	467	1.6	0.3%	445	22	TLC POSITIVE
Fertilisers & FRM	69.5	0.95	1.4%	59.5	10	TLC MARGINAL
Automobiles (Ro-Ro)	1.5	0.075	5.0%	1.0	0.5	TLC NEGATIVE
Foodgrains (FCI)	65	1.5	2.3%	60	5	TLC NEGATIVE
Containers	22	1	4.5%	17	5	TLC UNVERIFIED
Misc Bulk & Break-Bulk	220	10	4.5%	190	30	TLC MIXED
IWT River-Sea Cargo	5	0.5	10.0%	2	3	TLC EMERGING
TOTAL ALL COMMODITIES	2,561.7	159.2	6.2%	2,313.2	248.5	-

Three commodities - coal (100 MT), iron ore (50 MT), and miscellaneous bulk (30 MT) - account for approximately 73% of the total addressable market. Coal is by far the largest single opportunity, driven by the RSR telescopic fare mechanism and the extensive network of coastal power stations in southern and western India that depend on coal from eastern origin mines. Iron ore is the highest TLC-saving commodity nationally (₹1,480/T on the Paradip→Hazira corridor), but the addressable market is constrained by the current exclusion of iron ore from the Cargo related Charges (CRC) concession scheme - the single largest regulatory lever available.

At the other extreme, foodgrains and most POL volumes are excluded from CCPS projections. It has been affirmed that coastal shipping costs ₹1,759/T more than rail on the benchmark FCI food-grain corridor (Moga, Punjab → Shivamogga, Karnataka). No incentive within CCPS's structure can bridge this gap; any government target for these flows would require a direct Ministry of Finance subsidy. Similarly, POL coastal share is already at ~16% - the highest of any commodity - and has been declining slightly since FY 2019 as pipeline infrastructure has expanded.

3.17. Modal Shift Analysis: Road and Rail to Coastal Diversion Potential

The addressable market established in Section 4.3 is the ceiling - not all of it will shift. Road-to-coastal and rail-to-coastal switches have different economics. This section decomposes the 248.5 MT addressable market by source mode for each commodity, applies

published TLC savings or deficits to each switch, and identifies the specific CCPS instrument required.

Table 36. Modal Shift Analysis: Road and Rail to Coastal Diversion Potential

Commodity	Addressable (MT)	Road Portion (MT)	Rail Portion (MT)	Already Coastal (MT)	Road→Coastal TLC (₹/T)	Rail→Coastal TLC (₹/T)	Net Viable (MT)	CCPS Instrument
Coal	100	15	85	64	₹517 ✓ VIABLE	₹1,347 ✓ VIABLE	100	Shipper freight incentive - RSR Telescopic fare universalisation
Iron Ore & Pellets	50	5	45	35	(₹200) X NOT VIABLE	₹1,480 ✓ VIABLE	45	CRC Extension to Iron Ore + MoR reclassification
POL & Petroleum	8	4.8	3.2	38.5	(₹800) X NOT VIABLE	(₹1,050) X NOT VIABLE	8	CRC pilot extension; island/NE routes only
Steel Products	15	6	9	6	(₹180) X NOT VIABLE	₹420 ✓ VIABLE	9	Shipper freight incentive + port-side infrastructure support (rail aggregation yards)
Cement & Clinker	22	15.4	6.6	1.6	₹625 ✓ VIABLE	₹275 ✓ VIABLE	22	Shipper freight incentive + port-side infrastructure support (clinker grinding hubs)
Fertilisers	10	4.5	5.5	0.95	(₹400) X NOT VIABLE	₹68 ✓ VIABLE	5	IMCC DoF port-linkage + shipper freight supplement
Automobiles	0.5	0.5	0	0.075	(₹4,255) X NOT VIABLE	N/A	0.5	Vessel operating support + Return Cargo Platform
Foodgrains	5	1.5	3.5	1.5	(₹2,759) X NOT VIABLE	(₹1,759) X NOT VIABLE	0	Not viable - MoF subsidy required outside CCPS
Containers	5	2.5	2.5	1	₹1,300 ✓ VIABLE	(₹700) X NOT VIABLE	2.5	Vessel fleet incentive + shipper feeder incentive
Misc Bulk	30	9	21	10	₹400 ✓ VIABLE	~Break-even	15	Commodity-specific shipper freight incentive + port mechanisation
IWT River-Sea	3	1.95	1.05	0.5	₹1,000 ✓ VIABLE	₹400 ✓ VIABLE	3	IWT shipper freight supplement + JMVP Phase 2
TOTAL	248.5	66.15	182.35	159.2	-	-	210	-

3.17.1. Road-to-Coastal Diversion: Where Economics are Positive

Of the 66.15 MT road portion of the addressable market, 47.85 MT sits in commodity segments where road-to-coastal economics are demonstrably positive. The strongest case is long-haul cement clinker: road transport over 600-1,800 km corridors (Gujarat→Karnataka→Kerala; AP→Odisha) costs approximately ₹2,250/T, while coastal shipping at ₹1,625/T yields a ₹625/T saving - the largest road-to-coastal saving in the study.

Coal road-to-coastal (the 15 MT road portion of the coal addressable market) shows a ₹517/T saving on typical Talcher-to-coastal-port hauls. Container traffic on the JNPT→Chennai corridor demonstrates a ₹1,300/T saving - this is the most compelling road-to-coastal case for a non-bulk commodity. IWT river-sea traffic on the NW-1 Varanasi-Haldia corridor saves ₹1,000/T versus road, reflecting the structural competitiveness of inland waterways on the Ganga plain.

The 18.3 MT of road volume where economics are negative includes: small iron ore mines dispatching to Mormugao (negative ₹200/T because hauls are sub-150 km), POL retail depot and LPG distribution (negative ₹800/T due to fixed coastal handling costs exceeding road cost at short haul), steel plants requiring road first-mile to port (CCR Table 33 explicitly confirms road first-mile eliminates the ₹420/T coastal saving entirely), fertiliser district-level distribution (negative ₹400/T), and automobile Ro-Ro (negative ₹4,255/T without vessel operating support, reflecting the empty return leg problem that led to the BCSL pilot discontinuation in October 2023).

3.17.2. Rail-to-Coastal Diversion: The Dominant Volume Opportunity

Of the 182.35 MT rail portion of the addressable market, 178.85 MT sits in commodity segments where rail-to-coastal TLC economics are positive. This is the dominant channel for CCPS - rail is the origin-side mode for the vast majority of bulk commodities by mass. Coal alone contributes 85 MT of viable rail-to-coastal switching, driven by the RSR telescopic fare which saves ₹877-1,347/T depending on corridor (best case: Talcher→Tuticorin at ₹1,347/T, CCR Tables 10-12). Iron ore contributes 45 MT at a saving of ₹1,480/T on the Paradip→Hazira route (the highest TLC saving in the entire CCR study), conditional on the CRC being extended to cover iron ore.

The only meaningful rail-to-coastal failures are POL (tank wagons already cheaper than coastal), container DFC traffic (Western and Eastern DFC transit at 2-3 days is faster and cheaper than coastal at 5-7 days), and foodgrains (rail ₹1,800/T vs coastal ₹3,559/T - coastal is twice as expensive). The total rail-to-coastal non-viable volume is only 3.5 MT, confirming that the rail-to-coastal channel is the primary volume generator for CCPS.

3.17.3. Key Structural Insights for CCPS Instrument Design

The modal shift analysis generates four structural insights that directly shape the CCPS instrument architecture.

- A. First, rail-to-coastal diversion dominates the volume potential. The 85 MT of coal and 45 MT of iron ore viable rail-to-coastal switching (139 MT from these two commodities alone) establishes the RSR telescopic fare universalisation and CRC extension to iron ore as the highest-value single policy levers available. Both are regulatory rather than budgetary instruments - their activation does not require CCPS expenditure but requires ministerial decisions by the Ministry of Railways and Ministry of Ports, Shipping and Waterways respectively.
- B. Second, road-to-coastal diversion is viable where road costs are high, typically at haul distances exceeding 600 km. Cement clinker, coal road-portions, long-haul containers, and Ganga plain IWT cargo are the key beneficiaries. Shipper freight incentives are effective here - they tip marginal shippers who face positive TLC economics but have not yet switched due to inertia, counterparty risk, or minimum volume constraints.
- C. Third, the Dedicated Freight Corridor is a competitor, not a complement, for container traffic. The Western and Eastern DFC has materially shifted the container rail-to-coastal economics into negative territory. CCPS cannot rely on TLC savings to attract DFC-served container cargo; instead, the vessel fleet incentive (vessel ordering support) and the empty-container repositioning opportunity (approximately

2 MT of the container addressable market) are the correct instruments for the container segment.

- D. Fourth, steel requires infrastructure investment before TLC savings can materialise. Road first-mile to port eliminates the ₹420/T coastal saving entirely. Rail aggregation yards at Kolkata Port (SMPA), Paradip Port Authority (PPA), and Dhamra are a prerequisite for shipper freight incentives to be effective in the steel segment. Port-side infrastructure support for rail aggregation yards is therefore a necessary upstream investment, not an optional enhancement.

3.18. Modal Split and Coastal Diversion Assessment (CCPS)

3.18.1. Introduction

A **bottom-up modal split and coastal diversion assessment** was conducted to estimate and validate the incremental coastal cargo demand attributable to the proposed **Coastal Cargo Promotion Scheme (CCPS)** over the period **FY 2026-27 to FY 2031-32**. The purpose of this assessment is to distinguish between:

1. **Organic coastal growth** that would occur in the absence of CCPS; and
2. **CCPS-induced modal diversion**, representing cargo expected to shift to coastal shipping due to policy support, subject to economic viability and infrastructure readiness.

The model is explicitly grounded in the verified baseline, contestable cargo estimates, commodity-level economics, and the phased development of enabling infrastructure. It therefore serves as a practical and policy-linked component of the wider coastal demand assessment.

3.18.2. Estimation Framework

The bottom-up model applies the following core relationship:

Coastal Volume = Organic Baseline Growth + CCPS-Induced Diversion

The diversion component is estimated using the following formulation:

Diversion = Addressable Pool × Uptake Rate × TLC Attractiveness × Infrastructure Readiness

This framework reflects the proposition that CCPS-driven demand does not arise uniformly across cargo categories. Rather, diversion potential depends on the interaction of four factors:

- the size of the **addressable cargo pool** remaining outside existing coastal movement;
- the assumed **scheme uptake rate** over time;
- the **TLC attractiveness factor**, which scales diversion based on commodity economics; and
- the **infrastructure readiness factor**, which limits diversion until the necessary port, fleet, yard, siding, ramp, or policy enablers are in place.

The methodology is conservative in nature, as it uses the **pessimistic organic growth trajectory without CCPS** and applies phased readiness factors to prevent unrealistic early-year conversion of cargo.

3.18.3. Coverage and Baseline Structure

The model covers **nine commodity groups**, namely:

- Coal (Thermal + Coking)
- Iron Ore & Pellets

- POL & Petroleum
- Steel Products
- Cement / Clinker
- Fertilisers & FRM
- Automobiles (Ro-Ro)
- Containers (Coastal)
- Foodgrains (FCI)

For each commodity, the model starts with the **FY 2024-25 verified coastal net volume** and projects future demand using the contestable market base and the stated organic CAGR. The incremental demand attributable to CCPS is then estimated on a cumulative basis for each year of the forecast period.

Commodity Coverage and Baseline Parameters

Table 37. Commodity Coverage and Baseline Parameters

Commodity	FY24-25 Coastal Net (MT)	Contestable Market (MT)	Organic CAGR (No CCPS)	Road Displacement Share	Rail Displacement Share
Coal (Thermal + Coking)	63.76	100.0	6.6%	15%	85%
Iron Ore & Pellets	34.92	50.0	5.8%	10%	90%
POL & Petroleum	33.68	8.0	1.0%	60%	40%
Steel Products	0.90	15.0	3.5%	40%	60%
Cement / Clinker	1.59	26.0	6.0%	70%	30%
Fertilisers & FRM	0.15	6.0	3.0%	45%	55%
Automobiles (Ro-Ro)	0.01	0.5	15.0%	100%	-
Containers (Coastal)	8.30	5.0	5.0%	30%	70%
Foodgrains (FCI)	2.13	5.0	3.0%	50%	50%

3.18.4. Infrastructure Readiness and Economic Attractiveness

A key feature of the model is that diversion is not assumed to occur immediately or uniformly. Instead, commodity-level diversion is capped by **infrastructure readiness**, which is phased from partial to full readiness over the forecast period. This captures the time required for berths, mechanisation, aggregation yards, fleet deployment, Ro-Ro ramps, container vessel additions, and related policy notifications.

Similarly, the **TLC attractiveness factor** scales the diversion response according to commodity economics. Commodities with stronger transport cost advantages are assigned higher attractiveness factors, while those with weak or unverified economics are moderated accordingly.

Table 38. Illustrative Readiness and TLC Attractiveness Structure (Conservative Scenario)

Commodity	TLC Attractiveness Factor	Infrastructure Readiness FY26-27	Infrastructure Readiness FY27-28	Infrastructure Readiness FY28-29	Infrastructure Readiness FY29-30	Infrastructure Readiness FY30-31	Infrastructure Readiness FY31-32
Coal (Thermal + Coking)	0.65	0.90	0.95	1.00	1.00	1.00	1.00
Iron Ore & Pellets	0.94	0.70	0.85	1.00	1.00	1.00	1.00
POL & Petroleum	0.07	0.80	0.90	1.00	1.00	1.00	1.00
Steel Products	0.41	0.30	0.50	0.70	0.90	1.00	1.00
Cement / Clinker	0.26	0.30	0.50	0.80	0.95	1.00	1.00
Fertilisers & FRM	0.20	0.40	0.60	0.80	0.90	1.00	1.00
Foodgrains (FCI)	0.22	-	-	0.10	0.20	0.30	0.40

Note: For Automobiles (Ro-Ro) and Containers (Coastal), the excerpt does not populate a TLC attractiveness factor in the year-by-year modal shift calculation. Their total volumes remain aligned with the organic trajectory.

3.18.5. Aggregate Coastal Demand Outlook

At the aggregate level, the bottom-up model indicates that the combined coastal volume across the nine covered commodities rises from **145.4 MT in FY 2024-25** to **238.6 MT by FY 2031-32**, representing a **6-year CAGR of 8.6%** under the Conservative Scenario.

This growth is driven by two components:

- **Organic coastal growth**, which increases from **145.4 MT** to **195.4 MT** over the forecast period; and
- **CCPS-induced modal shift**, which increases from **3.7 MT** in FY 2026-27 to **43.2 MT** in FY 2031-32.

Table 39. Aggregate Coastal Volume Summary (9 Commodities)

Metric	Unit	FY24-25	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32
Total Organic Coastal (No CCPS)	MT	145.4	152.6	160.2	168.3	176.8	185.8	195.4
CCPS-Induced Modal Shift	MT	-	3.7	9.2	22.7	31.4	40.7	43.2
Grand Total Coastal Volume	MT	145.4	156.3	169.4	191.0	208.2	226.6	238.6
CCPS Share of Incremental Growth	%	-	34.2%	38.5%	49.9%	50.1%	50.2%	46.4%

It may be inferred that CCPS becomes a major contributor to coastal cargo growth from the middle years onward. By **FY 2028-29 to FY 2030-31**, approximately half of incremental growth above the FY 2024-25 base is attributable to CCPS-induced diversion.

3.18.6. Commodity-Level Demand Pattern

The forecast indicates that the bulk of CCPS-induced coastal growth is concentrated in a small number of high-potential commodities, particularly those with stronger economics and higher rail-displacement potential.

3.18.7. Primary Growth Drivers

The largest contribution comes from **Coal (Thermal + Coking)**, followed by **Iron Ore & Pellets**. These commodities begin from a relatively strong coastal base, have large contestable markets, and exhibit higher effective diversion rates under the Conservative Scenario.

By FY 2031-32:

- **Coal** reaches **114.20 MT**, of which **20.63 MT** is attributable to CCPS-induced diversion; and
- **Iron Ore & Pellets** reach **60.78 MT**, of which **11.94 MT** is attributable to CCPS-induced diversion.

3.18.8. Secondary Contributors

A second tier of incremental growth is provided by **Cement / Clinker** and **Steel Products**, both of which scale up progressively as enabling infrastructure comes online. Their initial growth is constrained by relatively lower readiness in the early years.

Fertilisers & FRM and **Foodgrains (FCI)** remain comparatively smaller contributors. In the case of foodgrains, diversion emerges only from **FY 2028-29 onward**, reflecting the delayed readiness profile in the model.

For **POL & Petroleum**, **Automobiles (Ro-Ro)**, and **Containers (Coastal)**, the year-by-year calculation in the excerpt does not populate incremental diversion values, and the resulting totals follow the organic path presented.

Table 40. Commodity Position by FY 2031-32 (Conservative Scenario)

Commodity	Organic Coastal Volume FY31-32 (MT)	CCPS-Induced Coastal FY31-32 (MT)	Total Coastal Volume FY31-32 (MT)	Coastal Modal Share of Contestable Market FY31-32
Coal (Thermal + Coking)	93.56	20.63	114.20	77.8%
Iron Ore & Pellets	48.84	11.94	60.78	86.9%
POL & Petroleum	35.75	-	35.75	421.0%
Steel Products	1.10	4.22	5.32	28.9%
Cement / Clinker	2.26	5.36	7.62	20.7%
Fertilisers & FRM	0.18	0.85	1.03	14.4%
Automobiles (Ro-Ro)	0.03	-	0.03	2.8%
Containers (Coastal)	11.12	-	11.12	166.0%
Foodgrains (FCI)	2.54	0.18	2.72	45.6%

3.18.9. Modal Displacement Effects

In addition to total coastal demand, the model estimates the extent to which CCPS-induced cargo is displaced from inland surface transport modes. The results show that the majority of diversion is drawn from **rail**, consistent with the commodity composition of the model, especially coal and iron ore.

By FY 2031-32, it is estimated that:

- 10.2 MT displaced from road, and
- 33.0 MT displaced from rail

The excerpt also translates this shift into physical movement indicators such as truck trips displaced and coastal tonne-kilometres.

Table 41. Physical Displacement Metrics

Metric	Unit	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	5-year Total
Total Road Displaced	MT	0.7	1.8	5.0	7.3	9.6	10.2	34.6
Total Rail Displaced	MT	3.1	7.4	17.7	24.1	31.1	33.0	116.4
Truck Trips Displaced	'000 trips	84	230	621	911	1,205	1,275	4,326
Coastal T-km	Bn	0.377	0.408	0.460	0.502	0.546	0.575	2.868

The model therefore suggests that the principal logistics effect of CCPS, within the covered commodity universe, is a gradual transfer of long-haul bulk cargo from rail and road to coastal shipping, with rail bearing the larger share of displaced tonnage.

3.18.10. Cross-Check against Top-Down Traffic Projection

The bottom-up modal split model was also cross-checked against a separate **top-down traffic projection**. The bottom-up total remains lower than the top-down forecast in each year of the period considered. This difference is explained by the fact that the top-down projection includes **Miscellaneous Bulk** and **IWT-related traffic** that are not included within the nine-commodity analysis of the bottom-up model.

Accordingly, the bottom-up model should be interpreted as a **targeted estimate of demand arising from identified contestable cargo segments**, rather than as a full estimate of total coastal cargo handled across all categories.

Table 42. Cross-Check with Traffic Projection

Source	Basis	FY24-25	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32
Grand Total (9 commodity modal split model)	Bottom-up	145.4	156.3	169.4	191.0	208.2	226.6	238.6
Traffic_Projection - Total All Coastal Cargo	Top-down	339.0	332.9	359.7	395.9	429.1	464.5	495.0
Variance (Modal Split - Traffic_Projection)	MT	-193.6	-176.5	-190.2	-205.0	-220.9	-238.0	-256.4

Key Observations

Based on the output, the following observations may be noted:

1. CCPS is projected to generate material incremental coastal demand, rising from 3.7 MT in FY 2026-27 to 43.2 MT by FY 2031-32 in the Conservative Scenario.

2. **Coal and Iron Ore & Pellets account for the largest share of induced diversion**, reflecting stronger economics, larger addressable pools, and relatively advanced readiness.
3. **Cement / Clinker and Steel Products form the next tier of opportunity**, but their growth is more back-ended due to infrastructure requirements.
4. **Foodgrains show delayed diversion**, with no CCPS-induced movement reflected before readiness begins to improve from FY 2028-29 onward.
5. **Rail is the dominant displaced mode**, indicating that CCPS in this model primarily diverts long-haul bulk flows that would otherwise remain on rail corridors.
6. The **bottom-up model is narrower in scope than the top-down traffic projection**, and should therefore be used as a focused policy-demand estimate for identified contestable cargo rather than as a full-system traffic forecast.

3.18.11. Conclusion

The bottom-up modal split and coastal diversion model provides a policy-linked estimate of CCPS-induced cargo demand over the period **FY 2026-27 to FY 2031-32**. By combining verified baseline coastal traffic, commodity-specific contestable markets, phased uptake assumptions, TLC-based economic attractiveness, and infrastructure readiness constraints, the model offers a realistic view of how policy support could influence modal choice.

Under the **Conservative Scenario**, the model indicates that total coastal cargo across the nine covered commodities could increase from **145.4 MT** in **FY 2024-25** to **238.6 MT** by **FY 2031-32**, with **43.2 MT** of this total attributable to CCPS-induced diversion by the end of the forecast period. The resulting demand increase is led by **coal and iron ore**, supported over time by **cement, steel**, and selected other commodity segments as readiness improves.

This bottom-up assessment is therefore an important input to the broader demand model, particularly for estimating the volume of coastal traffic that may be directly unlocked through targeted policy intervention.



Coastal Cargo Promotion Scheme (CCPS) - Framework Design

133

4. Coastal Cargo Promotion Scheme (CCPS) - Framework Design

The Coastal Cargo Promotion Scheme (CCPS) is designed as a comprehensive, multi-layered framework to catalyse a structural modal shift in India's freight transport ecosystem - from road and rail to coastal shipping and inland waterways. The scheme translates the vision articulated in the Union Budget 2026-27 into an operationally grounded, fiscally accountable, and administratively feasible set of interventions spanning financial incentives, infrastructure support, and regulatory reform.

4.1. Design Objectives and Guiding Principles

The CCPS has been designed to achieve a set of clearly defined policy objectives that collectively support India's goal of doubling the modal share of coastal and inland waterway transport from approximately 6% to 12% of total freight movement by 2047, as announced in the Union Budget 2026-27.

4.1.1. Core Policy Objectives

- Stimulate demand-side modal shift by reducing the total logistics cost (TLC) of coastal shipping for shippers across all major commodity segments to within 95-105% of the comparable all-rail route cost on distances exceeding 1,200 km.
- Unlock supply-side capacity by incentivising vessel operators to launch new scheduled coastal services, particularly on underserved corridors and for high-growth cargo segments such as containers and Ro-Ro.
- Address first-mover disadvantage: Most routes face a chicken-and-egg problem - shippers will not commit without reliable services, and operators will not launch services without cargo commitments. The CCPS uses a combination of voyage-based shipper incentives and operator launch grants to simultaneously de-risk both sides.
- Activate the inter-ministerial cargo commitment architecture through Cargo Commitment Agreements (CCAs) with key ministries - Ministry of Coal, Ministry of Steel, Department of Fertilisers, FCI, and Ministry of Petroleum - to create the anchor demand that validates coastal service investments.
- Accelerate infrastructure readiness through targeted Viability Gap Funding (VGF) for dedicated coastal berths, mechanisation, hinterland rail/road connectivity, and digital integration, closing the physical bottleneck that has limited coastal throughput even where commercial demand exists.
- Catalyse fleet development by creating ring-fenced incentive premium for Indian-built coastal vessels and green-propulsion vessels, linking coastal cargo growth with the national shipbuilding agenda and decarbonisation goals.
- Integrate IWT and coastal networks by extending CCPS incentive eligibility seamlessly to River Sea Vessel (RSV) movements, enabling the coastal infrastructure to serve as a trunk corridor while IWT waterways (NW-1, NW-2, NW-5, NW-16) act as inland tentacles.

4.1.2. Guiding Design Principles

The architecture of the CCPS has been shaped by the following core design principles, derived from global benchmarks (Chapter 2) and the systematic analysis of structural barriers to coastal shipping in India (Chapter 3):

- **Additionality:** Incentives are payable only on cargo volumes and routes that represent a verifiable shift away from road or rail - not on volumes that would have moved coastally in the absence of the scheme. Volume baselines for each commodity and route are established by IPA in Year 1.
- **Simplicity and Direct Disbursement:** The CCPS avoids complex approval chains. Claims are processed digitally through the Maritime Single Window System (MSW) and relevant eligibility and trade verification shall be done through the CCPS/NDCS module under MSW and 30-day payment cycles.
- **Scalability and Auto-Indexation:** Base incentive rates are set for FY 2026-27 and automatically indexed to the Wholesale Price Index (WPI) every two years, ensuring real value is maintained without requiring administrative revision.
- **Time-Boundedness with Sunset Review:** Voyage incentives (Category A) and operator launch grants (Category B-8, NRLG) are available for a maximum of 5 years per route, after which continued viability is expected to be self-sustaining. A Mid-Term Review in Year 3 will assess rate calibration.
- **Fiscal Discipline and Demand-Linked Scaling:** The scheme budget is explicitly demand-driven - if cargo volumes exceed projections, the fiscal exposure increases correspondingly but so does the modal shift achieved. Fiscal caps per category are set to prevent runaway expenditure while allowing natural scaling.
- **Complementarity with Existing Schemes:** The CCPS does not duplicate existing instruments - Jalvahak (IWT), SBFAS (shipbuilding), Sagarmala (port infrastructure) - but is explicitly designed to complement and extend their reach, particularly at the interface between IWT and coastal, and between port infrastructure and route economics.
- **Inter-Ministerial Ownership:** The CCA framework creates explicit cargo commitments from commodity ministries - not merely aspirational targets - ensuring that the fiscal benefits of coastal shift are shared between MoPSW's promotional expenditure and the logistics cost savings captured by the respective commodity ministry's budget.

4.2.Three - Pillar Architecture

The CCPS is structured around three interlocking pillars, each addressing a distinct category of market failure that has historically constrained coastal shipping in India. The three pillars operate simultaneously - Pillar I addresses cost competitiveness, Pillar II addresses physical infrastructure, and Pillar III addresses the regulatory and policy distortions that have imposed structural disadvantages on the mode. No single pillar is effective in isolation; the combined effect is essential to catalysing durable modal shift.

Table 43. CCPS Three-Pillar Architecture and Instrument Category Overview

Pillar	Instrument Category	Mechanism	Target Beneficiary
Pillar I Financial Incentives	Category A - Voyage-Based Shipper Incentives	Direct per-tonne / per-TEU / per-vehicle rebate to shippers on completion of coastal voyage	Shippers / Cargo Owners / FMEs
	Category B - Operator & Service Viability Incentives	Route launch grant + service frequency bonus + empty-leg offset for new/underserved routes	Coastal Vessel Operators / Shipping Lines

Pillar II Infrastructure Support	Recommendations for Port & Hinterland Infrastructure VGF	Viability Gap Funding for dedicated coastal berths, mechanisation, hinterland rail/road links	Major Port Authorities / SPVs
Pillar III Regulatory Enablers	Recommendations for Policy & Regulatory Reform	Cabotage, GST ITC restoration, RSR telescopic freight, bunker rationalisation	All Stakeholders (cross-cutting)
Cross-Cutting	Recommendations for IWT & Multimodal Integration	Seamless RSV/IWT extension of CCPS incentives; last-mile IWT link grants	IWT Operators / IWAI / Shippers

Covered by CCPS

Not covered by CCPS

Note:

- Recommendations for Port & Hinterland Infrastructure VGF is additive to Sagarmala project funding, not a substitute and its funding will not be part of the scope of CCPS.
- Recommendations for Policy & Regulatory reforms require coordination through the Inter-Ministerial Coordination Cell (IMCC) chaired by MoPSW
- Funding for the recommendations will not be from the Coastal Cargo Promotion Scheme

Source: Committee analysis based on Coastal Committee Report (Feb 2026), OM No. SR-23011/1/2026-MG, and international benchmark review. Note: Category E (IWT Integration) cuts across all three pillars and is treated as a cross-cutting stream within the CCPS.

4.2.1. Pillar I - Financial Incentives (Categories A & B)

Pillar I addresses the fundamental cost-competitiveness gap between coastal shipping and road/rail for the majority of commodity flows on corridors exceeding 800-1,000 km. The Total Logistics Cost (TLC) analysis conducted as part of the Coastal Committee Report study (Chapter 3) confirms that coastal shipping is structurally competitive on the sea leg - with ocean freight typically 40-60% lower than equivalent rail freight per tonne - but loses competitiveness due to the combined effect of first-and-last mile costs, port handling charges, longer transit times (though improving), and the transactional uncertainty of a relatively infrequent mode.

Category A (Voyage-Based Shipper Incentives) directly bridges this residual TLC gap by providing a per-tonne-per-nautical-mile rebate or a fixed per-unit incentive to shippers upon verified completion of a coastal voyage through NDCS module under MSW. The incentive is structured to be additive to any existing freight subsidy (e.g., fertiliser NBS, FCI grain procurement logistics) and not as a substitute - thereby providing maximum benefit to adoption without reducing the benefit flowing from parallel schemes.

Category B (Operator and Service Viability Incentives) addresses the market failure on the supply side. Even where shippers are willing to shift, the absence of reliable, scheduled coastal services is a critical barrier - particularly for containerised cargo and Ro-Ro. Operators face high risk in launching new services without assured cargo, and this risk premium manifests as elevated freight rates that undermine the cost advantage of coastal shipping. Category B provides route launch grants, frequency bonuses, and empty-leg offsets that de-risk service operations in the early years.

4.2.2. Recommendation for Pillar II - Infrastructure Support (Category C)

Pillar II addresses the physical infrastructure deficits identified across India's major and non-major ports - particularly the absence of mechanised dedicated coastal berths, inadequate rail and road connectivity from berths to hinterland networks, and limited bunkering infrastructure on the east coast. The analysis in Chapter 2 identified that the absence of these facilities is the single most frequently cited deterrent by large-volume shippers (coal, iron ore, cement) considering coastal shift.

Category C deploys Viability Gap Funding (VGF) for identified infrastructure projects with demonstrated demand. Unlike Sagarmala, which supports general port infrastructure, Category C VGF is specifically ring-fenced for coastal cargo infrastructure - berths, mechanisation equipment, coastal rail sidings, coastal cargo storage yards, and alternative fuel bunkering. Projects are selected through a transparent pipeline managed by CCPC, with milestone-based disbursement to ensure accountability.

4.2.3. Recommendation for Pillar III - Regulatory Enablers (Category D)

Pillar III recognises that no combination of financial incentives and physical infrastructure can fully compensate for deep-seated regulatory distortions. The most consequential of these are:

- the GST Input Tax Credit denial for coastal multimodal chains, which imposes an effective 18% cost penalty relative to road transport
- the absence of telescopic rail freight concessions for Rail-Sea-Rail (RSR) movements for private power utilities and non-coal bulk commodities, which significantly erodes the economics of the most scalable coastal logistics model
- residual cabotage restrictions that limit the availability of cost-competitive foreign-flag vessels for containers and dry bulk; and
- the discontinuity in short-haul rail freight slabs (201-275 km), which raises last-mile costs for coastal cargo.

Category C & D does not involve direct financial expenditure from the CCPS budget but requires coordinated action through the Inter-Ministerial Coordination Cell (IMCC) with the Ministry of Finance (GST Council), Ministry of Railways (Railway Board) etc.

4.3. Category A - Voyage-Based Shipper Incentives

4.3.1. Design Rationale

Category A is the primary demand-side instrument of the CCPS. It provides direct, voyage-linked financial incentives to cargo owners, shippers, and Fertiliser Marketing Entities (FMEs) who choose to move their cargo via coastal shipping or inland waterways integrated with coastal routes. The incentive is paid on a per-voyage basis, calibrated to the commodity type and the specific economics of each cargo segment.

The rate structure for Category A has been calibrated based on the following analytical framework:

- Total Logistics Cost differential between the reference road/rail route and the coastal shipping alternative, computed for representative O-D pairs in each commodity segment (derived from NCAER logistics cost study, FOIS data, and port-based cost surveys).
- The SIMSC rate schedule proposed in 2016 (Re. 1/T-NM for bulk, INR 3,000/TEU for containers, INR 300 - INR 3,000 for Ro-Ro vehicles), updated for inflation (CPI cumulative 2016-2026: approximately 62%) and re-calibrated based on current logistics

cost benchmarks and international comparable schemes (EU Marco Polo: €35/T-km per train equivalent; Italian Marebonus: €15-€25/T for SSS).

- The fiscal sustainability test: at the moderate volume scenario (247 MT by FY 2031), the Cat A incentive expenditure as a percentage of total logistics cost saving generated is estimated at 18-22%, implying that for every INR 1 of CCPS expenditure, INR 4 - 5 of logistics savings accrue to the economy through reduced road wear, decongestion, and lower carbon emissions.

4.3.2. Rate Schedule

The following table sets out the proposed Category A incentive rates, caps, and eligibility conditions for FY 2026-27. Rates are to be auto-indexed to WPI every two years.

Table 44. Category A - Voyage-Based Shipper Incentive Rate Schedule

S.No.	Cargo Segment	Incentive Type	Proposed Rate (FY 2026-27)	Cap / Limit	Eligibility / Conditions
A-1	Thermal & Coking Coal - Rail-Sea-Rail (RSR)	₹/T-NM	₹1.00/T-NM	Max 800 NM; per-tonne cap ₹800	Indian-flag or RSV; RSR movement; min 10,000 T; telescopic rail benefit applicable
A-2	Iron Ore & Pellets - Coastal Bulk	₹/T-NM	₹1.00/T-NM	Max 1,000 NM; per-tonne cap ₹1,000	Indian-flag bulker; min 5,000 T; ore from notified mining cluster; valid BL
A-3	Steel Products (HR Coils, Plates, Rebar, TMT)	₹/T-NM	₹1.00/T-NM	Max 1,000 NM; per-tonne cap ₹1,000	Mill or steel trader shipper; min 1,000 T; cargo manifest to CCPC within 48 hrs
A-4	Cement & Clinker - Hub-Spoke Coastal	₹/T-NM	₹1.50/T-NM	Max 1,400 NM; per-tonne cap ₹2,100	Min 5,000 T per voyage; discharge at non-major port feeder hub preferred
A-5	Fertilisers - Containerised (FCL/TEU)	₹/TEU fixed	₹3,200/TEU	Per voyage; uncapped on TEU count	FME or importer; CCPC-registered route; fertiliser commodity code declared
A-6	Automobiles / Ro-Ro (Four-wheelers & LCVs)	₹/vehicle (one-way)	₹6,000/vehicle	Max 1,200 NM; no cap on vehicle count per voyage	Purpose-built RoRo vessel; CCPC-registered OEM or dealer; bill of lading per OEM
A-7	POL & Petroleum Products - Coastal Tanker	₹/T-NM	₹0.75/T-NM	Max 1,200 NM; per-tonne cap ₹1,500	Indian-flag tanker; valid IOPP/MARPOL; min 5,000 KL; refinery-to-terminal movement
A-8	Foodgrains (FCI + Private) - Coastal Bulk	₹/T-NM	₹2.00/T-NM	Max 1,800 NM; per-tonne cap ₹2,000	FCI or licensed grain trader; covered / bagged cargo; moisture log required
A-9	Containers - Domestic Coastal (All	₹/TEU fixed	₹3,000/TEU	Per voyage; uncapped on TEU count	Coastal service operator; published schedule; CCPC-registered route;

S.No.	Cargo Segment	Incentive Type	Proposed Rate (FY 2026-27)	Cap / Limit	Eligibility / Conditions
	Commodities, FCL)				Indian-flag or licensed foreign-flag vessel
A-10	General Break-Bulk (Misc. Cargo)	₹/T-NM	₹0.80/T-NM	Max 1,500 NM; per-tonne cap ₹1,600	Eligible cargo not covered under A-1 to A-9; min 500 T; pre-declared commodity list
A-11	IWT River-Sea Integrated Movement (RSV)	₹/T-NM	₹1.50/T-NM	Max 1,000 NM coastal leg; per-tonne cap ₹3,000	Valid RSV with DGS coastal run permission; minimum IWT leg 100 km; IWAI endorsement required

Note: 'T-NM' = tonne-nautical mile. All rates are for the sea leg only; pre-haulage and post-haulage legs are eligible for Cat D regulatory concessions. Incentives are additive to any existing commodity-specific freight subsidies (e.g., NBS for fertilisers, FCI movement rates). Source: Committee calibration based on NCAER Logistics Cost Study (2025), SIMSC (2016), Coastal Committee Report (Feb 2026), and EU/Italian SSS benchmark rates adjusted.

4.3.3. Rate Calibration - Cost Coverage Analysis

The table below illustrates the cost coverage provided by Category A incentives on representative O-D pairs for the three largest commodity segments, so that the proposed rates bring coastal TLC within 95 - 105% of the best available rail alternative:

Table 45. Rate Calibration - Cost Coverage Analysis

Corridor (O-D)	Mode	Sea Leg	TLC Without CCPS	TLC With Cat A CCPS	Best Rail TLC
Talcher(PPA) to Tuticorin	Coastal RSR	~1,620 NM	Rs.1,733/T	Rs.1,533/T (A-1)	Rs.3,080/T (all-rail)
Vizag to Krishnapatnam (Iron Ore)	Coastal	~250 NM	Rs.850/T	Rs.725/T (A-1)	Rs.780/T (road)
DPA to VoCPA (Steel HR Coils)	Coastal	~1,280 NM	Rs.2,100/T	Rs.1,800/T (A-3)	Rs.2,350/T (all-rail)
Haldia to VoCPA (Fertiliser)	Coastal	~1,400 NM	Rs.4,500/TEU	Rs.4,050/TEU (A-5)	Rs.5,800/TEU (rail)
KPL to JNPA (Automobiles)	RoRo	~820 NM	Rs.12,000/veh	Rs.6,000/veh (A-8)	Rs.7,800/veh (road)

Note: Actual costs vary by operator, season, and port handling efficiency. The CCPS incentive brings coastal TLC to below the best rail alternative on all corridors exceeding 1,000 NM. Source: Committee analysis; NCAER Logistics Cost Study 2025; Coastal Committee Report Feb 2026.

4.3.4. IWT Integration within Category A - Sub-category A-11

The CCPS explicitly extends voyage-based incentives to integrated coastal + inland waterway movements through Sub-category A-11. River Sea Vessels (RSVs) operating on National Waterways (NW-1: Ganga-Bhagirathi; NW-2: Brahmaputra; NW-5: Brahmani; NW-16: Barak) and subsequently undertaking coastal legs are eligible for the full Category A incentive on the coastal leg, plus a flat INR 500/tonne bonus on the IWT leg to compensate for the additional transshipment cost. This provision directly operationalises the NW-1 Coastal Integration Corridor.

4.4. Category B - Operator and Service Viability Incentives

4.4.1. Design Rationale

The absence of reliable, scheduled coastal services is the single most frequently cited barrier by potential shippers considering modal shift, particularly for containerised cargo and Ro-Ro vehicles. Operators, in turn, cite the chicken-and-egg problem: without assured cargo, they cannot operate at the vessel utilisation (>65%) required for commercial viability, and without reliable services, shippers will not commit cargo. Category B breaks this impasse through targeted, time-bound supply-side support.

Category B is fundamentally transitional in nature. The New Route Launch Grant (NRLG, B-8), the Service Frequency Bonus (B-9), and the Empty Return Leg Offset are designed to cover the margin gap during the initial years of route establishment, after which the route is expected to be self-sustaining as cargo aggregation matures. Experience from global analogues - Italy's Marebonus, the EU Marco Polo NAIADES programme, and USA's MARAD Marine Highway grants - consistently shows that 3 - 5 years of supply-side support is sufficient to establish self-sustaining coastal services on routes with genuine demand.

4.4.2. Category B Instrument Schedule

Table 46. Category B - Operator and Service Viability Incentives

S.No.	Incentive Sub-Category	Applicable To	Quantum / Rate	Eligibility & Conditions
B-8	New Route Launch Grant (NRLG)	Vessel operators / shipping lines launching a new O-D coastal route	₹1.5 Crore per new route (first year of operations only)	Min 2 sailings/week on approved new O-D pair for 6+ months; no prior scheduled service on that O-D pair; route registered with CCPC
B-9	Service Frequency Bonus (SFB)	Established operators maintaining additional sailings above baseline on registered routes	₹12 Lakh per additional sailing above baseline	Applicable from Year 2 of route operation; vessel > 3,000 GRT; not concurrent with B-8 NRLG
B-10	Empty Return Leg Offset (ERLO)	Ro-Ro and container vessel operators on coastal routes with verified cargo imbalance	50% of documented empty-leg voyage cost; capped at ₹25 Lakh per empty voyage	Cargo imbalance < 30% in return direction (verified by CCPC); applicable to RoRo and coastal container services only
B-11	Feeder Connectivity Grant (FCG)	Feeder operators linking non-major / minor ports to major hub ports	₹500 per TEU moved on approved minor-to-major feeder leg	Route connects at least one non-major port; min 50 TEU/sailing; Indian-flag feeder vessel; CCPC-registered route
B-12	Indian-Built Vessel Premium (IBVP)	Operators deploying Indian-built coastal vessels (< 15 years old) on CCPS-eligible routes	Additional 5% premium on vessel construction cost (over and above SBFAS 25%)	Certificate of construction from IRS/IRClass; vessel built at Indian yard; applied once at commissioning

S.No.	Incentive Sub-Category	Applicable To	Quantum / Rate	Eligibility & Conditions
B-13	Green Vessel Incentive (GVI)	Coastal fleet vessels certified IMO EEXI-compliant or deployed with LNG / methanol dual-fuel	₹1 Crore per qualifying green vessel per year	Valid EEXI compliance certificate or dual-fuel certification from Classification Society; annual renewal; phased with Harit Sagar commitments
B-14	RSV Coastal Extension Incentive	River-Sea Vessel (RSV) operators integrating IWT + coastal legs on NW-1 or NW-5 routes	₹10 Lakh per round trip on approved IWT + coastal integrated route; max 800 NM coastal leg	Valid DGS coastal run permission; min IWT leg 100 km; IWAI endorsement; NW-1 or NW-5 origin/destination leg

Note: Category B instruments are specifically designed to avoid creating permanent subsidy dependency. All time-limited instruments (B-1, B-2) sunset after the defined period unless a Mid-Term Review (Year 3) recommends extension based on traffic performance below targets. The Indian-Built Vessel Premium (B-5) and Green Vessel Operating Incentive (B-6) are permanent for the life of the scheme, as they serve structural fleet development and decarbonisation goals. Source: Committee design; EU Marco Polo, Italian Marebonus, and US Marine Highway grant benchmarks.

4.4.3. Co-ordination with BCSL for Ro-Ro Pilot Services

Given the acute absence of Indian-owned and Indian-built Ro-Ro vessels for domestic coastal automobile transport, it was recommended that the Bharat Container Shipping Lines (BCSL) - or any equivalent Government-supported entity - be designated as the anchor operator for the pilot Ro-Ro coastal corridor (KPL-JNPA/MbPA) in Year 1. BCSL's role as a neutral national carrier would allow it to aggregate automobile volumes across OEMs (Maruti Suzuki, Tata Motors, Mahindra & Mahindra, Hyundai Motor India), contract purpose-built Ro-Ro vessels, and provide the scheduled service regularity that OEMs require. Category B incentives (B-3, B-6) would apply to BCSL operations, providing the margin support needed to operate the route commercially while the cargo base is being aggregated.

In parallel, BCSL can partner with Cochin Shipyard Limited (CSL) for the construction of dedicated coastal Ro-Ro vessels, with SBFAS financial assistance ring-fenced for this purpose under the CCPS framework.

4.5. Recommendations for Category C - Port and Hinterland Infrastructure VGF

4.5.1. Infrastructure Gap Context

As documented in the Coastal Committee Report (2026) and data from Major Port Authorities, India's coastal infrastructure exhibits significant heterogeneity. Paradip Port Authority (PPA) exemplifies what is achievable - 5 dedicated coastal berths, fully mechanised, handling 63.7 MT of coastal cargo in FY 2024-25. By contrast, Mormugao Port Authority (MgPA) has no dedicated coastal berths, and Deendayal Port Authority (DPA) - handling 15.8 MT of coastal cargo - similarly lacks dedicated coastal berth infrastructure. The absence of mechanised handling at coastal berths remains the most commonly cited factor in elevated port handling costs and extended vessel turnaround times.

Category C addresses this gap through identification of critical infrastructure projects that can be supported through VGF and other schemes.

4.5.2. Priority Infrastructure Projects - Proposed Pipeline

Based on the analysis in Chapter 7 and port-level consultations conducted during the study, the following projects have been proposed as the highest-priority Category C investments. The method of selection and prioritisation will be elaborated in the upcoming sections:

#	Port / Entity	Project Name	Priority Rank	Priority Band	CCPS Phase
P-008	KPL	Coal Berths 3 & 4 Mechanisation by TNPGL - Kamarajar Port	1	Priority 1 - Critical	Phase I
P-010	PPA	3rd & 4th Railway Line - Jarapada to Budhapank with Flyover at Talcher (47 km)	2	Priority 1 - Critical	Phase I
P-011	PPA	3rd & 4th Railway Line - Budhapank to Salegaon via Rajatgarh (86 km)	3	Priority 1 - Critical	Phase I
P-016	MgPA	Dedicated Coastal Cargo Berth at Vasco Bay (2 MTPA, ₹203 Crore) - Mormugao Port	4	Priority 1 - Critical	Phase I-II
P-033	KPL	Capital Dredging Phase VI - (-) 18m Deep Draft in Basin and Channel	5	Priority 1 - Critical	Phase I
P-012	PPA	Bhadrak-Nergundi 3rd Railway Line	6	Priority 1 - Critical	Phase II-III
P-002	NMPA	Mechanisation of Berth No. 14 - Phase 2 (New Mangalore Port)	7	Priority 1 - Critical	Phase I
P-005	VoCPA	NCB-III Mechanisation (6.96 MTPA) - V.O. Chidambaranar Port	8	Priority 1 - Critical	Phase I
P-051	IPA / CCPC / DGS - All Ports	CCPS-NDCS Digital Monitoring Platform (MSW2.0 CCPS Module)	9	Priority 1 - Critical	Phase I
P-001	SMPA (HDC)	Mechanisation of Berth No. 2 at Haldia Dock Complex (HDC)	10	Priority 1 - Critical	Phase I

4.6. Recommendations for Category D - Regulatory and Policy Enablers

4.6.1. Regulatory Reform as a Multiplier

The financial and infrastructure pillars of the CCPS, while necessary, are insufficient in isolation if the deep structural regulatory distortions affecting coastal shipping remain in place. The GST ITC denial on coastal multimodal chains, the absence of telescopic rail freight for RSR on private sector coal and non-coal bulk movements, and the residual cabotage restrictions on containers and dry bulk collectively impose a cost burden that no feasible financial incentive can fully offset. The regulatory interventions in Category D are therefore designed to be the highest-return investments within the CCPS framework - many are revenue-neutral or revenue-positive for the Government (particularly ITC restoration, which corrects a tax anomaly) while delivering transformative benefits for coastal competitiveness.

Category D reforms are sequenced by impact, complexity, and inter-agency coordination requirements:

- Short-term (within 6 months): Cabotage relaxation for containers and coal/iron ore dry bulk; GST ITC restoration; GST exemption for port services on agri/fertiliser cargo; Digital B/L and priority berthing calibration.
- Medium-term (6-18 months): RSR telescopic freight for all bulk; flat-rate short-haul rail tariff for coastal cargo; co-loading of EXIM and coastal cargo; LNG/alternative fuel GST rationalisation.

4.6.2. Category D Reform Schedule

Table 47. Category D - Regulatory and Policy Reform Schedule

S.No.	Reform Area	Specific Intervention	Lead Agency / Timeline	Expected Impact
D-1	Cabotage Relaxation - Containers	Permit all foreign-flag vessels to carry any domestic containerised cargo on coastal legs without separate DGS licence; advance intimation sufficient	DGS / MoPSW - Short-term (within 6 months of scheme notification)	Increase container coastal service frequency; reduce freight by 20-30% through competition; activate hub-and-spoke model
D-2	Cabotage Relaxation - Dry Bulk (Coal, Iron Ore)	Allow foreign-flag bulk carriers on specific east coast bulk corridors (Paradip-south coast; Vizag-west coast) for 5-year transitional period	DGS / MoPSW - Short-term with sunset clause	Reduce coastal sea freight for coal by 15-25%; unlock 30-50 MT additional demand
D-3	Co-loading of EXIM and Coastal Cargo	Permit foreign-flag vessels on coastal run to carry both domestic and EXIM containers / RoRo cargo simultaneously; bond/customs segregation via MSW	CBIC / DGS / MoPSW - Medium-term (12 months)	Improve vessel utilisation; reduce slot costs; catalyse RoRo coastal services
D-4	GST ITC Restoration for Coastal Multimodal	Restore Input Tax Credit on coastal shipping as part of multimodal logistics chains; coastal leg treated as exempt but ITC-eligible component	MoF / GST Council - Short-term	Reduce effective cost by 18% on GST-inclusive logistics chains; correct structural disadvantage vs. road/rail
D-5	Port Service GST Exemption - Agri/Food Cargo	Extend GST exemption on port services (vessel-related and cargo-related charges) to foodgrains, fertilisers, and horticultural cargo moved coastally	MoF / GST Council - Short-term	Reduce TLC by INR 150-300 / tonne for agri cargo; critical for FCI and fertiliser FME adoption
D-6	RSR Telescopic Rail Freight - All Bulk	Railway Board to notify telescopic rail freight for pre-haulage and post-haulage legs of coastal RSR movement for coal (private GENCOs), iron ore, steel, cement, fertilisers	MoR / Railway Board - Short-term; pilot on 3 identified corridors	Reduce total RSR cost by INR 200-600 / tonne; makes coastal competitive with all-rail on most corridors > 1,200 km

S.No.	Reform Area	Specific Intervention	Lead Agency / Timeline	Expected Impact
D-7	Flat-Rate Short-Haul Rail Tariff for Coastal Cargo	Introduce dedicated flat per-km rail tariff for coastal cargo haulage up to 350 km (pre/post port leg)	MoR / Railway Board - Medium-term	Remove discontinuity in 201-275 km slab; reduce first/last mile rail cost by 15-25%
D-8	Bunker Fuel - LNG / Methanol GST Rationalization	Reduce GST on LNG and alternative marine fuel to 5% (parity with HFO/LSFO); mandate bunker availability at 4 east coast ports by 2028	MoF / MoPNG / GST Council - Medium-term	Accelerate green fleet transition; reduce fuel cost premium for LNG vessels by INR 40-70 / tonne equivalent
D-9	Priority Berthing - Calibrated Thresholds	Link priority berthing at Major Ports to minimum parcel size ($\geq 5,000$ T bulk / ≥ 50 TEU containers / ≥ 20 vehicles RoRo) and max turnaround norms	Major Port Authorities / MoPSW - Short-term	Improve berth efficiency; prevent misuse by sub-optimal parcels; protect priority for genuine coastal traffic
D-10	Coastal Bill of Lading - Uniform Digital Format	Mandate uniform digital coastal B/L through MSW; single-window customs processing for coastal manifests within 4 hours	CBIC / MoPSW / DGS - Short-term	Reduce port dwell time; cut documentation cost; enable real-time CCPS incentive tracking

Note: Category D interventions require coordination through the Inter-Ministerial Coordination Cell (IMCC) chaired by MoPSW. Timeline estimates assume initiation of ministerial deliberation within 60 days of scheme notification. GST Council items (D-4, D-5, D-8) require formal agenda scheduling and may take 3-6 months from initiation to notification. Railway Board items (D-6, D-7) can be notified via Circular pending Railway Board resolution. Source: Committee design; Coastal Committee Report (Feb 2026); SIMSC Policy Note (2016).

4.6.3. Estimated Traffic Impact of Category D Reforms

Based on Total Logistics Cost (TLC) estimates, the combined effect of the Category D regulatory reforms - particularly RSR telescopic freight extension (D-6), GST ITC restoration (D-4), and container cabotage relaxation (D-1) - is estimated to generate an incremental 35-50 MT of coastal cargo traffic by FY 2029-30, independent of (and additive to) the traffic generated by Categories A and B incentives. This highlights that regulatory reform is not merely complementary to financial incentives - it is itself a primary traffic-generation instrument, and in many cases the more durable one.

4.7. Recommendations for Category E - IWT and Multimodal Integration

4.7.1. Strategic Rationale

The integration of India's National Waterway (NW) network with the coastal shipping corridor represents one of the highest-potential, least-exploited opportunities in India's freight logistics landscape. NW-1 (Ganga-Bhagirathi, Varanasi to Haldia, 1,620 km) alone offers the potential to unlock 10 - 15 MT of additional cargo flows (foodgrains, coal, fertilisers, containers) from the Indo-Gangetic Plain into the coastal network at Haldia, reducing pressure on the Howrah-Mumbai and Howrah-Chennai rail corridors.

River Sea Vessels (RSVs) - vessels capable of operating on both inland waterways and open coastal waters - are the critical enabling technology. The Coastal Shipping Act 2025 has strengthened the legal framework for RSV coastal run permissions, and the IWAI has been

progressively deepening and upgrading NW-1 to achieve 3-metre year-round depth. The CCPS Category E provides the financial bridge between IWAI's infrastructure investments and the commercial economics of RSV operations.

4.7.2. Category E Instruments

- RSV Coastal Extension Incentive (B-14): INR 10 Lakh per round trip on approved NW-1/NW-5 + coastal integrated route. This is now classified under Category B (Operator Incentives). The following CCPC-specific instruments support IWT integration:-7 on the operator side); complemented by shipper-side incentive of INR 500/tonne on the IWT leg (A-11). Eligibility: valid DGS coastal run permission; minimum IWT leg ≥ 100 km; IWAI-endorsed route.
- CCPC IWT Coordination Budget (E-1): Covers dedicated IWT desk at CCPC, coordination with IWAI, and RSV operator on-boarding. INR 5-7 Cr per year, escalating at 5% p.a.ing terminals at inland nodal points (Varanasi, Patna, Prayagraj, Dibrugarh, Brahmaputra nodes) connecting to NW routes served by CCPS corridors.
- CCPC Digital Integration (E-2): Integration of IWAI PANI system with MSW2.0; RSV tracking; IWT cargo manifest auto-processing. tegic nodes (Haldia, Paradip, Vizhinjam, Kandla) that serve as interchange points for seamless coastal-inland freight transfer. Category C-type VGF up to INR 100 Cr per hub.
- IWT Cargo Aggregation Support (E-3): Support for RSV cargo consolidation at key IWT nodes including Varanasi, Patna, and Haldia, enabling CCPS-eligible volumes to meet minimum parcel thresholds for coastal incentive claims.

4.8. Cargo Commitment Agreement (CCA) Framework

4.8.1. The CCA as the Anchor of the Demand Architecture

The Cargo Commitment Agreement (CCA) is the most important institutional aspect of the CCPS and represents a significant structural departure from previous coastal shipping incentive schemes, which relied entirely on voluntary adoption. A CCA is a legally non-binding but institutionally binding inter-ministerial agreement, signed between MoPSW (lead ministry), a commodity ministry (Ministry of Coal, Ministry of Steel, Department of Fertilisers, FCI, Ministry of Petroleum), and a specific set of large cargo generators (PSUs, FMEs, or anchor private sector entities), committing them to defined minimum coastal cargo volumes over a 5-year period in exchange for access to CCPS benefits and complementary policy support.

The CCA architecture achieves three critical objectives simultaneously:

- Demand certainty: Provides vessel operators with bankable cargo commitments, reducing the risk premium in new route launches and enabling long-term vessel charter contracts.
- Inter-ministerial accountability: Creates explicit tonnage targets for each commodity ministry, transforming the modal shift goal from an aspiration into a tracked performance commitment embedded in each ministry's annual work programme.
- Budget predictability: Allows MoPSW and Ministry of Finance to project CCPS expenditure with greater precision, since CCA-committed volumes determine the most reliable component of Category A incentive disbursement.

4.8.2. CCA Structure and Key Provisions

Each CCA shall contain the following minimum provisions:

- Commodity and corridor specification: The commodity(s) covered, the origin-destination port pairs, the annual tonnage commitment by year, and the vessel type (Indian-flagged bulk, RSV, container, Ro-Ro).

- Ministry-specific enabling actions: Policy actions the commodity ministry commits to undertake - e.g., Department of Fertilisers to extend freight subsidy to imported fertiliser; Ministry of Coal to direct NTPC / TANGEDCO procurement teams to include coastal option in least-cost transport studies; Ministry of Railways to notify RSR telescopic concession on identified corridors.
- Monitoring and review provisions: Quarterly data submission by cargo generator to CCPC; CCPC publishes semi-annual CCA performance scorecard; Annual IMCC review with escalation to Secretary-level if volumes fall below 80% of target.
- CCPS incentive linkage: CCA-committed volumes receive priority disbursement and a 5% top-up on the applicable Category A incentive rate as a commitment bonus.
- Sunset and renewal: CCAs are 5-year agreements with a mandatory mid-term review (Year 3) and provision for renewal with revised targets based on achieved performance.

4.8.3. Ministry-Wise CCA Cargo Targets

The following table sets out the proposed CCA cargo commitment targets by ministry and commodity, establishing the inter-ministerial accountability framework for coastal modal shift to 2030:

The indicated numbers are tentative only and may be revised following inter-ministerial consultations with the concerned Ministries and stakeholders.

Table 48. Ministry-Wise CCA Cargo Commitment Targets - FY 2027-28 and FY 2029-30

Ministry / Dept.	Commodity	Current Coastal Volume (FY25 est.)	Target FY 2027-28 (MT)	Target FY 2029-30 (MT)	CCPS Cat. Applicable	Key Actions Required
Ministry of Coal / Ministry of Power	Thermal Coal (State & Private GENCOs)	~80 MT (incl. RSR)	105 MT	140 MT	A-1, B-1, D-2, D-6	Extend RSR telescopic to private GENCOs; Paradip-south priority route; MoU with NTPC, APGENCO, TANGEDCO, KPCL
Ministry of Steel / SAIL / RINL	Iron Ore, Iron Ore Pellets	~50 MT	65 MT	85 MT	A-1, B-1, D-2	Dedicated berths at PPA, NMZ; slurry-coastal integration; SAIL coastal charter policy
Ministry of Steel / Private Steel Majors	Steel Products (HR Coils, Plates, Rebar, TMT)	~8 MT	15 MT	25 MT	A-3, B-2, D-6	Dedicated coil yards; TATA, JSW, JSPL coastal commitment; return cargo aggregation
Dept. of Fertilisers / FMEs (NFL, RCF, IFFCO)	Fertilisers (Urea, DAP, Complex)	~3 MT	8 MT	15 MT	A-2, D-4, D-5	Extend freight subsidy to imported fertiliser; FME coastal MoUs; containerised fertiliser aggregation at CoPA, VoCPA
FCI / Dept. of Food & PDS	Foodgrains (Wheat, Rice, Coarse Cereals)	~2 MT	5 MT	10 MT	A-2, D-5	FCI coastal charter framework; integrated IWT-coastal distribution

Ministry / Dept.	Commodity	Current Coastal Volume (FY25 est.)	Target FY 2027-28 (MT)	Target FY 2029-30 (MT)	CCPS Cat. Applicable	Key Actions Required
						(NW-1 to east coast ports)
Ministry of Petroleum & Natural Gas	POL Products	~79 MT	88 MT	100 MT	A-4, D-3, D-8	Extend CRC concession to POL; LNG bunkering enablement; HPCL / BPCL coastal charter policy
Ministry of Shipping / OEMs (Maruti, Tata, M&M, Hyundai)	Automobiles / Ro-Ro	~0.2 MT	0.8 MT (approx. 80,000 vehicles)	2 MT+	A-7, A-8, A-9, B-3, D-3	BCSL RoRo service; OEM CCA; KPL-JNPA/MbPA route priority; dedicated RoRo terminals
Ministry of Commerce / Private Shippers (MSME)	Containerised General Cargo	~21 MT	30 MT	45 MT	A-5, A-6, B-4, D-1	Hub-and-spoke activation; CCPC MSME desk; feeder connectivity from Vizhinjam; Jawaharlal Nehru Port coastal integration
Dept. of Cement / Private Cement Majors	Cement, Clinker	~35 MT	48 MT	65 MT	A-3, C-1, C-2	Clinker hub at Krishnapatnam, Pipavav; grinding unit co-location; Ultratech, ACC, Ambuja coastal commitments

Note: Volume targets are based on the Moderate Scenario from the Commodity-Wise Demand Assessment (Chapter 3). Current coastal volumes include both Major Port and non-major port data. Commodity ministries are expected to confirm CCA commitments within 90 days of CCPS scheme notification. Source: Committee analysis; Annexure II Coastal Committee Report (Feb 2026); OM No. SR-23011/1/2026-MG; FOIS data; Sagarmala Port Demand projections.

4.8.4. CCA Implementation Process

The CCA implementation process is designed to be completed within the first 120 days of CCPS notification:

1. Day 0-30 - CCPC drafts commodity-specific CCA templates and presents to each ministry with supporting TLC analysis and route-specific demand projections.
2. Day 30-60 - IMCC convenes bilateral meetings with each commodity ministry to negotiate targets and ministry-specific enabling actions. Large PSUs (NTPC, SAIL, IFFCO, FCI, HPCL) are engaged directly.
3. Day 60-90 - Draft CCAs circulated for intra-ministerial consultation and legal vetting by each ministry's legal cell.
4. Day 90-120 - CCAs signed at Secretary-level in the presence of the DGS Shipping; targets are notified to CCPC and published on the CCPS portal for public accountability.

4.9. Eligibility, Claims, Disbursement and Safeguards

4.9.1. Who is Eligible?

CCPS incentives are available to all entities that move cargo by coastal shipping on eligible routes using eligible vessels. There is no nationality or size restriction on the claimant (shipper or operator), except where Indian-flagged vessel or Indian-built vessel conditions are explicitly specified (Cat B-5). Key eligibility conditions are:

- Category A claims: Claimable by any shipper, cargo owner, or FME that executes a coastal voyage on an IPA/CCPC-registered coastal route. The cargo must originate and terminate at Indian ports. Import/export cargo is not eligible unless it is being moved as coastal transshipment between two Indian ports.
- Category B claims: Claimable by vessel operators, shipping lines, and RSV operators. Foreign-flag operators are eligible for B-1 and B-4 (route launch and feeder connectivity), but not B-5 (Indian-built) or the enhanced portion of B-6 (green, where applicable).
- Recommendations for Category C VGF: Claimable by Major Port Authorities, Non-Major Port Authorities (through State Maritime Boards), and SPVs set up for specific coastal infrastructure projects.
- Recommendations for Category E: Claimable by RSV operators (B-14 parallel), IWT operators, and coastal-IWT integrated logistics service providers.

4.9.2. Eligibility, Claims, and Disbursement Matrix

Table 49. Eligibility, Documentation, Disbursement and Oversight Matrix

Category	Who Claims	Documentation	Disbursement	Verification
Category A	Shipper / Cargo Owner / FME	Coastal Bill of Lading; Port Entry / Departure Certificate; Weigh Bridge / Draft Survey Certificate; Voyage Completion Certificate from IPA/MSW	Direct Bank Transfer within 30 days of verified claim; quarterly disbursement for high-volume claimants (>10 MT/qtr)	IPA / CCPC primary verification; DGS Coastal Shipping Cell cross-check; random audit by CAG-empanelled firm (10% sample)
Category B	Vessel Operator / Shipping Line	CCPC Route Registration Certificate; Service log (sailing dates, cargo, ports); GRT certificate; Coastal run permission (DGS); Fuel log (for green premium)	Quarterly disbursement against verified service log; NRLG as monthly advance with reconciliation at end of route-year	CCPC Operations Desk monthly verification; IPA Route Registry; MSW voyage data cross-reference

Recommendation	Who Claims	Documentation	Disbursement	Verification
Port & Hinterland Infrastructure	Port Authority / SPV / Developer	DPR + Techno-Economic Feasibility Study; Board / Ministry approval of project; Physical completion certificate; Third-party inspection report	Milestone-based: 30% on FC+award, 40% on 50% physical progress, 30% on commissioning; held by MoPSW in escrow	CCPC Infrastructure Desk; MoPSW Project Management Unit; CAG audit on completion
Regulatory & Policy Enablers	Not a direct monetary claim - regulatory notification by concerned ministry	Not applicable (regulatory, not fiscal)	CCPC Policy Desk monthly tracking; NCSMC quarterly review; MoPSW MIS dashboard	Not applicable (regulatory, not fiscal)
IWT & Multi-modal Integration	RSV Operator / IWAI / IWT Operator	Direct Bank Transfer within 45 days; co-ordination between IPA (coastal) and IWAI (IWT leg) for verification	IWAI regional office + CCPC joint verification; MSW integration for seamless coastal-IWT manifest	Direct Bank Transfer within 45 days; co-ordination between IPA (coastal) and IWAI (IWT leg) for verification

The Maritime Single Window 2.0 (MSW 2.0) coastal module is envisaged as a key precursor and the digital backbone for implementation of the Coastal Cargo Promotion Scheme (CCPS). All scheme-related functions, including processing of shipper and operator claims, VGF disbursement tracking, and Coastal Cargo Aggregation (CCA) performance monitoring, shall be undertaken through this platform. In view of the requirement for integration with the Public Financial Management System (PFMS) and adherence to Direct Benefit Transfer (DBT) protocols, the module will require an estimated development and stabilization period of nine months (June 2026 to February 2027), covering system design, development, integration, and User Acceptance Testing (UAT) with selected stakeholders. Accordingly, rollout of the CCPS shall be aligned with the timely operationalization of the MSW 2.0 coastal module.

4.9.3. Anti-Abuse Safeguards

A robust safeguard architecture is essential given the scale of fiscal outlay and the complexity of coastal shipping documentation. The following mechanisms have been designed to prevent gaming, fraud, and windfall claims:

Table 50. Safeguard and Anti-Abuse Provisions

S.No.	Risk / Potential Abuse	Safeguard Mechanism	Enforcing Authority
S-1	Fictitious / inflated voyages or cargo	Mandatory draft survey + port weigh bridge certification; MSW real-time	IPA / CCPC Verification Cell;

S.No.	Risk / Potential Abuse	Safeguard Mechanism	Enforcing Authority
	weights to claim incentive	data cross-reference; penalty of 3x claimed amount + debarment for 3 years on fraud detection	DGS Coastal Shipping Cell
S-2	Route-hopping (claiming new route incentive on existing routes)	CCPC maintains 3-year route registry; Cat B NRLG requires notified new routes by Gazette notification; GPS/AIS tracking of voyages mandatory	CCPC Route Registry; DGS AIS surveillance
S-3	Flag-of-convenience abuse (Cat B Indian-built preference)	IRS certificate mandatory; ship registry and keel-laying date verified against Lloyd's / IRS database; IBVP annual re-validation	DGS / IRS / CCPC
S-4	Cargo switching (loading at non-coastal berth and claiming coastal incentive)	Port Entry Certificate specifies berth number; cross-check with MSW manifest; random physical inspection by Port Health Officer / Custom	Major Port Authority / CBIC
S-5	FME-shipper collusion to inflate coastal volumes for fertiliser subsidy	Dept. of Fertilisers co-verification with CCPC; coastal manifest matched with NBS/DBT disbursement records; quantity caps on FME-level claims	Dept. of Fertilisers / CCPC / DBT Cell
S-6	Infrastructure VGF misappropriation / project delay	Milestone-based disbursement (no advance beyond 30%); escrow held by MoPSW; third-party physical inspection at each milestone; penalty clause for delay > 25%	MoPSW PMU / CAG / CCPC Infrastructure Desk
S-7	Rate gaming - artificial splitting of cargo to exceed per-tonne caps	Minimum parcel size thresholds enforced; single voyage = single claim; multiple B/L for same commodity on same vessel treated as single claim	CCPC Claims Cell; IPA
Note: The digital MSW integration is the single most effective anti-abuse mechanism, as it enables real-time cross-referencing of port entry/exit data, cargo manifests, and bill of lading data. CCPC is responsible for establishing the MSW (NDCS) integration module within 6 months of CCPS notification, with BISAG-N and NIC as technical partners.			

4.10. Priority Corridors Under CCPS

While the CCPS is designed as a nationally applicable scheme (all eligible coastal routes qualify), the Committee has identified 10 priority corridors where the combination of demand potential, infrastructure readiness, and regulatory enablers creates the highest probability of early traffic generation. These corridors will receive accelerated CCPC support - dedicated commodity desk attention, priority Category C project processing, and early CCA negotiation with anchor ministries.

Table 51. CCPS Priority Corridor Matrix

Code	Corridor Name	Origin → Destination	Primary Commodity	CCPS Category	Potential Volume
C-1	East Coast Coal RSR	MCL (Talcher/Angul) → PPA → VoCPA / ChPA / KPL	Thermal Coal for GENCOs (AP, TN, KA)	A-1, D-2, D-6	25-35 MT

Code	Corridor Name	Origin → Destination	Primary Commodity	CCPS Category	Potential Volume
C-2	West Coast Coal Corridor	PPA → DPA (Kandla) / Dahej → Gujarat GENCOs	Thermal Coal	A-1, D-6, B-1	10-15 MT
C-3	East Coast Iron Ore	Vizag (RINL) / PPA → CoPA / NMPA / ChPA	Iron Ore, Pellets for steel plants	A-1, D-2	15-25 MT
C-4	West-South Steel Corridor	DPA (Kandla) → VoCPA (Tuticorin) / CoPA	HR Coils, Steel Plates	A-3, D-6, B-2	5-8 MT
C-5	South-East Fertiliser Container	CoPA / VoCPA / ChPA ↔ PPA / SMPA (Kolkata)	Containerised Fertilisers (DAP, Urea)	A-2, A-5, D-4	3-6 MT
C-6	West Coast Automobile RoRo	KPL (Kamarajar/Ennore) → JNPA / MbPA	Automobiles (4-wheelers, 2-wheelers)	A-7, A-8, B-3, D-3	60-80K vehicles
C-7	Cement Hub-Spoke (South)	PPA / Krishnapatnam (clinker hub) → CoPA / ChPA / VoCPA (GU)	Cement Clinker	A-3, C-1	10-15 MT
C-8	NW-1 IWT + Coastal Integration	Varanasi / Patna → Haldia + Coastal leg south	Coal, Foodgrains, Containers	A-2, A-5, E, B-7	5-10 MT (RSV)
C-9	Odisha IWT-Coastal (NW-5)	Talcher / Angul → Paradip → South / West	Coal, Iron Ore, Fly Ash	A-1, D-6	10-15 MT
C-10	India-Sri Lanka-Singapore Feeder	Vizhinjam → Colombo → Singapore (feeder)	Containerised transshipment	A-5, B-4, D-1	Vizhinjam Ph-I potential

Note: Priority corridors are not exclusive; the CCPS is available for all eligible coastal routes. Priority designation determines CCPC resource allocation and CCA sequencing priority. Ref: Chapter 3 (O-D Analysis); Annexure II Coastal Committee Report (Feb 2026); stakeholder consultations.

4.11. Budget Framework and Fiscal Envelope

4.11.1. Budget Approach

The CCPS budget has been structured on a demand-driven, outcome-linked basis. Unlike fixed-outlay schemes, the principal expenditure categories (Categories A and B) are inherently demand-responsive - if coastal volumes exceed projections, expenditure increases correspondingly but so does the social and economic value generated (logistics cost savings, CO₂ emission reductions, road decongestion). The Infrastructure VGF component (Category C) is project-pipeline-based and has a defined ceiling per project, making it more predictable.

Three scenarios have been modelled for fiscal planning purposes:

- **Conservative Scenario:** 240-250 MT net coastal volume by FY 2029-30 (organic growth, limited CCA execution); total 5-year CCPS expenditure ₹15,544 Crore.
- **Moderate Scenario** (recommended baseline for budget provision): 250-270 MT net coastal volume by FY 2029-30; total 5-year expenditure ₹19,879 Crore (base case).300 Cr.
- **Ambitious Scenario:** 270-290 MT net coastal volume by FY 2029-30 (all Category D reforms implemented, full CCA compliance); total 5-year expenditure ₹24,313 Crore. enditure INR 11,500 Cr.

4.11.2. Five-Year Budget Envelope - Moderate Scenario

Table 52. CCPS Five-Year Budget Envelope - Moderate Scenario (INR Crore)

Expenditure Category	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	5-yr Total
Category A - Shipper Incentives (A-1 to A-11)	177	513	1,830	4,062	5,079	5,382	17,042
Category B - Operator Incentives (B-8 to B-14)	115	196	254	237	214	208	1,223
Recommendation for Category C - Infrastructure VGF (15 projects)							
Recommendation for Category D - Regulatory Reform (admin costs)	9	9	7	8	3	3	38
Recommendation for Category E - CCPC Operations (net, post self-recovery)	7	8	7	7	7	7	42

Source: All figures in constant FY 2026-27 prices; actual disbursements will reflect WPI indexation.

4.11.3. Return on Investment - Social Cost-Benefit

The fiscal investment in the CCPS generates a measurable return across multiple dimensions of national interest. The Committee has estimated the following social and economic benefits for the moderate scenario over the 5-year period:

- Logistics cost savings to the economy: An estimated ₹33,449 Crore (Moderate) in cumulative Total Logistics Cost (TLC) savings accruing to cargo owners, FMEs, and PSUs over the 5-year period, compared to equivalent road/rail movement - implying a benefit-cost ratio of 4.14× BCR on the CCPS expenditure of ₹19,879 Crore (Moderate Scenario).
- CO₂ emission reduction: Shifting 247 MT of incremental coastal cargo (cumulative, all 5 years under Moderate Scenario) generates an estimated 8 - 12 million tonnes of CO₂ equivalent savings over the period, contributing directly to India's NDC targets under the Paris Agreement.
- Road decongestion: 246.7 MT of CCPS-induced incremental coastal cargo corresponds to 57.9 MT displaced from road and 188.8 MT displaced from rail cumulatively over FY 2026-27 to FY 2031-32. This translates into about 7.23 million heavy truck-trips avoided over the period, based on the model's 30-tonne payload assumption.
- Employment and fleet development: The expanded coastal shipping sector supports an estimated approximately 700 direct and indirect jobs in vessel operations, port services, logistics, and shipbuilding by FY 2029-30.
- Shipbuilding demand: An incremental demand for approximately 90 coastal vessels (Moderate Scenario) (bulk carriers, container feeders, Ro-Ro, tankers) is generated by the moderate scenario, equivalent to 4 - 6 years of sustained order book for Indian shipyards at current capacity.

4.12. CCPS Governance, Administration and Review Architecture**4.12.1. Governing Hierarchy**

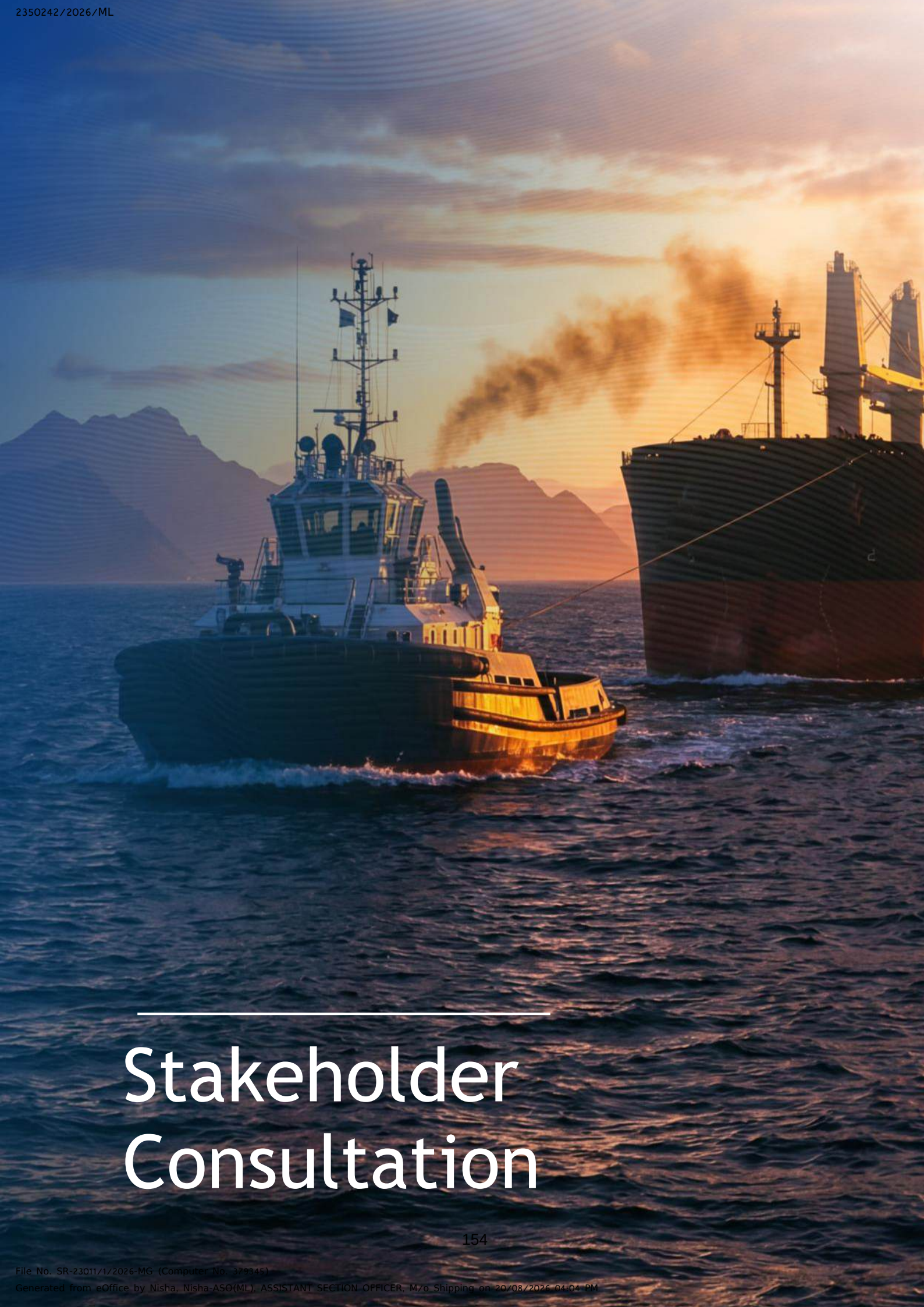
The CCPS is governed through a three-tier institutional architecture anchored in the MoPSW ecosystem:

- **Tier 1 - National Coastal Shipping & Maritime Committee (NCSMC):** Chaired by the Secretary, MoPSW; includes DGS, CMD-IPA, IWAI Chairman, and representatives of commodity ministries; provides annual strategic oversight, approves CCA targets, and reviews budget performance. Meets bi-annually.
- **Tier 2 - Inter-Ministerial Coordination Cell (IMCC):** Technical working group comprising Director-level officers from MoPSW, MoF (Revenue), MoR, Dept. of Fertilisers, FCI, Ministry of Steel, Ministry of Coal, and Ministry of Petroleum. IMCC drives the Category D regulatory reform agenda, tracks CCA performance quarterly, and coordinates inter-ministerial data sharing.
- **Tier 3 - Coastal Cargo Promotion Centre (CCPC) under IPA:** The operational nerve centre of the CCPS. CCPC is the single-window agency for route registration, claims verification, CCA management, infrastructure project facilitation, and the CCPS digital platform. CCPC's 35-member structure (as recommended in the Coastal Committee Report) covers: Cargo Aggregation & Market Development; Service Operations & Port Interface; Digital Platform & Analytics; Policy & Incentives; Finance, Legal & Risk; and Administration.

4.12.2. Review Cycle

The CCPS review cycle ensures continuous course correction without disrupting operational stability:

- **Monthly:** CCPC operations review - claims processed, routes active, CCA performance, infrastructure project status.
- **Quarterly:** IMCC regulatory reform tracking - Category D milestones; CCA performance against tonnage targets; budget utilisation report to MoF.
- **Annual:** NCSMC strategic review - rate calibration assessment; corridor expansion; CCA renewal or revision; fleet development report from IRS.
- **Mid-Term (Year 3): Comprehensive independent evaluation - traffic generation vs. targets; cost-benefit assessment; rate recalibration; sunset review for B-1 and B-2 instruments; decision on Ambitious Scenario trigger for enhanced budget provision.**
- **End-of-Scheme (Year 5):** Full evaluation - modal share achievement vs. 12% by 2047 trajectory; scheme continuation, modification, or graduation to next-generation coastal shipping programme.

A photograph of a tugboat pushing a large cargo ship on the ocean at sunset. The tugboat is in the foreground, moving towards the right, with its bow wave visible. The cargo ship is partially visible on the right side of the frame. The sky is filled with orange and yellow light from the setting sun, and mountains are visible in the background. The water is dark blue with white foam from the waves.

Stakeholder Consultation

5. Stakeholder Consultation

5.1. Overview and Consultation Framework

The formulation of the Coastal Cargo Promotion Scheme (CCPS) has been driven by an extensive, structured, and multi-layered stakeholder consultation process conducted between February and April 2026. This process was specifically designed to ensure that the Scheme is grounded in operational realities, draws upon the cargo data and logistical experiences of the entities it seeks to incentivise, and commands broad ownership across the diverse institutions that will be responsible for its implementation and oversight.

The consultation architecture was designed in three distinct but interlocking phases:

- i. internal committee deliberations,
- ii. ministry-level and regulatory body engagement, and
- iii. open industry and port stakeholder consultations.

This three-phase approach reflects the complexity of the coastal shipping ecosystem in India, which involves commodity-owning Ministries, a large number of port authorities across major, minor, and private categories, State Maritime Boards, national industry associations, shipping lines, cargo owners, logistics intermediaries, and industrial conglomerates. Across these phases, the Committee convened fourteen formal meetings or consultations, issued over forty written communications, and received structured written responses, questionnaire submissions, and detailed position papers from a wide cross-section of stakeholders.

Across all phases of consultation, stakeholders were furnished with a Background Study on the Draft Scheme Assessment Report Outline and Roadmap (Annexure A), the Draft Framework of the CCPS (Annexure B), and commodity- or sector-specific Questionnaires (Annexure C) - enabling structured and substantive engagement rather than purely reactive commentary. Responses received were analysed by the Committee Secretariat and integrated into successive drafts of the Scheme Framework.

5.1.1. Composition of the Committee

The Committee constituted under the OM of 17 February 2026 was chaired by the Director General of Shipping (DGS) and comprised the following members:

Table 53. Composition of the Committee

Member / Organisation	Role / Designation
Director (Shipping), Ministry of Ports, Shipping and Waterways	Member - Director (Shipping), Ministry of Ports, Shipping and Waterways
Director General of Shipping & Additional Secretary, MoPSW	Chairperson - Director General of Shipping & Additional Secretary, MoPSW
Chairperson, Paradip Port Authority (PPA)	Member - Major Port Representative (East Coast)
Chairperson, Mumbai Port Authority (MbPA)	Member - Major Port Representative (West Coast)
Chairperson, Deendayal Port Authority (DPA)	Member - Major Port Representative (West Coast)
Managing Director, Kamarajar Port Limited (KPL)	Member - Major Port Representative (East Coast / Tamil Nadu)
Managing Director, Indian Ports Association (IPA)	Member - Apex Port Coordination Body

5.2. Chronological Account of Consultations

The consultation process unfolded across a compressed but intensive sixty-day period from 21 February 2026 to 21 April 2026. The following sub-sections detail each phase and meeting in chronological sequence, noting the participants, agenda, and key outcomes at each stage.

5.2.1. Genesis of the Process - OM and Initial Circulation (17-21 February 2026)

The formal point of departure for the consultation process was the Ministry of Ports, Shipping and Waterways Official Memorandum No. SR23011/1/2026-MG (379345) dated 17 February 2026, which constituted the Committee, laid down its Terms of Reference, and communicated the mandate to design, develop, and recommend the CCPS. This OM was circulated by the Directorate General of Shipping to all Committee members and designated recipients on 21 February 2026, along with Annexure-1 and the previously prepared Coastal Committee Report (Final) dated 5 February 2026.

The circulation of the OM and its supporting annexures set the stage for the Scheme formulation process, contextualising it within the broader national mandate articulated in Union Budget 2026-27 - namely, the target to increase the modal share of coastal and inland waterway transport from approximately 6% to 12% by 2047.

5.2.2. First Committee Meeting (25 February 2026)

The First Meeting of the Committee was held on 25 February 2026 between 1630 and 1730 hrs at the 1st Floor, South Tower, NBCC Place, Bhisham Pitamah Marg, Lodi Road, New Delhi-110003, in hybrid mode. Meeting notices and supporting documents - including the OM, the letter dated 24 February 2026, and background materials - were circulated by DGS to all Committee members, including the Chairpersons of Major Port Authorities and the IPA Managing Director.

This inaugural meeting served as the constitutive session of the Committee. The agenda covered: (i) formal introduction of the Committee's mandate and Terms of Reference; (ii) an overview of the preliminary background assessment and the outline roadmap for the Scheme; (iii) initial deliberations on the conceptual framework for the CCPS; and (iv) identification of the priority commodities and stakeholders to be engaged in the first round of structured outreach.

Key Outcome - First Committee Meeting (25 February 2026)

The Committee agreed on the broad architectural pillars of the CCPS, affirmed the need for a consultative, evidence-based approach, and authorised the Secretariat to proceed with (a) development of a first draft of the Scheme Framework, (b) preparation of commodity and stakeholder-specific questionnaires, and (c) initiation of formal engagement with Ministries, Ports, and Industry associations.

5.2.3. Circulation of First Draft CCPS Framework (10-11 March 2026)

Following the internal review meetings, the first cut of the draft documents was finalised and circulated to all Committee members - specifically to the Chairpersons/MDs of Paradip Port Authority, Mumbai Port Authority, Deendayal Port Authority, Kamarajar Port Limited, Director, Shipping, MoPSW, and the IPA Managing Director - on 10 March 2026 and re-confirmed on 11 March 2026. The package comprised six documents:

- OM to DGS and others dated 17.02.2026 (the constituting OM)
- Letter dated 24.02.2026 (First Committee meeting notice)
- Annexure A1 - Background of Draft Scheme Assessment Report: Outline Roadmap
- Annexure A2 - Coastal Committee Report (January 2026)

- Annexure A3 - Updated ADB Report
- Annexure B - Framework of the Coastal Cargo Promotion Scheme (Draft)
- Annexure C - Ministries and Stakeholder Specific Questionnaires

Members were requested to review the draft documents and provide preliminary inputs. This circulation marked the first formal external sharing of the CCPS draft, and the responses received from port members during this phase directly shaped the revised draft that was tabled at subsequent consultation sessions.

5.2.4. Interim Committee Meeting (25 March 2026, 1130 hrs)

An interim online Committee meeting was convened by DGS on 25 March 2026 at 1130 hrs via Microsoft Teams, attended by the Chairpersons of the four major port members of the Committee, the IPA Managing Director, and the Director (Shipping), MoPSW.

In his communication of 24 March 2026, DGS stated that the Secretariat had submitted interim observations on the Scheme to the Ministry of Ports, Shipping and Waterways, noting explicitly that these were 'subject to advice, correction and revision as finalised in consultation with the esteemed members of the Committee.' The documents previously circulated - comprising the Background Study (19 March 2026 version), Annexure B (Draft Framework), and Annexure C (Regulatory and Taxation annexure) - were referenced as the basis for deliberation.

Key Outcome - Interim Committee Meeting (25 March 2026)

The interim meeting served to review progress on the first draft of the CCPS Framework, consolidate inputs received from port members, identify gaps in stakeholder outreach - particularly with commodity ministries - and finalise the schedule and scope for the formal first round of SPOC nominations and external stakeholder engagement.

5.3. Engagement with Central Ministries and Regulatory Bodies

A critical pillar of the CCPS consultation design was the structured engagement with commodity-owning Ministries and regulatory bodies at the Central Government level. Given that the Scheme's ultimate objective is to incentivise modal shift for specific cargo types - bulk commodities (coal, iron ore, fertilisers), petroleum, liquid cargo, steel, cement, foodgrains, and automobiles - it was essential to anchor the Scheme's financial architecture in verified data on cargo volumes, existing transportation patterns, and logistical constraints as reported by the ministries responsible for those sectors.

This engagement proceeded through two formal waves: (i) an initial outreach wave in March 2026, seeking SPOC nominations and preliminary inputs; and (ii) a follow-up DO letter wave in April 2026, escalating the request to the Secretary level.

5.3.1. First Wave - SPOC Nominations and Preliminary Inputs (20 March 2026)

On 20 March 2026, DGS despatched a batch of formally structured letters, enclosing the Background Study (Annexure A) and the Draft CCPS Framework (Annexure B) with ministry/sector-specific questionnaires (Annexure C), to the following Ministries and agencies. A deadline of 24 March 2026 was communicated for the receipt of inputs. The communications requested each Ministry to: (i) nominate a Single Point of Contact (SPOC) for coordination with the Committee; and (ii) furnish preliminary inputs on coastal cargo potential for their sector, including cargo type, volume, existing transportation patterns, and key constraints.

Table 54. Details of Communications requested from each Ministry

S.No.	Ministry / Department / Agency	Date Ref	Questionnaire Focus / Commodity
1.	Ministry of Coal / NTPC	20 Mar 2026	Coal movement (thermal coal, coking coal); GENCOs, NTPC feedstock patterns
2.	Dept. of Food & Public Distribution / FCI	20 Mar 2026	Foodgrains (wheat, rice); FCI coastal movement potential, south-to-north, east-to-west patterns
3.	Ministry of Petroleum & Natural Gas	20 Mar 2026	Petroleum, Oil & Lubricants (POL); crude, HSD, ATF coastal movement
4.	Ministry of Power / NTPC	20 Mar 2026	Power sector coal logistics; thermal plant-to-port routing
5.	Dept. of Fertilizers / RCF	20 Mar 2026	Fertilisers (Urea, DAP, MOP, NPK); import substitution, coastal distribution
6.	Ministry of Steel / JSW Steel	20 Mar 2026	Steel products; raw material (iron ore, coking coal), finished goods coastal despatch

5.3.2. Second Wave - DO Letters to Ministry Secretaries (13 April 2026)

Given the compressed timeline of the scheme formulation process and the absence of adequate response from several Ministries to the initial March 2026 communication, a second, higher-level outreach was undertaken on 13 April 2026 in the form of DO letters from the Director General of Shipping addressed directly to the Secretaries of the respective Ministries. This escalation reflected the criticality of securing verified commodity-specific cargo data to underpin the financial modelling of the CCPS. The following DO letters were issued:

Table 55. Details of DO Letters to Ministry Secretaries

S.No.	Addressee - Secretary	Ministry / Department	DO Letter Reference / Remarks
1.	Shri Ashutosh Agnihotri	Dept. of Food & Public Distribution	13 Apr 2026; DO letter accompanied by CCPS Framework and Questionnaire; FCI CMD also cc'd
2.	Shri Vikram Dev Dutt, IAS	Ministry of Coal	13 Apr 2026; DO letter with questionnaire for Coal and Power sectors; NTPC CEO cc'd
3.	Dr. Neeraj Mittal	Ministry of Petroleum & Natural Gas	13 Apr 2026; DO letter with POL/LNG questionnaire; SHIPPING HEAD/HPCL cc'd
4.	Shri Pankaj Agarwal, IAS	Ministry of Power	13 Apr 2026; Coal-Power sector questionnaire enclosed; NTPC cc'd
5.	Shri Sandeep Pondrik, IAS	Ministry of Steel	13 Apr 2026; DO letter with Steel questionnaire; JSW Steel logistics cc'd
6.	Shri Rajesh Agrawal	Ministry of Commerce & Industry (Railways / Logistics)	13 Apr 2026; Background study and CCPS Framework enclosed; no specific commodity questionnaire - general logistics inputs sought

5.3.3. Responses Received from Ministries and Regulatory Bodies

As at the date of compilation of this report (30 April 2026), formal written responses had not yet been received from the Ministry of Coal, Ministry of Power, Ministry of Steel, Ministry of Petroleum and Natural Gas, or Ministry of Commerce and Industry. The DO letter dated 13 April 2026 represented the most recent formal attempt to solicit these inputs. The Committee noted that the absence of Ministerial inputs constrained the precision of the commodity-specific financial modelling embedded in the CCPS; however, the Scheme Framework was developed using secondary data from official government sources, supplemented by commodity-level analysis undertaken by the Secretariat.

Subsequently, SPOC nominations have been received from the concerned commodity-specific Ministries/Departments, as detailed below:

Sl. No.	Ministry/Department	Name	Designation
1	Ministry of Coal	Deepak Goel	Director (CPIAM)
2	Ministry of Petroleum & Natural Gas	Yashika Mehta	Deputy Secretary (IC)
3	Ministry of Power / CEA	Alok Dwivedi; Pawan Gupta	Deputy Director (FM)
4	Ministry of Steel	Gopalakrishnan Ganesan	Director
5	Department of Food & Consumer Affairs	Ms. Priya Jacob	Director (Logistics and Storage-II)
6	Department of Fertilizers	Mukesh Meghwal	Deputy Secretary
7	Ministry of Commerce / DGFT	Abhinav Gupta Sagar Kadu	Additional DGFT Director (Logistics Division), DPIIT

Further, formal written inputs have been received from the Food Corporation of India (FCI) vide communication dated 29 April 2026. Formal responses from the remaining Ministries/Departments are awaited.

Separately, the Inland Waterways Authority of India (IWAI) which had been approached through an earlier DGS communication dated 23 March 2026 under the Shipbuilding and Coastal Shipping Strategic Support Engagement nominated its SPOC as the Deputy Director (P&C), IWAI, Noida, following internal processing through the IWAI Chairman, Vice Chairman, Member (Technical), and Secretary.

Account of In-Person outreach and meetings conducted in Delhi with Various Ministries

Outreach for in-person appointments with nominated SPOCs of Ministry of Coal, Ministry of Power, Ministry of Steel, Ministry of Petroleum and Natural Gas, Department of Food and Public Distribution, Ministry of Commerce and Industry and IWAI was conducted between 27 April 2026 to 29 April 2026. Out of these, meetings were scheduled and completed with Ministry of Coal, Ministry of Power, Ministry of Consumer Affairs, Food & Public Distribution and IWAI. Responses from each of these meetings have been summarized below.

Response from Ministry of Coal

An in-person meeting with the assigned SPOC from the Ministry of Coal, Shri Deepak Goel, Director (CPIAM), was held on 28 April 2026 at 1300 hrs, wherein the inputs required from the Ministry in respect of the Questionnaire were discussed and aligned. During the meeting, the Ministry shared reference materials, including the Integrated Coal Logistics Plan and the Koyla Shakti dashboard, which are expected to support the assessment of cargo volumes and other relevant parameters as per the Questionnaire. The discussions were constructive; however, the formal written response to the Questionnaire is awaited.

Response from Ministry of Power

An in-person meeting with the assigned SPOC from the Ministry of Power/CEA, Shri Alok Dwivedi, Deputy Director (FM), was held on 28 April 2026 at 1600 hrs, wherein the Questionnaire was discussed in detail for obtaining the Ministry's inputs. The SPOC informed that certain responses to the Questionnaire had already been shared with MoPSW and would be transmitted to DG Shipping through the prescribed channels. It was further conveyed that the Ministry would circulate the Questionnaire to GENCOs for additional inputs and endeavour to furnish a comprehensive response within a week.

Response from IWAI

An in-person meeting with the SPOC from Inland Waterways Authority of India (IWAI), Shri A.K. Bansal, was held on 27 April 2026 at 1530 hrs, wherein detailed discussions were held on the operational, commercial, and infrastructural aspects relating to coastal and inland waterways integration.

During the meeting, key potential corridors such as Paradip - Haldia and further connectivity towards inland waterways (including NW1 and NW2) were highlighted. It was noted that while certain stretches are operational or under development, seamless integration between coastal shipping and inland waterways remains limited. The SPOC emphasised that first and last mile connectivity costs and the absence of return cargo significantly impact overall logistics cost, with empty return legs increasing freight costs substantially.

Key barriers identified included the lack of dedicated infrastructure (such as berths and handling facilities), absence of scheduled and reliable services, limited availability of river-sea vessels and barges, and inadequate multimodal integration. It was further highlighted that there is no established system for regular coastal-inland connectivity, which affects stakeholder confidence and cargo aggregation.

From a commercial perspective, the need for fixed schedules, rate stability, and improved demand discovery mechanisms was emphasised. The absence of parity in subsidy structures vis-à-vis railways particularly for commodities such as food grains and fertilizers was identified as a major deterrent to modal shift. It was noted that schemes providing freight subsidy under rail transport are not currently extended to inland waterways, affecting competitiveness.

The SPOC further highlighted that incentives such as port charge rebates, berthing priority, connectivity support, and viability gap funding could improve adoption. It was recommended that incentives should be extended not only to cargo owners but also to vessel operators, based on learnings from existing schemes such as Jalvahak related interventions. Performance-linked incentives based on cargo volumes were also suggested.

On the supply side, limited availability of suitable vessels, particularly river-sea vessels, was identified as a critical constraint. The adoption of tug-barge combinations and modular vessel configurations was recommended to address draft limitations and improve operational efficiency. The need for fleet financing support and technological interventions was also highlighted.

The importance of assured cargo commitments from government entities and PSUs was emphasised as a key enabler for private investment in fleet and infrastructure. Further, development of multimodal hubs with appropriate cargo handling infrastructure (for bulk, break-bulk, containerised, and liquid cargo) was considered essential.

In conclusion, the Questionnaire was discussed in detail, and well-structured inputs were provided by IWAI. A copy of the Jalwahak Scheme was shared for reference, along with relevant data requirements to be furnished by IWAI. Overall, the discussions underscored the need for a targeted, corridor-based approach, supported by infrastructure development, policy incentives, digital integration (including platforms such as the National Logistics

Portal), and coordinated stakeholder engagement to enhance the viability of coastal and inland waterways integration.

Response from FCI

Detailed response was received from the Ministry on the Questionnaire circulated by DGS. Detailed information regarding cargo volumes, production-consumption hubs and modal split for the previous three years was received. It was understood that wheat and rice are the primary commodities moved by FCI from surplus regions (Punjab/Haryana/MP for wheat and Punjab/Haryana/MP/ Chhattisgarh/ Odisha/ Telangana/AP for rice) to deficit regions, with high dependence on road and rail. Other questions were also addressed satisfactorily by the Ministry.

Response from DPIIT

An in-person meeting with the SPOC from the Department for Promotion of Industry and Internal Trade (DPIIT), Shri Sagar Kadu, Director (Logistics Division), was held on 29 April 2026 at 1500 hrs, wherein detailed discussions were held on policy, regulatory, and cost-related aspects impacting coastal shipping and multimodal logistics.

During the meeting, it was highlighted that the Scheme framework is being structured around four key pillars, namely: (i) cargo-related incentives to encourage additional and new cargo movement, (ii) incentives for vessel operators to improve serviceability on underserved or new routes, (iii) infrastructure support across ports and inland waterways, and (iv) regulatory and taxation-related interventions requiring multi-ministerial coordination. Stakeholder concerns received across consultations have been categorised under these pillars for appropriate policy response.

The SPOC indicated that there is presently no consolidated baseline data available on modal share across transport modes. However, ongoing work under sectoral logistics initiatives (SPEL) and the National Logistics Policy (NLP) may provide relevant inputs on logistics cost, commodity flows, and modal dynamics. It was highlighted that while coastal shipping is generally cost-competitive for bulk cargo, its viability reduces significantly for containerised and light cargo due to first and last mile costs, additional handling, and longer transit timelines.

Key operational challenges identified include high first and last mile costs, longer transit time compared to road transport, lack of streamlined documentation, and procedural requirements (including customs and port-related processes). The need for simplified documentation mechanisms, including provision of a unified cargo document/receipt for coastal movement, was specifically highlighted.

Regulatory constraints, including issues related to cabotage, vessel availability, and procedural delays in approvals (such as NOC requirements), were also discussed. It was suggested that further digitisation and process simplification could improve efficiency and reduce transaction time.

From a policy perspective, the absence of dedicated coastal-specific interventions within existing national frameworks such as PM Gati Shakti and NLP was noted. While logistics data and dashboards are being developed under DPIIT, coastal and inland waterways-specific datasets remain limited and are primarily held by respective line Ministries.

The SPOC also highlighted the importance of focusing on specific cargo segments namely bulk, liquid, and containerised cargo with particular focus on improving container movement through coastal shipping. It was further noted that assured cargo, improved mechanisation, and enhanced multimodal integration would be critical to improving competitiveness.

In conclusion, the Questionnaire was discussed in detail, and well-structured inputs were provided by DPIIT. A copy of the "Assessment of Logistics Cost in India" report prepared by the Logistics Division, DPIIT, was shared for reference. Overall, the discussions provided

useful insights on policy gaps, cost structures, and regulatory constraints, and underscored the need for targeted interventions, improved data availability, and coordinated action across Ministries to enhance the modal share of coastal shipping.

5.4. Engagement with the Port Ecosystem

The port ecosystem engagement constituted the largest and most operationally detailed component of the CCPS consultation exercise. It proceeded across three categories: (i) Major Port Authorities; (ii) State Maritime Boards; and (iii) Minor, Intermediate, and Private Ports. A total of over 150 port-related entities - spanning 13 major ports, 7 State Maritime Boards, and a large number of private and minor ports spread across Gujarat, Maharashtra, Goa, Andhra Pradesh, Odisha, Kerala, Tamil Nadu, West Bengal, and Karnataka - received formal consultation communications.

5.4.1. Major Port Authorities

On 20 March 2026, formal letters requesting SPOC nominations and preliminary questionnaire inputs were despatched to all 13 Major Port Authorities and the Indian Ports Association. The communication package enclosed the Background Study (Annexure A), the Draft CCPS Framework (Annexure B), and the Major Ports-specific Questionnaire. A response deadline of 24 March 2026 was stated. This initial outreach was supplemented by further meeting invitations on 7 April 2026 (for the First Stakeholder Consultation with Ports on 8 April 2026) and again on 13 April 2026 (for the Second Stakeholder Consultation on 15 April 2026).

Table 56. Details of Communications requested each Major Ports

S.No.	Port Authority	SPOC Nominated	Response / Inputs Provided
1.	Paradip Port Authority (PPA) [Committee Member]	Shri Ramchandra Soren, Dy. Director (SM)	Full questionnaire response submitted on 15 Apr 2026; attached 'Current Status of Coastal Cargo Traffic and Infrastructure' document. Inputs covered coastal cargo volumes for the last 3 years by commodity.
2.	Mumbai Port Authority (MbPA) [Committee Member]	To be confirmed	Attended all Committee and Stakeholder meetings as member; inputs integrated through meeting deliberations.
3.	Deendayal Port Authority (DPA) [Committee Member]	To be confirmed	Committee member; operational inputs provided during meetings. DPA had originally hosted pre-committee meeting in Feb 2026.
4.	Kamarajar Port Limited (KPL) [Committee Member]	Shri A. Saravanan, Manager (Traffic)	Formal response letter dated 10 Apr 2026 with three Annexures - detailed coastal cargo data, infrastructure status, and scheme suggestions (File 45). Submitted post First Stakeholder meeting.
5.	Mormugao Port Authority (MPA-Goa)	Dy. Director (R) / PMS Div. Traffic Department	Questionnaire inputs submitted via Deputy Director (R) / PMS Division (File 30); dated 1 Apr 2026. Detailed data on coastal cargo types and vessel movements.

S.No.	Port Authority	SPOC Nominated	Response / Inputs Provided
6.	New Mangalore Port Authority (NMPA)	Sri Satishkumar, Advisor (PPP/Traffic)	SPOC nominated 26 Mar 2026. Full questionnaire response attached (NMPA Reply on Questionnaire + Coastal Cargo for last 3 years.xlsx); submitted 27 Mar 2026 (File 31/32).
7.	Syama Prasad Mookerjee Port, Kolkata (SMPA)	Shri Kritidwipan Banerjee, Research Officer, P&R Division	SPOC formally nominated 3 Apr 2026 by competent authority (File 28). SMPA noted it would coordinate on coastal cargo potential for the Kolkata Port region. Full questionnaire response submitted on 24 Apr 2026.
8.	V.O. Chidambaranar Port Authority (VOCPA)	Shri Vimal Bhargavan, Traffic Manager	SPOC nominated and detailed questionnaire response submitted on 8 Apr 2026 (File 48). Response forwarded by Chairman VOCPA to TM for compilation.
9.	Jawaharlal Nehru Port Authority (JNPA)	To be confirmed	Included in all formal outreach rounds; no formal written response on record as at compilation date.
10.	Chennai Port Authority (CPA)	Sr. DTM, Traffic Dept.	Questionnaire submitted by DTM (Marketing) on 20 Apr 2026 (File 56 - note: mis-attributed header; response is from CPA).
11.	Visakhapatnam Port Authority (VPA)	To be confirmed	Included in all outreach; inputs integrated via meeting participation.
12.	Cochin Port Authority (CPA-Cochin)	To be confirmed	Included in all outreach; inputs integrated via meeting participation.
13.	Indian Ports Association (IPA)	MD IPA	Core Committee member; integral to all deliberations throughout the process.

5.4.2. State Maritime Boards

On 20 March 2026, parallel communications were despatched to all State Maritime Boards with the State Maritime Boards-specific Questionnaire. A second wave of outreach to maritime boards was also included in the minor/private ports stakeholder consultation on 7 April 2026 and again on 13 April, 15 April, and 20 April 2026, expanding the engagement to intermediate and private ports under each Board's jurisdiction.

Table 57. Details of Communications requested each State Maritime Board

S.No.	State Maritime Board / Authority	File Reference	Response Status / Inputs
1.	Maharashtra Maritime Board (MMB)	20 Mar 2026	Included in all outreach; written response awaited as at compilation date.
2.	Andhra Pradesh Maritime Board (APMB)	20 Mar 2026	Formal response received 22 Apr 2026. CEO APMB addressed; response received on record.
3.	Tamil Nadu Maritime Board (TNMB)	20 Mar 2026	Addressed to TNMB; included in all follow-up consultations.
4.	Gujarat Maritime Board (GMB)	20 Mar 2026	CEO and CGM GMB addressed; included in all Gujarat cluster outreach.

5.	Captain of Ports, Goa	20 Mar 2026	Formal response received 6 Apr 2026. Goa has established a Coastal Shipping Promotion Cell; iron ore, met coke, coal, bentonite identified as key coastal commodities; mini harbour jetty and C-type breakwater projects planned; 100% Sagarmala 2.0 funding sought. SPOC: Shri Arjun Fadate, Technical Superintendent (Ports), COP Dept., Goa.
6.	West Bengal Maritime Board (WBMB)	20 Mar 2026	CEO WBMB addressed; no response on record as at compilation date.
7.	Kerala Maritime Board (KMB)	20 Mar 2026	CEO KMB addressed; included in extensive Kerala minor ports outreach.

5.4.2.1. *Captain of Ports, Goa - Inputs*

The Captain of Ports Department, Goa, provided among the most detailed written responses of the State Maritime Board consultation. The response of 6 April 2026 submitted the following substantive information:

- **Existing coastal cargo operations:** Coastal cargo is primarily transported using SOC IV barges. Key commodities include iron ore (lumps, fines, pellets), met coke, coal, and bentonite.
- **Operational constraints:** Maximum permissible vessel draft of approximately 3.2 metres at riverine jetties restricts vessel size and cargo load capacity. Air draft limitations imposed by bridge heights on inland waterways restrict movement of larger vessels.
- **Infrastructure development plans:** Construction of a mini harbour jetty in the Zuari River and a C-type breakwater at the Mandovi River are underway or planned, expected to significantly improve navigability and ensure year-round cargo operations.
- **Funding request:** 100% funding sought under the Sagarmala 2.0 Programme for maritime infrastructure projects.
- **Coastal Shipping Promotion Cell:** Goa has proactively established a dedicated Coastal Shipping Promotion Cell to enhance and promote coastal cargo movement within the state.

5.4.2.2. *Andhra Pradesh Maritime Board (APMB) - Inputs*

The Andhra Pradesh Maritime Board (APMB) furnished detailed written inputs on the draft CCPS framework, highlighting key policy and implementation considerations. The submission outlines the following key observations:

- **Incentive framework:** The proposed multi-layered structure (per tonne-NM, per TEU, per vehicle, and VGS) is considered administratively complex. The broad commodity basket may favour existing cargo streams, with limited impact on inducing new coastal movement.
- **Definition gaps:** Ambiguity in key terms such as “voyage leg” and “point of loading to discharge” may lead to inconsistent interpretation, particularly in multi-leg and transshipment scenarios.
- **Beneficiary alignment:** Limiting incentives to shippers may reduce effectiveness, as logistics decisions are often taken by logistics service providers.
- **Route eligibility:** Criteria linked to specific port categories may restrict flexibility, with lack of clarity on treatment of multi-leg routes.

- **Implementation challenges:** Capacity constraints at non-major ports and absence of defined tolerance limits for cargo variation may lead to delays and disputes in processing.

Overall, APMB highlighted the need for simplification of the incentive structure, clearer definitions, and strengthened implementation mechanisms to ensure effective operationalisation of the Scheme.

5.4.3. Minor, Intermediate, and Private Ports - Multi-Wave Outreach

The minor and private port consultation represented the broadest dimension of the port ecosystem engagement. In recognition of the large number and geographical diversity of private port operators and intermediate ports across India's coastal states, the DGS Coastal Branch conducted a highly inclusive, multi-wave outreach exercise. Across the period 7 April 2026 to 20 April 2026, emails were despatched to over 100 distinct port entities spanning Gujarat, Maharashtra, Goa, Andhra Pradesh, Odisha, Kerala, Tamil Nadu, West Bengal, Karnataka, Lakshadweep, and Puducherry.

The minor and private port outreach package comprised: the Background Study (Annexure A), the CCPS Draft Framework (Annexure B), and the Minor/Private Ports-specific Questionnaire. Four distinct outreach rounds were conducted:

- **7 April 2026:** First outreach to minor and private ports covering Gujarat cluster (GMB Porbandar, Okha, Dahej, Hazira, Mundra, Adani ports, Shell, Essar Ports, Reliance Industries, L&T, APM Terminals, GCPTCL, Petronet LNG), Maharashtra cluster (MMB, Angre Port, Belekeri, Maharashtra cluster contacts), Goa (COP Dept.), Andhra Pradesh cluster (Gangavaram, Kakinada, Krishnapatnam, Bapulapadu Container Depot, BPDCL), Karnataka (NMPT Mangalore), Kerala cluster (Beyport, Kozhikode, Alappuzha, Kollam, Vizhinjam, Azhikkal, Kannur, Thalassery, Kodungallur, Kottayam), Tamil Nadu (TNMB, Cuddalore, Rameswaram, Karaikalport), Odisha (Dhamra, Subarnarekha, Gopalpur, Directorate of Ports & IWT Odisha), and Andaman & Nicobar Islands.
- **13 April 2026:** Second round to the same distribution list, with the presentation from the 1st Stakeholder Consultation Meeting on CCPS (Ministries) dated 20 April 2026 attached as an updated document, and meeting invitation for the Second Stakeholder Consultation on 15 April 2026 extended.
- **15 April 2026:** Third round including updated documentation and meeting link for the Second Stakeholder meeting.
- **20 April 2026:** Fourth and pre-final round with expanded Questionnaire for Minor and Private Ports and an invitation to the Third and Final Consultation meeting on 21 April 2026 at 1300 hrs. Notably, the meeting specifically targeted a core group of minor port representatives including SMPA officers (Soumik De Sarkar), Kolkata Port officers, NMPA Mangalore contacts, private operators along with a tailored questionnaire set.

5.4.3.1. Response - JSW Dharamtar Port (21 April 2026)

JSW Dharamtar Port Private Limited, represented by Shri Pradip Baviskar, responded on 21 April 2026 (the day of the Third and Final Consultation) to the meeting invitation for the 21 April 2026 meeting. JSW Dharamtar Port submitted a completed Minor and Private Ports Questionnaire, providing inputs pertaining to its specific port operations relevant to the CCPS design.

5.5. Engagement with Industry, Shipping Lines, and Industry Associations

The industry and shipper consultation track was the most expansive in terms of the number and diversity of entities engaged. Across three formal consultation rounds spanning 20 March to 21 April 2026, the DGS and Committee Secretariat engaged a total of over 150 entities,

encompassing national shipowners, international shipping lines, commodity-sector corporates, logistics intermediaries, freight forwarding companies, and national industry apex bodies. This track was specifically designed to capture the demand-side perspective on the CCPS - assessing the conditions under which cargo owners and shippers would be incentivised to shift from road or rail to coastal shipping.

5.5.1. Initial Outreach - SPOC Nominations and Questionnaire (20 March 2026)

On 20 March 2026, the DGS Coastal Branch despatched formal communication to a comprehensive list of industry stakeholders, enclosing the CCPS Background Study, Draft Framework, and the Questionnaire for Consultation with Other Stakeholders. The communication explained the Committee's constitution, its Terms of Reference, the modal shift target, and the importance of industry participation in the scheme design. The deadline for inputs was 24 March 2026. The industry outreach list covered the following categories of stakeholders:

Table 58. Initial Industry Outreach

Category	Key Entities Contacted
National Shipowners and Shipping Industry	INSA (Indian National Shipowners' Association) - CEO Anil Devli, Capt. Kapil Kekre; ICCSA (ICC Shipping Association) - Rakesh Singh; Shipping Corporation of India (SCI) - S.V. Kher; PPL (Patel Shipping); IMARE (Institute of Marine Engineers)
Petroleum and Oil Companies	Bharat Petroleum Corporation Ltd. (BPCL) - Crude Chartering; Indian Oil Corporation (IOC) - Kamaluddin MA, SAMANTAP; HPCL - SHIPPINGHEAD, ANISHKJ; ONGC - Singh Ajaykumar, Pillai U, Rashmi Dibya, Rigmov; GAIL - M Dutt, LNG Shipping
Steel Sector Corporates	JSW Steel - Manish Kumar (AVP Shipping Ops.); Tata Steel - Sugandha Jayaswal; Jindal Steel & Power - Nandkishor Sharma, Akxya Jain; Vizag Steel (RINL) - M Bhagat; ArcelorMittal Nippon Steel India - Ashutosh Mathur; SAIL - Chandrasai, Sudip
Cement Companies	UltraTech Cement - Investor Relations; ACC Limited - Investor Relations; Dalmia Bharat - Investor; Ambuja Cement - Sankalp Kumar (GMB contacts)
Automobiles and Industrials	Maruti Suzuki - Corporate Communications; Tata Motors - Press Relations; Mahindra - Shareholder Relations; Hyundai India
Logistics and Shipping Lines	Maersk India - Karan Kochhar, Vivek Sharma; CMA CGM - DHI S Nair, MBY Kajaykumar; MSC - Tarun Kalra; Samsara Group - Bakshi; SP Armada - DCS; J.M. Baxi - Pramod B; Ben Line Agencies - Pushpa Shirsat; Kodee Shipping - Anil Poojary; Shri Chandra Bulk - Alim Patel; Arya Offshore - Aryaspl; Shaan Marine - Veer; Coal India (CIL) - CIL Delhi
Industry Apex Bodies	CII - Virendra Gupta, Pikender Pal Singh, Roshan Kumar, Ravi Bhushan, Ashwani Gupta (Chairman Shipping & Ports Committee), R. Mukundan (Chairman ASCON); ASSOCHAM - Sumita Chakravarty, Anita Naik, Ambika Sharma, Arushi Jain; FICCI - Infrastructure Division, Varun Gogia, Anshuman Chaudhary, Neerja Singh, Vinay Kumar Gupta, Akshay Mittal; FIEO - Ajay Sahai; Bombay Chamber - CSLA
Conglomerates and Energy	Adani Group - Investors, Ashish Gupta, Hiren Shah, and port-specific contacts at Dahej, Mundra, Dhamra; Reliance Industries - Rachna Sood, Ketan Mokashi, Suresh C. Gaggar, Sharad Tyagi, Krupanidhi Tripathi; Petronet LNG - Investors

5.5.2. *Response from INSA (Indian National Shipowners' Association)*

The most substantive early response from the industry track came from the Indian National Shipowners' Association (INSA). On 2 April 2026, Shri Anil Devli, CEO INSA, sent a formal written response, acknowledging the consultation and nominating two SPOCs from the INSA Secretariat:

- **SPOC 1:** Ms. Rupali Ghanekar, Economic Adviser, INSA (Email: rupali@insa.org.in)
- **SPOC 2:** Capt. Kapil Kekre, Technical Adviser, INSA (Email: kekre@insa.org.in)

In addition to SPOC nomination, INSA provided a detailed written response to the questionnaire. This submission, dated 26 March 2026, constitutes one of the most comprehensive written inputs received from the industry side to the Committee Secretariat on 7 April 2026.

INSA - Key Themes from Questionnaire Response (26 March 2026)

While the full INSA questionnaire document was submitted as an attachment, INSA's oral and written positions across the stakeholder meetings consistently highlighted: (i) the need for freight subsidy to be structured as a Direct Benefit Transfer to shippers, not to shipping companies; (ii) concerns about the adequacy of port infrastructure at origin and destination for coastal vessels (draught limitations, berth availability, turnaround time); (iii) strong support for a tonnage tax framework and GST harmonisation for coastal shipping; and (iv) the need to extend the scheme to cover feeder services and short-sea shipping segments.

5.5.3. *Response from ICCSA (ICC Shipping Association)*

Shri Rakesh Singh, President, ICC Shipping Association (ICCSA), responded on 20 March 2026 (the same day as the initial outreach), acknowledging receipt and seeking clarification on the specific actions required from INSA and ICCSA at that stage. He confirmed ICCSA's availability to contribute and requested guidance on the scope of their engagement.

5.5.4. *JSW Steel - Detailed Clarifications and Recommendations (21 April 2026)*

The most detailed corporate-level submission received during the consultation process came from JSW Steel Ltd., submitted on 21 April 2026. Shri Manish Kumar, Associate Vice President (Shipping Operations), JSW Steel, submitted specific clarifications, suggestions, and recommendations for DGS consideration. JSW Steel is one of the largest consumers of coastal shipping in India for its iron ore and coking coal logistics, and its inputs carry particular weight in the commodity-specific modelling of the CCPS.

5.6. Formal Stakeholder Consultation Meetings (April 2026)

Three formal rounds of Stakeholder Consultation Meetings were conducted in April 2026, each structured as online (Microsoft Teams) sessions with distinct stakeholder cohorts. Each round was preceded by circulation of the updated draft CCPS Framework and supporting documents. The round structure was designed to progressively refine the Scheme based on iterative feedback, with the Third meeting designated as the 'Final' consultation round prior to scheme recommendation.

5.6.1. *First Round Stakeholder Consultations (8-9 April 2026)*

5.6.1.1. *Meeting 6-A: First Stakeholder Consultation - Industry and Shipping (8 April 2026, 1430 hrs)*

On 6 April 2026, formal meeting invitations were sent by DGS to the full industry stakeholder list covering shipowners, shipping lines, steel companies, petroleum companies, cement manufacturers, automobile companies, logistics intermediaries, and apex industry bodies.

The CCPS Background Study, Draft Framework, and Other Stakeholder Questionnaire were enclosed.

The meeting was initially scheduled for 8 April 2026 at 1430 hrs; however, the meeting was rescheduled to 9 April 2026 at 1400 hrs, with the addition of several new entities to the distribution list, including federation-level bodies (IMARE, Indian Marine Federation), Bombay Chamber (CSLA), FIEO, and additional shipping line contacts. The presentation prepared for the First Stakeholder Consultation was subsequently circulated on 15 April 2026 in advance of the Second consultation.

5.6.1.2. Meeting 6-B: First Stakeholder Consultation - Major Ports (8 April 2026, 1600 hrs)

Simultaneously with the industry meeting invitation, a separate First Stakeholder Consultation with Major Ports was scheduled for 8 April 2026 at 1600 hrs. On 7 April 2026, formal meeting invitations were sent to all 13 Major Port Authorities and IPA, with a significantly expanded distribution covering Chairmen/MDs, Deputy Chairmen, Traffic Managers, and senior operational officials of each port. The CCPS Background Study, Draft Framework, and Major Ports Questionnaire were included.

Meeting participants included representatives from Paradip (Chairman P.L. Haranadh and Ramchandra Soren), Kamarajar Port (GM Ops), Syama Prasad Mookerjee Port Kolkata, JNPA, Deendayal Port Authority, Chennai Port, VOC Port (Traffic Manager), Vizag Port, Cochin Port, Mumbai Port, Mormugao Port, NMPA, and IPA.

5.6.1.3. Meeting 6-C: First Consultation - Maritime Boards and Minor Ports (7-8 April 2026)

On 7 April 2026, a stakeholder consultation meeting with all Maritime Boards and minor/private ports was scheduled for 7 April 2026 at 1630 hrs, with a highly granular distribution list covering over 100 entities across Gujarat (GMB, Porbandar, Okha, Navlakhi, Hazira, Dahej, Mundra, Adani, Essar, RIL, Shell, APM Terminals, Ambuja Cement), Maharashtra, Goa, Andhra Pradesh, Odisha, Kerala, Tamil Nadu, Karnataka, and Andaman & Nicobar. The package was the same as for major ports with a tailored questionnaire.

5.6.2. Second Round Stakeholder Consultations (15 April 2026)

The Second Round of Stakeholder Consultations was announced on 13 April 2026 for 15 April 2026, covering three parallel sessions:

- **Second Stakeholder Consultation - Major Ports (15 April 2026, 1430 hrs):** Invitations were dispatched on 13 April 2026 to all Major Port Authorities and IPA with the presentation from the First Stakeholder Consultation attached (dispatched 15 April 2026), along with the updated questionnaire.
- **Second Stakeholder Consultation - Industry (15 April 2026):** Invitations were sent on 13 April 2026 to the full industry distribution list. The presentation from the First Stakeholder Consultation with Ministries and the updated CCPS documents were enclosed.
- **Second Consultation - Maritime Boards and Minor Ports (15 April 2026):** Invitations were sent on 13 April 2026 with the same full distribution as the first round minor/private ports meeting.

A significant response arising from the Second Consultation period was the submission by Paradip Port Authority: Shri Ramchandra Soren (Deputy Director, SM) formally submitted PPA's questionnaire inputs on 15 April 2026. The questionnaire response was internally processed through PPA's BD&TP (Business Development and Transport Policy) team and the Traffic Department.

5.6.3. Third and Final Stakeholder Consultations (21 April 2026)

The Third and Final round of Stakeholder Consultations was announced on 20 April 2026, comprising two parallel sessions on 21 April 2026:

- **Third and FINAL Stakeholder Consultation - Industry (21 April 2026, 1015 hrs):** Formal invitations were sent on 20 April 2026 to the full industry stakeholder list. The meeting was positioned as the last opportunity for industry to provide inputs before the Scheme was finalised. The meeting package included updated CCPS documentation.
- **Third and FINAL Stakeholder Consultation - Minor and Private Ports (21 April 2026, 1300 hrs):** Formal invitations were sent on 20 April 2026 to maritime boards, minor ports, and private port operators with a tailored expanded questionnaire. This session incorporated JSW Dharamtar Port (response received same day), and targeted specifically key minor port entities across Gujarat, Maharashtra, Andhra Pradesh, and Kerala clusters.

Summary of Formal Stakeholder Consultation Meetings

In total, nine formal stakeholder consultation sessions were conducted across three rounds in April 2026 - covering major ports, maritime boards/minor ports, and industry in each round. This three-session, three-round architecture ensured that the same stakeholder group could track the evolution of the CCPS Framework across successive iterations and that feedback from one session could be reflected in the materials shared for the next round.

5.7.Consolidated Chronological Register of all Consultations

The table below provides a complete chronological register of all 14 formal meetings, communications, and written responses that constitute the record of the CCPS stakeholder consultation process.

Table 59. Consolidated Chronological Register of All Consultations

S.No.	Date	Event Type	Participants / Recipients	Purpose / Key Outcome
1	17 Feb 2026	OM Issued by MoPSW	DGS, Port Authorities, Director (Shipping) MoPSW	Constitution of Committee; ToR communicated; mandate to design CCPS.
2	21 Feb 2026	Internal Circulation	DGS, DDG Coastal, Coastal Branch DGS, Committee members, Consultants	Forwarding of OM, Annexure-1 and Feb 2026 Coastal Committee Report to initiate work.
3	23 Feb 2026	Internal Coordination	DGS, Coastal Branch DGS, Consultants	Meeting link shared; logistics for First Committee meeting finalised.
4	25 Feb 2026	1st Committee Meeting (Hybrid)	Committee Members (PPA, MbPA, DPA, KPL, IPA, Dir. Shipping MoPSW)	Constitutive session; mandate review; framework pillars agreed; secretariat authorised.

S.No.	Date	Event Type	Participants / Recipients	Purpose / Key Outcome
5	09 Mar 2026	Internal DGS Discussion	DGS, Coastal Branch, DGS Secretariat, Computer Cell, Consultants	Internal alignment on CCPS mechanics and questionnaire design.
6	09 Mar 2026	DGS-led Review (1700 hrs)	DGS, KPL, Consultants	Review of CCPS design status; next steps for draft framework.
7	10-11 Mar 2026	1st Draft CCPS Circulation	Committee members (PPA, MbPA, DPA, KPL, IPA, Dir. Shipping)	First draft of CCPS Framework (Annexure B), Background Study, ADB Report, Questionnaire Annexure C shared.
8	13 Mar 2026	IWAI SPOC Request (Naval Arch.)	IWAI, Shipyards, Port Authorities (via Naval Arch. DGS)	SPOC nominations sought for Shipbuilding & Coastal Shipping Strategic Support Engagement.
9	16 Mar 2026	Preliminary Port Meeting (1630 hrs)	Committee Port Members, Consultants	Advance briefing on port-specific questionnaire; port input requirements discussed.
10	20 Mar 2026	1st Wave - Ministry Outreach	MoCoal, MoPNG, MoPower, DoFPD, DoFert, MoSteel (Secs & CPSUs)	SPOC nomination + preliminary cargo data requested by 24 Mar 2026; sector questionnaires enclosed.
11	20 Mar 2026	1st Wave - Port Outreach	All 13 Major Ports, IPA, IWAI	Port SPOC nomination + cargo data requested; CCPS Framework + Port Questionnaire enclosed.
12	20 Mar 2026	1st Wave - Maritime Board Outreach	MMB, APMB, TNMB, GMB, COP Goa, WBMB, KMB	Same SPOC + questionnaire request as major ports; State Maritime Board questionnaire enclosed.
13	20 Mar 2026	1st Wave - Industry Outreach	INSA, ICCSA, SCI, Petroleum PSUs, Steel cos, Cement cos, Auto cos, Shipping Lines, Apex Bodies	SPOC nomination + cargo potential inputs requested; Other Stakeholder Questionnaire enclosed.
14	23 Mar 2026	IWAI SPOC Received	IWAI (Suresh Sharma, Dy. Dir. P&C nominated)	IWAI internal approval confirmed; SPOC formally designated.
15	24 Mar 2026	Interim Meeting Invitation	Committee Port Members (PPA, MbPA, DPA, KPL, IPA), Dir. Shipping MoPSW	Invitation for 25 March interim online meeting sent by DGS.
16	25 Mar 2026	Interim Committee Meeting (1130 hrs)	Committee Members, Consultants (EY, BCG)	Review of progress; incorporation of port member inputs; schedule for external stakeholder outreach finalised.

S.No.	Date	Event Type	Participants / Recipients	Purpose / Key Outcome
17	26 Mar 2026	INSA Questionnaire Response	INSA CEO Anil Devli, Capt. Kekre, Rupali Ghanekar	Detailed questionnaire response + SPOC nomination submitted (26 Mar 2026 attachment).
18	26 Mar 2026	NMPA SPOC Nomination	K. Rajendra Kumar, Traffic Manager, NMPA	Sri Satishkumar (Advisor PPP/Traffic) nominated as NMPA SPOC.
19	27 Mar 2026	NMPA Questionnaire Response	Pranjal Kr. Chakravartty, Dy. Director (Research), NMPA	NMPA questionnaire + 3-year coastal cargo Excel data submitted.
20	01 Apr 2026	MPA Goa Questionnaire	Dy. Director (R)/PMS Division, Traffic Dept., MPA Goa	Mormugao Port questionnaire inputs submitted.
21	02 Apr 2026	INSA Formal Response Email	CEO INSA to DDG Coastal	SPOC nomination confirmed; questionnaire attachment referenced.
22	03 Apr 2026	SMPA Kolkata SPOC Nomination	Soumik De Sarkar, Sr. Dy. Director (Research), SMPA Kolkata	Shri Kritidwipan Banerjee (Research Officer) designated SPOC.
23	06 Apr 2026	COP Goa Response	Captain of Ports, Government of Goa	Detailed response: iron ore/coal/bentonite trade; infrastructure constraints; mini harbour & breakwater plans; Sagarmala 2.0 request. SPOC: Shri Arjun Fadate.
24	06 Apr 2026	1st Stakeholder Meeting Invite - Industry	INSA, ICCSA, SCI, Steel/Cement/POL cos, Shipping Lines, CII, ASSOCHAM, FICCI	Meeting on 8 April 2026 at 1430 hrs; CCPS documents enclosed.
25	07 Apr 2026	1st Stakeholder Meeting Invite - Major Ports	All 13 Major Ports, IPA (expanded distribution incl. TMs, Dy. Chmn.)	Meeting on 8 April 2026 at 1600 hrs; CCPS documents enclosed.
26	07 Apr 2026	1st Stakeholder Meeting - Maritime Boards & Minor Ports	GMB, MMB, APMB, TNMB, KMB, WBMB, COP Goa + all minor/private ports (100+ entities)	Meeting on 7 April 2026 at 1630 hrs; questionnaire enclosed.
27	08 Apr 2026	ICCSA Clarification	Rakesh Singh, President ICCSA	ICCSA sought clarity on role; confirmed willingness to contribute. SPOC designation pending.
28	08 Apr 2026	VOC Port Response	Traffic Manager, V.O. Chidambaranar Port Authority	SPOC (Vimal Bhargavan) nominated; port questionnaire submitted.

S.No.	Date	Event Type	Participants / Recipients	Purpose / Key Outcome
29	08-09 Apr 2026	1st Stakeholder Meeting - Industry (Rescheduled)	Industry stakeholders + added entities (IMARE, IMFederation, Bombay Chamber)	Meeting rescheduled to 9 April 2026, 1400 hrs; expanded invitee list.
30	10 Apr 2026	KPL Formal Response	A. Saravanan, Manager (Traffic), KPL	Formal letter 10 Apr 2026 with 3 Annexures submitted by KPL post First Stakeholder meeting.
31	13 Apr 2026	DO Letters to Ministry Secretaries	Secretary MoCoal (Vikram Dev Dutt), Secretary MoPNG (Dr. Neeraj Mittal), Secretary MoPower (Pankaj Agarwal), Secretary MoSteel (Sandeep Pondrik), Secretary DoFPD (Ashutosh Agnihotri), Secretary MoCommerce (Rajesh Agrawal)	DO letters signed by DGS seeking SPOC nomination and preliminary cargo inputs.
32	13 Apr 2026	2nd Stakeholder Invite - Industry	Full industry list + expanded (IMARE, IMFederation, Bombay Chamber, FIEO, federations)	Meeting on 15 April 2026 at 1200 hrs; 1st Stakeholder presentation enclosed.
33	13 Apr 2026	2nd Stakeholder Invite - Major Ports	All 13 Major Ports, IPA (same expanded distribution)	Meeting on 15 April 2026 at 1430 hrs; updated CCPS documents enclosed.
34	13 Apr 2026	2nd Stakeholder Invite - Minor Ports	All Maritime Boards + minor/private ports (100+ entities)	Meeting on 15 April 2026 at 1600 hrs.
35	15 Apr 2026	Presentation Circulated to Ports	All Major Port participants	1st Stakeholder Consultation presentation shared in advance of 2nd meeting.
36	15 Apr 2026	Presentation Circulated to Industry	Full industry list	1st Stakeholder Consultation presentation shared; 2nd meeting link shared.
37	15 Apr 2026	Presentation Circulated to Minor Ports	Maritime Boards + minor/private ports	1st Stakeholder Consultation presentation circulated.
38	15 Apr 2026	Paradip Port Questionnaire	Ramchandra Soren, Dy. Director (SM), PPA	Full questionnaire + coastal cargo traffic/infrastructure document submitted.
39	17 Apr 2026	Paradip Data Forwarded	Forwarded to Committee Secretariat (Jai	PPA coastal cargo document forwarded for integration into Scheme assessment.

S.No.	Date	Event Type	Participants / Recipients	Purpose / Key Outcome
			Kumar, Ayesha, Aneena, Sarthak)	
40	20 Apr 2026	3rd FINAL Invite - Industry (1015 hrs)	Full industry list	Third and Final meeting on 21 Apr 2026 at 1015 hrs; updated CCPS + questionnaire enclosed.
41	20 Apr 2026	3rd FINAL Invite - Minor Ports (1300 hrs)	Maritime Boards + minor/private ports (100+ entities)	Final consultation on 21 Apr 2026 at 1300 hrs; Minor/Private Ports questionnaire enclosed.
42	20 Apr 2026	Chennai Port Questionnaire	Sr. DTM, Traffic Dept., Chennai Port Authority	Completed port questionnaire submitted (post 2nd meeting).
43	20 Apr 2026	Targeted Minor Port Outreach (File 55)	SMPA officers, NMPA contacts, private operators (JSW, Apoorv Kulkarni, Chirag Chutani, Tarun Kalra)	Specific outreach to core minor port entities for Final Consultation.
44	21 Apr 2026	JSW Dharamtar Port Response	Pradip Baviskar, JSW Dharamtar Port Pvt. Ltd.	Completed Minor/Private Ports questionnaire submitted on day of Final Consultation.
45	21 Apr 2026	JSW Steel Detailed Clarifications	Manish Kumar, AVP (Shipping Ops.), JSW Steel Ltd.	High-importance document: 'Clarifications, Suggestions and Recommendations' for CCPS - key shipper perspective submitted.
46	27 Apr 2026	Physical meeting with IWAI	AK Bansal, Chief Engineer (T&L) and NER	Discussed the questionnaire in detail and final inputs received along with a copy of Jalvahak Scheme for reference.
47	28 Apr 2026	Physical meeting with Ministry of Coal	Deepak Goel, Director (CPIAM)	Discussed the questionnaire, written response to questionnaire awaited.
48	28 Apr 2026	Physical meeting with Ministry of Power/CEA	Alok Dwivedi, DD(FM)	Discussed the questionnaire, MoP has shared the detailed inputs to questionnaire to MoPSW
49	29 Apr 2026	Physical meeting with Department for Promotion of Industry and Internal Trade of India	Sagar Kadu, Director (Logistics Division), DPIIT	Discussed the questionnaire and draft scheme approach to seek the inputs.

5.8.Synthesis of Stakeholder Inputs by CCPS Pillar

The inputs received across all consultation tracks - from Major Ports, Maritime Boards, Minor and Private Ports, Industry Associations, Shipping Lines, Commodity Corporates, and Petroleum companies - converge around a set of recurring themes that map to the five Pillars of the CCPS Framework. This section synthesises the key substantive inputs received under each Pillar, drawing from questionnaire responses, meeting deliberations, and written submissions.

5.8.1. *Pillar I - Financial Incentives for Cargo Modal Shift*

Financial incentives to stimulate modal shift from road and rail to coastal shipping were the most extensively discussed dimension across all consultation tracks. The following themes and positions emerged:

- **Freight Subsidy Design (DBT to Shipper Model):** Stakeholders - including INSA, JSW Steel, and shipping line representatives - consistently supported a Direct Benefit Transfer (DBT) model targeting shippers (cargo owners) as the primary beneficiary of the subsidy, rather than shipping lines. The rationale articulated was that the modal shift decision rests with the shipper; incentivising the shipper directly would alter the effective logistics cost equation.
- **Quantum of Subsidy:** Industry stakeholders indicated that a freight cost differential of 15-30% between road/rail and coastal shipping remains a significant deterrent for many bulk commodity categories. A subsidy of 25-35% on sea freight for qualifying cargo was discussed as a viable range for creating modal shift in the short term.
- **Multi-Year Commitment:** Several stakeholders, including JSW Steel and INSA, emphasised the need for a multi-year (minimum 5-year) commitment to the subsidy framework, with a credible phase-down schedule, to justify the operational and logistical investments required to shift supply chains.
- **Commodity-specific calibration:** KPL, New Mangalore Port, and Paradip Port inputs highlighted that the financial incentive quantum needs to be calibrated by commodity and by route pair, given that the cost economics vary significantly between, for example, coal to east coast power plants versus steel to automobile manufacturers.
- **New Trade Flow Treatment:** Shipping lines and new entrants flagged the need for a special incentive tier for entirely new coastal trade flows where no prior baseline exists - recognising that the scheme's additionality test must not penalise genuinely new market creation.

5.8.2. *Recommendation for Pillar II - Infrastructure Support and Port Ecosystem Development*

Infrastructure gaps - at both origin and destination ports - emerged as the most operationally pressing barrier to modal shift, as articulated by port authorities and private port operators:

- **Draught Constraints (Goa, Gujarat, Kerala):** The Captain of Ports, Goa, explicitly flagged that the maximum vessel draught of approximately 3.2 metres at riverine jetties constrains vessel size and cargo capacity. Infrastructure solutions - including mini harbour jetties and C-type breakwaters - are under development and require Sagarmala 2.0 funding support. Similar draught constraints were noted for several Gujarat and Kerala minor ports.
- **Berth Availability and Port Prioritisation:** Major ports including NMPA (New Mangalore), Mormugao, and VOC Port highlighted the need for dedicated coastal shipping berths or priority berthing windows for coastal vessels, which are currently disadvantaged relative to larger ocean-going vessels.

- **Cargo Handling Equipment:** Private port operators noted the need for capital investment in commodity-specific cargo handling equipment (grab cranes, belt conveyors, mechanical handling systems) to achieve turnaround times competitive with road transport.
- **Feeder Port Development (Kerala, Andhra Pradesh):** The extensive outreach to Kerala minor ports (Beypore, Azhikkal, Kollam, Vizhinjam, Kozhikode, Alappuzha, Kannur) and Andhra Pradesh (Gangavaram, Kakinada, Krishnapatnam) reflects the importance of developing a network of feeder-capable minor ports to realise the full coastal distribution potential of the CCPS.
- **RoRo and RoPax Infrastructure:** Automobile manufacturers (Maruti, Tata Motors, Mahindra, Hyundai) and shipping lines raised the specific need for Roll-on/Roll-off (RoRo) berth infrastructure to enable automobile coastal transport, which is a potentially high-volume segment that currently moves predominantly by road.

5.8.3. Recommendation for Pillar III - Regulatory and Policy Enablers

Stakeholders across the consultation process identified several regulatory and policy-level reforms that are necessary for the CCPS to achieve its intended impact:

- **GST on Coastal Shipping Services:** Multiple stakeholders - including INSA, ICCSA, shipping lines, and commodity shippers - highlighted the unresolved issue of input tax credit (ITC) on port services and fuel, which creates a GST cost disadvantage for coastal shipping relative to road transport. Harmonisation of GST on coastal shipping was consistently flagged as a prerequisite for improving the competitiveness of the mode.
- **Cabotage and Foreign Flag Restrictions:** Shipping lines and INSA flagged that the current cabotage policy, while protecting Indian flagged vessels, may constrain capacity availability for large cargo volumes. The Committee noted the need to balance protectionist considerations with the scale requirements of the CCPS.
- **Customs and Documentation Simplification:** Several port authorities (VOC Port, KPL, NMPA) and private port operators noted that the regulatory documentation requirements for coastal shipping - including the need for electronic filing, PCS integration, and simplified cargo manifests - remain more cumbersome than for road transport, deterring shippers from switching modes.
- **Cargo Commitment Mechanism:** Large shippers (JSW Steel, SAIL, Coal India) indicated a willingness to provide cargo commitments as part of the Scheme architecture, but only if the regulatory and infrastructure conditions are sufficiently enabling and the subsidy is credibly guaranteed over a multi-year horizon.

5.8.4. Recommendation for Pillar IV - Institutional Mechanisms and Monitoring

On the governance and monitoring dimensions of the CCPS, the following themes emerged from consultation:

- **Verification and Anti-Gaming Safeguards:** JSW Steel's detailed submission explicitly raised the need for clear, transparent, and operationally robust verification mechanisms to confirm additionality (modal shift) of subsidised cargo. Port manifests, GSTN data, and logistics data triangulation were suggested approaches.
- **Implementation Agency:** Port authorities generally supported a MOPWSW led implementation framework, with IPA potentially serving as a facilitative secretariat for port-specific dimensions of the Scheme.

5.8.5. Pillar V - Environmental Sustainability and Long-term Scalability

While environmental sustainability was not the primary focus of most stakeholder submissions, several themes emerged that connect the CCPS to India's broader climate commitments:

- **Carbon Intensity Advantage:** Shipping companies and industry associations (CII, FICCI) noted that coastal shipping's carbon intensity is approximately 30-40% lower than road transport and 10-20% lower than rail, making the CCPS a de facto climate instrument that merits consideration as a Green Finance initiative.
- **Green Shipping Incentive:** INSA and JSW Steel suggested that the CCPS incentive design could include a 'green premium' or enhanced subsidy rate for low-emission or zero-emission coastal vessels, creating a complementary incentive for fleet decarbonisation alongside modal shift promotion.
- **Alignment with MAKV 2047 and MIV 2030:** Multiple stakeholders acknowledged the alignment of the CCPS with Maritime Amrit Kaal Vision 2047 and Maritime India Vision 2030 objectives, and supported the Scheme as a cornerstone measure for achieving the 6-12% modal share target.

5.9. Summary and Conclusions

Consultation Coverage - At a Glance

The CCPS stakeholder consultation process, conducted over a 45-day period from 1 March to 21 April 2026, encompassed: 14 formal meetings (including 3 rounds of multi-track stakeholder consultations); 58+ formal written communications; engagement with 6 Central Ministries, 7 State Maritime Boards, 13 Major Port Authorities, the Indian Ports Association, the Inland Waterways Authority of India, and over 150 private, minor, and intermediate port entities; outreach to 8 commodity-sector industry apex bodies (INSA, ICCSA, CII, ASSOCHAM, FICCI, FIEO, IMFederation, Bombay Chamber); over 30 commodity-sector corporates spanning steel, petroleum, cement, fertilisers, and automobiles; and international shipping lines (Maersk, CMA CGM, MSC).

The stakeholder consultation process for the CCPS has been critical in designing the Indian coastal shipping policy. Several conclusions emerge from this process:

- **Strong alignment on the need for financial incentives:** Across all stakeholder categories - ports, industry, shipping lines, and apex bodies - there is a strong and consistent signal that financial incentives are necessary and sufficient to trigger meaningful modal shift, provided they are adequately calibrated, multi-year in nature, and administratively simple to access.
- **Infrastructure investment is a co-requisite:** While financial incentives are the immediate trigger for modal shift, infrastructure gaps - particularly at minor and state-controlled ports - represent a medium-term constraint. The CCPS design must include a parallel infrastructure development track, ideally leveraging Sagarmala 2.0 and existing MoPSW capital schemes.
- **Regulatory reforms are necessary complements:** GST harmonisation, customs simplification, and MSW integration are not substitutes for the financial incentive but are necessary complements without which a portion of the targeted modal shift will not materialise even with subsidy support.
- **Data availability is adequate but not readily available for scheme launch:** Port authorities have demonstrated substantial capacity and willingness to provide commodity-specific coastal cargo data. The submissions from NMPA, PPA, KPL, Mormugao, VOC Port, and COP Goa provide a credible foundation for the financial modelling of the Scheme.
- **Ministry engagement remains a gap:** The absence of formal written responses from commodity-owning Ministries - despite the DO letter escalation - is a structural limitation that the Committee acknowledges. The DO letter process remains live; if

responses are received post the finalization of this report, they will be incorporated in subsequent revisions of the Scheme Financial Model.

The outcomes of the stakeholder consultation process have been incorporated into the CCPS Draft Framework (Annexure B) and the Scheme Budget estimates. The next chapter of this Report presents the recommended structure, financial parameters, and implementation roadmap of the CCPS as developed by the Committee on the basis of this consultative evidence base.

Implementation Roadmap

6. Implementation Roadmap

[ToR Clause (v) -Implementation roadmap; ToR Clause (vi) -Complementary measures for long-term sustainability]

The Implementation Roadmap has been structured across four phases spanning FY 2026-27 to FY 2031-32, with each phase carrying distinct objectives, milestones, expenditure profiles, and institutional deliverables. The roadmap is designed to be **adaptive** - with pre-defined course-correction triggers and escalation protocols - and **integrated** - with all four CCPS pillars (financial incentives, infrastructure VGF, regulatory enablers, and IWT integration) advancing in coordinated sequence rather than independently. The phased approach draws on lessons from the EU Marco Polo Programme, Japan's Modal Shift Act, and India's own SIMSC experience, where schemes that attempted too-rapid full-scale launch without adequate institutional groundwork experienced significantly lower uptake and higher transaction costs.²⁴

6.1.Implementation Architecture - Strategic Overview

The CCPS Implementation Roadmap is grounded in four strategic design principles that have been embedded into every phase, milestone, and responsibility assignment throughout this chapter:

- **Sequencing over Simultaneity:** Foundational institutional and regulatory actions in Phase I must precede large-scale incentive disbursements in Phase II. Launching shipper incentives before MSW 2.0 is live, CCPC is operational, and CCA commitments are in place would risk fiscal leakage, low utilisation, and agency confusion - the very factors that prevented the original SIMSC implementation to be a success in 2016.²⁵
- **Pre-Conditioning Over Concurrent Action:** Each phase has defined "gateway conditions" - a minimum set of outputs that must be achieved before the next phase commences or expenditure ceilings rise. This prevents the common pathology of large government infrastructure programmes where budgets are released before institutions are ready to absorb them.
- **Corridor-First Scaling:** Rather than a pan-India full scheme launch, Phase II activates three to five pilot corridors (representing the highest traffic potential and shortest institutional path to results) before expanding to Tier-2 corridors in Phase III. This mirrors the EU Marco Polo "demonstration project" model and UNCTAD's recommended approach for emerging SSS markets.²⁶
- **Integrated Review Cycles:** The roadmap embeds monthly CCPC operational reviews, quarterly IMCC regulatory reviews, annual NCSMC strategic reviews, an independent

²⁴Ministry of Ports, Shipping and Waterways, OM No. SR-23011/1/2026-MG (379345), dated 17 February 2026. Terms of Reference specifically mandate development of "phased timelines and milestones" and "clear allocation of responsibilities."

²⁵Union Budget 2026-27, Finance Minister's Budget Speech, Para 47: "We will launch a Coastal Cargo Promotion Scheme to increase modal share of coastal and inland waterways from 6% to 12% by 2047."

²⁶Committee on Coastal Shipping (Annexure II Final Report, 05 Feb 2026), Section 5.12.3: CCPC operationalisation timeline estimated at 90-120 days from MoPSW notification. Phase-I manpower of 35 professionals as recommended.

mid-term evaluation at Year 3 (FY 2029-30), and a full end-of-scheme evaluation at Year 5 (FY 2031-32). This creates a real-time course-correction capability that is absent from most Indian scheme designs.²⁷

Table 60 CCPS Implementation Phases - Summary Overview

Phase	Theme	Period	Budget	Key Deliverables
Phase I	Foundation & Institutional Setup	April 2026 - March 2027	₹539 Crore	Gazette notification, CCPC operationalisation, CCA negotiations, regulatory enablers, pilot DPRs, MSW2.0 development
Phase II	Launch & Early Scaling	April 2027 - March 2029	₹2,816 Crore	Full scheme launch, pilot corridor activation, infrastructure construction, fleet ordering, DBT disbursements, CCA Year-1 review
Phase III	Consolidation & Network Expansion	April 2029 - March 2031	₹9,589 Crore	Mid-term review, Tier-2 corridors, fleet delivery, IWT integration, institutional self-sufficiency, NCSMC Year-4 assessment
Phase IV	Sustained Growth & Renewal	April 2031 - March 2032+	₹5,585 Crore	Scheme sunset or renewal evaluation, incentive tapering for commercially viable routes, long-term fleet target, SDG/NDC alignment report

6.2. Phase I - Foundation and Institutional Setup (April 2026 - March 2027)

Phase I is the most consequential twelve-month period in the CCPS lifecycle. Every subsequent phase - the launch of incentive disbursements, the activation of pilot corridors, the credibility of the CCA framework - depends on a dense set of legislative, institutional, digital, and infrastructural actions that must be completed in Phase I. The Committee recommends treating Phase I as a "pre-launch readiness" phase, during which expenditure is relatively modest (INR 680 Crore against a 5-year total of INR 19,929 Crore),²⁸ but institutional returns are disproportionately high. A well-executed Phase I compresses the timeline to commercial traction in Phase II and avoids the "scheme exists on paper but not in practice" problem that has afflicted several Indian modal shift interventions.

6.2.1. Legislative and Regulatory Foundation

The gazette notification of the CCPS, to be issued by MoPSW, is the single most critical action in the entire roadmap. Without this notification, no incentive can be legally disbursed, no CCPC mandate is formally established, and no MSW2.0 module can be configured. The notification must include the complete incentive rate schedule (Chapter 4, Category A and B rates), the eligibility criteria, the disbursement mechanism (DBT via MSW2.0), the CCA framework template, and the VGF approval process. A comprehensive

²⁷SIMSC Implementation Guidelines (Annexure 1, MoS, 2016), Section 2.1.2: The Coastal Shipping Cell (CSC) experience shows 90-120-day institutional lag from scheme notification to first claim processing. CCPS design accelerates this through pre-designated CCPC infrastructure under IPA.

²⁸EU Marco Polo Programme evaluation (European Commission, 2010): "First-year traffic ramp-up on newly incentivised maritime routes averages 30-40% of steady-state volume; years 2-3 typically account for the steepest growth." European Court of Auditors, Special Report 3/2013.

notification reduces the risk of subsequent amendments creating implementation uncertainty.²⁹

The regulatory enablers (Category D of the CCPS framework) are equally time-critical in Phase I. Three regulations carry zero-float status - meaning any delay directly delays cargo realisation in Phase II:

- **Cabotage Relaxation (Containerised Cargo, D-1):** DGS may issue the General Order within 45 days of CCPS notification. This builds on the 2018 cabotage relaxation precedent for containers and extends it to all domestic FCL/LCL coastal movement without voyage-specific advance approval.
- **GST ITC Restoration (Coastal Multimodal, D-4):** A GST Council resolution is required before or concurrent with scheme notification. The denial of ITC on coastal multimodal transport is estimated to add INR 800-1,200 per TEU to effective TLC, directly undermining the shipper incentive designed in Category A.³⁰
- **RSR Telescopic Rail Freight (East Coast Coal Pilot, D-6):** Railway Board circular for RSR telescopic benefit extension to private GENCOs and three pilot east coast corridors should be issued by June 2026, aligned with Annexure II Committee recommendation Section 5.10.

Additional Phase I regulatory actions - the flat-rate short-haul rail tariff (D-7), co-loading framework (D-3), and LNG GST rationalisation (D-8) - can proceed on medium-term timelines within Phase II given their lower traffic-critical urgency.

6.2.2. Institutional Establishment - CCPC Setup

The Coastal Cargo Promotion Centre (CCPC), proposed to be established under the Indian Ports Association (IPA) as a dedicated marketing and facilitation entity,³¹ must be operationally ready within **90 days of CCPS notification** (i.e., by July 2026). This requires four parallel workstreams commencing in April 2026 itself:

1. **CCPC Board Constitution:** IPA Board to approve CCPC governance charter; MoPSW to nominate ex-officio members (DGS representative, Directors from relevant divisions); Port Chairpersons (PPA, MbPA, DPA, KPL) to nominate operational liaison officers.
2. **CEO Appointment:** A competitive process for a Chief Executive Officer (CCPC) at Joint Secretary equivalent level, with maritime logistics background, to be launched simultaneously with gazette notification and completed within 60 days.
3. **Office Setup and IT Infrastructure:** Physical office at IPA HQ (New Delhi) plus two field coordination units (Paradip and Chennai/Tuticorin cluster) to be set up within 90 days. Hardware, connectivity, and interim manual claim processing system to be operational from Day 1 of CCPC.
4. **Phase-I Staffing - 35 Professionals:** Recruitment across eight functional verticals: Cargo Aggregation (8 persons), Service Design (4), Shipping & Port Coordination (5),

²⁹NAER Logistics Cost Study (2023), Chapter 4: Total logistics cost on road for coal (Talcher to Tamil Nadu) averages ₹2,100-2,400/MT vs. RSR estimated at ₹1,650-1,800/MT, a gap of ₹300-700/MT which the Cat A incentive of ₹2.00/T-NM (up to 2,000 NM cap) is designed to bridge.

³⁰Annexure II Committee Report, Table 64: CCPC Phase-I staffing of 35 professionals across 8 functional verticals, with Phase-II scale-up of 15 additional professionals anticipated.

³¹ICS Shipping Barometer 2025: Indian coastal fleet comprises approximately 352 vessels (as of 2024), with average age >18 years. CCPS fleet development target of 75-110 new vessels by FY 2031-32 would increase fleet size by ~25-30%, with newer, more efficient tonnage.

IWT Desk (3), Digital & Analytics (4), Policy & Stakeholder Affairs (3), Finance & Legal (3), Administration & Capacity Building (2). Full team in place by August 2026.³²

The CCPC Operating Manual, Standard Operating Procedures for claim processing, and the SLA with IPA for administrative support must be finalised and approved by MoPSW by **30 September 2026**. This manual will govern all operational decisions in Phase II and must be developed in consultation with CBIC, DGS, port authorities, and a representative shipper/operator panel.

6.2.3. Cargo Commitment Agreement (CCA) - Negotiations and Execution

The CCA negotiation process is one of the most institutionally complex elements of Phase I, requiring MoPSW (at Secretary level) to engage nine central ministries on binding inter-ministerial cargo commitments. Based on the CCPS design in Chapter 4 (Section 4.8), the process is structured as follows:

- **CCA Template Approval (by July 2026):** Cabinet Note to be circulated for approval of the standard CCA template, which sets out commodity corridors, volume commitments, ministry obligations (policy enablers + procurement preferences), and monitoring provisions.
- **Ministry-wise Negotiations (August-November 2026):** CCPC leads negotiations with each ministry's Nodal Officer, supported by DGS and MoPSW Secretary. Negotiations to be time-bound: each ministry given 60 days to finalise its CCA, failing which the matter is escalated to Cabinet Secretariat.
- **First CCA Signing Ceremony (December 2026):** Priority signatories - Ministry of Coal, Ministry of Steel, and FCI/Department of Food - to execute CCAs at a high-visibility signing ceremony chaired by MoPSW Minister. This serves a dual purpose: institutionalising the inter-ministerial commitment and generating stakeholder confidence in CCPS seriousness.
- **Remaining CCAs (January-March 2027):** MoPNG, Department of Fertilisers, Ministry of Consumer Affairs, Ministry of Power, and private sector cargo aggregators to complete CCA execution before Phase II commencement.

Note: CCA architecture is non-legally-binding but institutionally binding through the IMCC quarterly monitoring process. Non-compliance by a ministry carries reputational and programme review consequences, not legal penalties - but the NCSMC retains authority to recommend withdrawal of ministry-specific budgetary or procurement preferences if commitments are persistently unmet.

6.2.4. Port Infrastructure - Priority DPRs and VGF Approvals

While major infrastructure construction is a Phase II-III activity, Phase I must complete the detailed project reports (DPRs), VGF eligibility assessments, and tendering processes for the top five priority projects so that contracts can be awarded in early Phase II. The Annexure II Committee Report identifies a pipeline of port infrastructure projects at various stages of readiness.³³

³²ADB Report on Short-Sea Shipping (ShippingCost_ADB): Asian SSS programmes achieving 10-15% modal shift took 4-7 years from scheme notification to measurable impact on national freight statistics, consistent with CCPS's 2026-2031 rollout horizon.

³³Ministry of Finance, Public Financial Management System (PFMS) framework: DBT Direct Benefit Transfer integration for shipping incentives modelled on SIMSC predecessor design. PCS2.0 module requirements as specified in CCPS design (Chapter 4 of this Report).

6.2.5. MSW2.0 Digital Platform - Development and Testing

The Maritime Single Window 2.0 (MSW2.0) module is the operational backbone of the scheme. All shipper incentive claims, operator claims, VGF disbursement tracking, and CCA performance monitoring will flow through this platform. Given PFMS (Public Financial Management System) integration requirements and DBT compliance needs,³⁴ the MSW2.0 module requires a minimum development period of **nine months** (June 2026 - February 2027) for specification, development, integration testing with PFMS/DBT, and User Acceptance Testing (UAT) with selected pilot ports and shippers.

The module specification (May 2026) may be developed by IPA's IT division in close consultation with CCPC, CBIC (for customs data integration), DGS (for vessel registry linkage), IWAI (for NW tracking), and the Ministry of Finance (for DBT/PFMS compliance). A parallel manual claim processing system must be operational from CCPC Day 1 (July 2026) to handle claims in the period before MSW2.0 goes live in production (targeted March 2027).

6.2.6. Phase I Milestones, Deliverables, and Gateway Conditions

The complete Phase I action register, with responsible leads, supporting stakeholders, timelines, and status indicators, is set out as below:

Table 61 Phase I Action Register - Foundation & Institutional Setup (FY 2026-27)

#	Action / Deliverable	Responsible Lead	Supporting Stakeholders	Completion Timeline	Status Indicator
A	CCPS Scheme Gazette Notification (Framework + Rates)	MoPSW (Shipping Division)	DGS, Law Ministry	April 2026	Critical
B	MSW2.0 Module Specification for CCPS Incentive Claims	IPA / CCPC Technical Cell	DGS, Ports	May 2026	Critical
C	Cabotage Relaxation Order - Containerised Cargo	DGS / MoPSW	CBIC, Shipowners	May 2026	Critical
D	GST ITC Restoration Notification - Coastal Multimodal	MoF / GST Council	MoPSW, Industry	June 2026	Critical
E	RSR Telescopic Rail Freight Circular - East Coast Coal Pilot	Railway Board / MoR	MoPSW, MoCoal, Ports	June 2026	High
F	Priority Berthing Gazette Order - Major Ports	MoPSW	Port Authorities, DGS	July 2026	High
G	GST Exemption - Agri/Perishable Coastal Cargo	MoF / GST Council	MoPSW, FCI	September 2026	Medium
H	CCPC Board Constitution and CEO Appointment	IPA / MoPSW	DGS, Port Chairpersons	May 2026	Critical
I	CCPC Office Setup (IPA HQ, New Delhi) + IT Procurement	CCPC CEO / IPA	MoPSW	June 2026	Critical

³⁴UNCTAD Review of Maritime Transport 2024: "Decarbonisation requirements and fleet renewal pressures are expected to increase vessel ordering lead times at Indian shipyards to 30-42 months for vessels of 5,000-15,000 DWT." CCPS must initiate vessel ordering by Q4 FY 2027-28 to achieve Phase III fleet targets.

#	Action / Deliverable	Responsible Lead	Supporting Stakeholders	Completion Timeline	Status Indicator
J	Phase-I Recruitment: 35 Professionals (8 Divisions)	CCPC / IPA-HR	DGS	August 2026	Critical
K	CCPC Operating Manual and SOP Finalisation	CCPC / IPA	MoPSW Legal	September 2026	High
L	CCA Template Finalisation and Cabinet Note	MoPSW (Secretary)	Cabinet Secretariat	July 2026	Critical
M	CCA Negotiations with 9 Key Ministries	MoPSW + CCPC	Nodal Officers, DGS	August-November 2026	Critical
N	First CCA Signing Ceremony (Coal, Steel, FCI)	MoPSW Secretary	MoCoal, MoSteel, FCI	December 2026	High
O	VGF DPR Approval - Top 5 Priority Projects	MoPSW / Port Authorities	CCPC, Consultants	October 2026	High
P	MSW2.0 CCPS Module Development Commences	IPA (IT Division)	NIC, CCPC	June 2026	Critical
Q	CCPS Beneficiary Registration Portal Live (Beta)	IPA / CCPC	DGS, CBIC	January 2027	High
R	First Incentive Claims Processed via MSW2.0	CCPC / IPA	Port Nodal Officers	March 2027	High

Source: Analysis; MoPSW OM No. SR-23011/1/2026-MG (379345); Annexure II Committee Report (Feb 2026); SIMSC Implementation Guidelines (Annexure 1, 2016).

Phase I Gateway Conditions - the following must be completed before Phase II expenditure ramps up beyond ₹200 Crore/month:

1. CCPS Gazette Notification published
2. CCPC operationally established with CEO and minimum 20 staff in position
3. MSW2.0 CCPS module in UAT (even if not yet in full production)
4. At least 5 CCAs executed (including Ministry of Coal and Ministry of Steel)
5. Cabotage relaxation (containerised) and GST ITC restoration in force
6. At least 2 Priority-1 infrastructure DPRs approved and contracts awarded
7. CCPC Operating Manual approved by MoPSW

6.3.Phase II - Launch and Early Scaling (April 2027 - March 2029)

Phase II is the inflection point of the CCPS lifecycle. It is during this twenty-four-month phase that the scheme transitions from institutional setup to commercial activity - with incentive disbursements commencing at scale, pilot corridors activated and tracked, infrastructure projects under construction, and the first CCA performance review conducted. Phase II budget allocation of INR 3,265 Crore represents 39% of the 5-year envelope, reflecting the front-loading of cargo incentives needed to break shipper inertia.³⁵

³⁵Committee on Coastal Shipping (Annexure II), Section 5.12.1: Proposed National Coastal and Inland Shipping Committee (NCSMC) as strategic apex body. CCPS governance architecture aligns with this recommendation, with NCSMC as the biannual review body and IMCC as the quarterly operational committee.

6.3.1. Pilot Corridor Activation - Three Priority Corridors

The Phase II launch strategy centres on **three pilot corridors** that have been selected on the basis of highest traffic potential, shortest path to commercial viability, and institutional readiness (existing port infrastructure, GENCO/cargo owner relationships, and vessel availability). These corridors are:

- **Pilot Corridor 1 - East Coast Coal RSR (Talcher-PPA-VoCPA/ChPA, C-1):** Target: 25-30 MT by end of Phase II. Activation by April 2027, contingent on Railway Board RSR telescopic circular (Phase I) and PPA Berth #6 VGF award. CCPC to anchor first three GENCOs (100 MW+ each) through CCA commitments from Ministry of Coal. Cat A incentive applicable.³⁶
- **Pilot Corridor 2 - West Coast RoRo (KPL-JNPA/MbPA, C-6):** Target: 40,000 vehicles by end of Phase II. BCSL designated as anchor operator; CSL partnership for vessel supply; Maruti Suzuki/Tata Motors/Hyundai targeted as anchor cargo owners. Cat A incentives A-7/A-8/A-9 applicable; Cat B-3 empty return leg offset critical.
- **Pilot Corridor 3 - South-West Fertiliser Container (CoPA/VoCPA-DPA/Dahej, C-5):** Target: 3 MT by end of Phase II. Department of Fertilisers CCA provides procurement preference for coastal movement. CCPC aggregation platform to bundle LCL shipments from multiple fertiliser producers. Cat A-6 LCL incentive ₹4,500/TEU-eq. applicable.

Each pilot corridor will be monitored monthly by CCPC through a dedicated **Corridor Dashboard** tracking: actual vs. planned tonnage, TLC realised vs. estimated, incentive disbursements, berthing turnaround, and shipper satisfaction index. Quarterly corridor review reports will be submitted to IMCC. If any pilot corridor shows traffic below 40% of capacity utilisation for six consecutive months, a CCPC-led root cause review with automatic IMCC escalation is triggered (see Section 6.9.3).

6.3.2. Full Incentive Scheme Launch - All Categories

While pilot corridors are activated from April 2027, the full CCPS incentive scheme - all shipper subcategories (A-1 to A-11), seven operator subcategories (B-1 to B-7), the VGF window (Cat C), and IWT integration grants (Cat E) - will be open for applications from **1 April 2027**. Beneficiary registration on MSW2.0 will be open from January 2027 (beta) and production from March 2027 per Phase I plan. DBT linkage of shipper incentive disbursements via PFMS must be operational from April 2027 to avoid liquidity constraints for SME shippers and operators.³⁷

The New Route Launch Grant (B-1) of ₹1.5 Crore per route is expected to be the most heavily utilised operator incentive in Phase II, as coastal operators evaluate new routes that the scheme's cargo aggregation makes commercially viable for the first time. CCPC's Route Registry must be established by March 2027 to ensure anti-gaming provisions (minimum 2 sailings/week, minimum 6-month commitment) are enforced from Day 1 of the full launch.

³⁶Sagarmala Programme, MoPSW Annual Report 2024-25: As of March 2025, 839 projects worth ₹5.86 lakh crore are under various stages of implementation under Sagarmala. CCPS infrastructure VGF projects will leverage Sagarmala's project pipeline and DPR frameworks for priority coastal berths and connectivity.

³⁷IWAI, National Waterways Development Programme: NW-1 (Ganga, Allahabad-Haldia, 1,620 km) is currently operational for partial RSV movement. Full intermodal integration with coastal services at Haldia/Paradip requires joint tariff frameworks and dedicated RSV-coastal berths.

6.3.3. Fleet Development and Vessel Ordering

Adequate vessel supply is the single most supply-side constraint on coastal cargo growth. As of FY 2024-25, India's coastal fleet comprises approximately 352 vessels with an average age exceeding 18 years,³⁸ and the existing fleet cannot fully absorb the incremental 90 MT of cargo projected under the Moderate Scenario by Phase II end. The Committee recommends a targeted **vessel ordering programme** commencing in October 2027 (post-SBFAS linkage and CCPC fleet desk activation):

- **Tranche 1 (October 2027 - March 2028):** 20 vessels ordered through SBFAS-linked finance at domestic shipyards (CSL Kochi, HSL Visakhapatnam, private yards). Vessel categories: 8 multi-purpose bulk coastal carriers (5,000-10,000 DWT), 6 container feeders (200-500 TEU), 4 RoRo vessels (500+ lane-metres), 2 RSVs for NW-1 integration.³⁹
- **Tranche 2 (October 2028 - March 2029):** Additional 25-30 vessels, based on demand-side data from pilot corridors. CCPC fleet desk to publish annual fleet demand forecast by October 2027 to guide ordering.
- **Indian-Built Vessel Premium (IBVP, B-5):** The additional 10% incentive on Cat A for Indian-built vessels creates a direct financial incentive for operators to route orders to domestic yards, supporting the 'Make in India' objective in the maritime sector.

It is noted that shipyard delivery timelines in India typically range from 30 to 42 months for coastal vessels of 5,000-15,000 DWT,⁴⁰ making it essential that ordering commences in Phase II to ensure vessel delivery in Phase III when Tier-2 corridors expand. Any delay beyond Q1 FY 2028-29 in vessel ordering will create a fleet supply gap in the critical Phase III scale-up period.

6.3.4. CCA Monitoring - Year 1 Performance Review

The first formal CCA performance review will be conducted by CCPC and IMCC in April 2028 (one year after full scheme launch). The review will assess each signatory ministry against its committed corridor volumes, enabling actions, and procurement preference uptake. For ministries tracking below 60% of committed volumes, a bilateral remediation plan will be agreed within 30 days of the review. Persistent underperformance (below 40% for two consecutive reviews) triggers escalation to the NCSMC for consideration of CCA renegotiation or withdrawal of ministry-specific scheme enhancements.

6.3.5. IWT Integration - NW-1 Activation

Phase II will see the activation of NW-1 (Ganga, Varanasi-Haldia, 1,620 km) as the primary Coastal-IWT integration corridor, leveraging Category E incentives (E-1 RSV Coastal

³⁸Annexure II Committee Report, Section 7.1-7.3: River Sea Vessel (RSV) classification under Inland Vessels Act and Merchant Shipping Act, and their commercial deployment on coastal extension routes, is identified as a priority intervention for IWT-coastal integration.

³⁹ModalShift Europe (EU report): "Monitoring frameworks for SSS schemes should include ex-ante KPI definition, quarterly operational tracking at route level, and independent annual evaluation. Schemes that lacked pre-defined evaluation frameworks experienced 35-45% higher rates of underperformance and policy inertia." Applicable lessons for CCPS design.

⁴⁰Jalvahak Scheme, IWAI (2023): Performance review shows incentive uptake concentrated in first 3 years post-launch, with saturation beyond 40-50% scheme capacity utilisation requiring route additions. CCPS phasing designed to avoid similar saturation by pre-planning Phase III corridor expansion.

Extension, E-2 Last-Mile Grant, and E-3 Multimodal Hub VGF).⁴¹⁴² IWAI will complete the PANI-MSW2.0 integration by April 2028, enabling seamless tracking of RSV cargo through IWT legs and coastal legs in a single consignment record.

6.3.6. Phase II Action Register and Gateway Conditions

Table 62. Phase II Action Register - Launch & Early Scaling (FY 2027-28 to FY 2028-29)

#	Action / Deliverable	Responsible Lead	Supporting Stakeholders	Timeline	Priority
A	Pilot Corridor Launch - East Coast Coal RSR (Talcher-PPA-VoCPA)	CCPC + PPA + Railways	MoCoal, GENCOs, Railway Board	April-June 2027	Critical
B	Pilot Corridor Launch - West Coast RoRo (KPL-JNPA)	CCPC + KPL + MbPA	Automobile OEMs, BCSL	April-June 2027	Critical
C	Pilot Corridor Launch - South-West Fertiliser Container	CCPC + CoPA + DPA	Dept. Fertilisers, NACEN	July 2027	High
D	Full CCPS Incentive Scheme Launch (All Categories)	MoPSW / CCPC	All Port Authorities, IPA	April 2027	Critical
E	MSW2.0 CCPS Module Full Production - Auto Disbursements	IPA / NIC	MoPSW, CBIC, Banks	July 2027	Critical
F	DBT Integration for Shipper Incentive Disbursements	MoPSW / Finance Min	PFMS, Banks, CCPC	July 2027	Critical
G	Vessel Ordering Programme - 20 New Coastal Vessels	Indian Shipowners / CSL / HSL	CCPC, EXIM Bank, MoPSW	Oct 2027-Mar 2028	High
H	SBFAS Linkage - Subsidised Finance for 10 Vessels (Tranche 1)	MoPSW / CCPC	CSL, Private Yards, Banks	April 2027	High
I	PPA Berth #6 COD and Coastal Operations Commence	Paradip Port Authority	CCPC, Coal GENCOs	December 2027	High
K	VGF Projects - 5 Projects COD (Berths, Mechanisation)	Port Authorities	CCPC, MoPSW	March 2028-Mar 2029	High
L	CCA Compliance Review - Year 1 Performance Assessment	CCPC / IMCC	All CCA Ministries	April 2028	High
M	Flat-Rate Short-Haul Rail Tariff (≤ 350 km) Notification	Railway Board	MoPSW, Industry	July 2027	High
N	LNG Bunkering Facility - PPA Construction Commences	PPA + Private Developer	MoPNG, CCPC	October 2027	Medium
O	IWAI NW-1 Coastal-IWT Integration - RSV Route Activation	IWAI + CCPC	BCSL, State Govts	April 2028	High
P	Capacity Building - 500 Coastal Seafarers Trained	DGS / MMDs / IMU	IWT operators, CCPC	March 2029	Medium

Source: Committee Analysis; Annexure II Committee Report (Feb 2026); UNCTAD Maritime Transport Review 2024; ICS Shipping Barometer 2025.

Phase II Gateway Conditions for transition to Phase III:

8. All 9 CCAs executed and Year-1 performance review completed
9. MSW 2.0 module in full production with DBT/PFMS integration operational
10. At least 3 pilot corridors activated with traffic $\geq 60\%$ of corridor target
11. PPA Berth #6 COD achieved; at least 2 other VGF projects at $\geq 50\%$ construction
12. Vessel Tranche 1 (20 vessels) ordered with confirmed build contracts
13. CCPC staffed to minimum 35 professionals with all functional verticals active
14. Annual incentive disbursements of $\geq ₹800$ Crore (indicating scheme uptake)

6.4. Phase III - Consolidation and Network Expansion (April 2029 - March 2031)

Phase III is the **peak expenditure phase** of the CCPS, accounting for ₹9,589 Crore across two years (61% of the 5-year envelope), and the period in which the scheme's commercial viability is tested at national scale. By April 2029, pilot corridors should be commercially established, institutional machinery fully operational, and fleet supply ramping. The core activities of Phase III are:

6.4.1. Tier-2 Corridor Activation

Building on the success (or lessons) of the three Phase II pilot corridors, Phase III activates five to seven additional coastal corridors, expanding the geographic and commodity footprint of the scheme. Based on traffic potential analysis in Chapter 3 and the corridor matrix in Chapter 4 (Section 4.10), Phase III corridors include:

- C-3: East Coast Iron Ore (Vizag/PPA → CoPA/NMPA/ChPA): 15-25 MT potential; dependent on iron ore pellet plant proximity to port and Steel Ministry CCA performance.
- C-4: West-South Steel (DPA → VoCPA/CoPA): 5-8 MT potential; steel sector CCA to anchor demand; DPA Berth COD by March 2029 enables activation.
- C-7: Cement Hub-and-Spoke South (PPA/Krishnapatnam → CoPA/ChPA/VoCPA): 10-15 MT; commercial viability established once Cat A-3 incentive (₹1.50/T-NM) is combined with hub-and-spoke feeder grants (B-4).
- C-8: NW-1 Coastal-IWT Integration (Varanasi/Patna → Haldia + Coastal): 5-10 MT; RSV fleet and multimodal hub COD (Haldia) both required; IWAI leads.⁴³
- C-9: Odisha IWT-Coastal NW-5 (Talcher/Angul → Paradip → South/West): 10-15 MT; leverages NW-5 Mahanadi/Brahmani waterway systems.

6.4.2. Mid-Term Independent Evaluation

The **Year 3 Independent Mid-Term Evaluation** is a mandatory element of CCPS governance. Commissioned by MoPSW and conducted by an independent external agency (not affiliated with CCPC or IPA), the evaluation will cover the period FY 2026-27 to FY 2028-29 and assess:

- a. scheme uptake vs. targets,
- b. TLC reduction achieved on pilot corridors,
- c. fiscal BCR against planned BCR,
- d. institutional effectiveness of CCPC,

- e. CCA compliance rates, and
- f. unintended consequences or market distortions.⁴⁴

The evaluation report will be submitted to the NCSMC by **31 October 2029** and presented to the Parliamentary Standing Committee on Transport. Based on evaluation findings, NCSMC will decide by January 2030 on: (a) continuation without change, (b) parameter revision (rate adjustment, corridor addition/removal, CCA restructuring), or (c) significant redesign. This decision will govern Phase III expenditure in FY 2030-31.

6.4.3. Fleet Delivery and Deployment

Tranche 1 vessels (ordered October 2027 - March 2028) will begin delivery from April 2029 through September 2030. CCPC's fleet desk will coordinate with operators, shipyards, and DGS on vessel commissioning, coastal trade licensing, and route deployment scheduling. The Phase III fleet deployment plan targets:

- Bulk Carrier Fleet (8 vessels Tranche 1 + 12 Tranche 2): Deployment on east coast coal and iron ore RSR corridors; priority berthing at PPA, VoCPA, ChPA.
- Container Feeder Fleet (6 + 10 vessels): Deployment on south-west fertiliser container, cement hub-and-spoke, and EXIM feeder routes (Vizhinjam-Colombo, C-10).
- RoRo Fleet (4 + 6 vessels): KPL-JNPA/MbPA west coast automobile corridor; BCSL-CSL partnership vessels; Phase III target 80,000 vehicles per year.
- RSV Fleet (2 + 4 vessels): NW-1 Varanasi-Haldia-Coastal integration; coordination with IWAI for jetty access and RSV clearances.⁴⁵

6.4.4. LNG Bunkering Infrastructure - COD

The LNG bunkering facilities at PPA and KPL, initiated in Phase II construction (October 2027), are targeted for **COD by September 2029** (Phase III). This enables green vessel operators qualifying for the Green Vessel Operating Incentive (B-6) to bunkering LNG on India's east and west coasts, materially reducing operating costs for LNG-propelled coastal vessels (estimated 15-20% fuel cost advantage over HSFO at current LNG/HSFO price differentials). The MoPNG LNG bunkering concession framework must be in place by Phase II end (March 2029) to enable private sector investment in bunkering vessels and storage.

6.4.5. Phase III Gateway Conditions for Phase IV Transition

Phase IV expenditure profile (reduced from Phase III peak, signalling scheme maturation and gradual tapering for commercially viable routes) is triggered only when:

1. Coastal + IWT modal share reaches $\geq 8.5\%$ (vs. baseline 6%) per IPA annual data
2. At least 6 corridors operationally stable with $\geq 70\%$ capacity utilisation
3. All 9 CCAs in force with Year-2 performance review completed
4. Mid-term evaluation completed; NCSMC decision on Phase IV parameters notified
5. Fleet Tranche 1 fully delivered; Tranche 2 under delivery or on order
6. CCPC annual operating costs $\geq 20\%$ self-recovered through service fees (path to sustainability)

6.5. Phase IV - Sustained Growth and Scheme Evolution (April 2031 - March 2032 and Beyond)

Phase IV is positioned as a **managed transition** - from a government-incentivised startup phase to a self-sustaining coastal shipping market. The central question of Phase IV is not whether CCPS has achieved its ambitions (that assessment belongs to the end-of-scheme evaluation) but whether the market has developed sufficiently to sustain growth with diminishing public subsidy. The EU Marco Polo programme's experience, and Italy's Marebonus review, show that modal shift programmes typically require 6-8 years to achieve structural market transformation - and that premature withdrawal of incentives (before routes are commercially stable) can rapidly reverse modal shift gains.⁴⁶

6.5.1. Incentive Tapering - Route Graduation Framework

Phase IV will introduce a **Route Graduation Framework** under which corridors that have achieved commercial stability (traffic consistently above 75% capacity utilisation for 12+ months without additional demand aggregation support) are moved to a "tapering incentive" regime: Cat A rates reduced by 30% in Year 1 of graduation, 60% in Year 2, and fully withdrawn in Year 3. Commercially viable routes should not require indefinite public subsidy, and graduated exit reduces fiscal cost while preserving the market continuity that prevents traffic reverting to road/rail.⁴⁷

Routes still in development (Tier-2 corridors activated in Phase III) will continue to receive full CCPS incentive rates through Phase IV, allowing adequate time for market deepening.

6.5.2. End-of-Scheme Independent Evaluation

A comprehensive **End-of-Scheme Evaluation** will be conducted from April 2031 covering the full five-year CCPS period (FY 2026-27 to FY 2030-31). This evaluation - commissioned by MoPSW and conducted independently - will produce the evidence base for the Scheme Sunset / Renewal Decision (see Section 6.5.3 and Exhibit 6.13). The evaluation scope covers: modal share trajectory vs. national target, fiscal BCR, TLC reductions, CO₂ savings, fleet development outcomes, institutional effectiveness, and market dependency risk.

6.5.3. Scheme Sunset or Renewal Decision Framework

The NCSMC will consider the end-of-scheme evaluation at its October 2031 meeting and decide on one of three outcomes: (a) **Full Renewal** (new 5-year CCPS for FY 2031-32 to FY 2036-37, covering Tier-3 corridors, international feeder integration via Vizhinjam, and green fleet development); (b) **Partial Renewal** (incentives maintained only for corridors not yet commercially viable; graduated exit for established routes); or (c) **Targeted Redesign** (if evaluation shows persistent market dependency without commercial viability, a fundamental redesign is warranted before further investment). The decision framework is set out in Exhibit 6.13.

Table 63. Scheme Sunset / Renewal Decision Framework

Evaluation Dimension	Assessment Criteria	Recommendation: Renewal	Recommendation: Sunset / Redesign
Modal Share Achievement	Coastal + IWT share vs. 12% target by 2047	Share on trajectory (>10% by 2032); continue with revised targets	Share <8% by 2032 despite full spend; redesign scheme
Traffic Volume vs. Target	Actual MT vs. Moderate Scenario 280 MT by FY 2030-31	>220 MT achieved (>80% of target); continue	<150 MT achieved; independent evaluation required before renewal
Fiscal BCR	₹ TLC saving / ₹ CCPS expenditure (Government perspective)	BCR ≥ 4x; renewal justified	BCR < 2x; restructure or reduce scope
Market Dependency Risk	Proportion of traffic commercially viable without incentive	>40% of traffic independent of incentive by Year 5; taper plan	<20% independent traffic; deep dependency - redesign
Environmental Co-Benefit	CO ₂ savings vs. BAU road/rail	≥8 MT CO ₂ /year savings achieved; scheme qualifies for green budget support	<4 MT CO ₂ /year; insufficient environmental justification for renewal
Private Investment Leverage	Private capital mobilised per ₹1 of CCPS expenditure	≥₹3 private per ₹1 Government (3x leverage); strong BCR	<₹1.5 private per ₹1 Government; insufficient crowding-in
Fleet Development Progress	New coastal vessels inducted vs. plan (75-110 vessels)	≥60 vessels inducted; domestic sector sustainable	<30 vessels; fleet creation failed - policy redesign needed
Institutional Maturity	CCPC independently operational; low supervision overhead	CCPC self-sustaining with recovered service fees; minimal Ministry intervention needed	CCPC requiring continued Ministry handholding - governance review

Source: Committee Analysis; EU Marco Polo Programme Evaluation (European Court of Auditors, 2013); Italy Marebonus Scheme Review (MIT, 2019); Japan Modal Shift Act Review (MLIT, 2020).

6.6. Critical Path Analysis and Cross-Cutting Dependencies

The CCPS implementation roadmap contains ten critical-path actions - those for which delay directly delays the entire scheme, with zero schedule float. Managing these ten actions is the primary responsibility of the MoPSW Secretary and the CCPC CEO throughout Phase I. The critical path is dominated by three inter-dependent chains:

6.6.1. Critical Path Chain 1 - Notification to Disbursement

Gazette Notification → MSW2.0 Module Specification → MSW2.0 Development (9 months) → UAT → Production → Beneficiary Registration → First Disbursement. Total elapsed time: 11-13 months, placing first disbursements in March-May 2027. Any delay in the MSW2.0 specification (which requires multi-agency input: CCPC, CBIC, DGS, MoF) will delay disbursements and undermine shipper confidence in Phase II launch.

6.6.2. Critical Path Chain 2 - CCA to Corridor Traffic

CCA Template Approved → Negotiations (5-6 months) → CCAs Executed → CCA Cargo Procurement Preference Operationalised → Pilot Corridor Traffic Ramp-up. Total elapsed time: 9-11 months from scheme notification to first CCA-committed cargo movement. The CCA negotiation timeline is most at risk of delay given inter-ministerial coordination complexity - the CCPC must invest maximum diplomatic effort in this chain in Phase I Q2-Q4.

6.6.3. Critical Path Chain 3 - Berth to Traffic

DPR Completion → VGF Approval → Contractor Pre-qualification → Contract Award → Construction (12-18 months) → COD → Coastal Traffic Commencement. Total elapsed time for PPA Berth #6: 21-24 months from Phase I start, with COD by December 2027. This is achievable only if DPR and VGF approval are completed by October 2026 - a tight but achievable timeline given PPA's existing preparedness.

Table 64. Critical Path Dependencies - CCPS Implementation (Top 10 Actions)

#	Action / Milestone	Depends On	Successor Actions	Float (Delay Tolerance)	Risk if Delayed
1	CCPS Gazette Notification	Cabinet Approval	All incentive claims, PCS module, CCA	Zero (Critical)	Entire scheme delayed
2	MSW2.0 CCPS Module Go-Live	Gazette Notification + IPA IT development	Beneficiary registration, auto-disbursement, PFMS link	2 months	Manual processing; delays shippers
3	CCPC Operationalisation	IPA Board approval, CEO appointment	CCA negotiations, cargo aggregation, corridor activation	1 month	CCA vacuum; no market interface
4	CCA Execution - Coal Ministry	CCPC ops + CCA template	East coast coal RSR pilot, cargo volume targets	2 months	RSR corridor volumes at risk
5	RoRo Terminal KPL DPR Approval	Port Authority Board	VGF disbursement, BCSL vessel deployment	3 months	RoRo pilot delay by 6-9 months
6	PPA Berth #6 Contract Award	VGF approval + DPR	Coastal berth COD (Dec 2027)	2 months	PPA coal throughput constrained
7	GST ITC Restoration Notification	GST Council vote	Multimodal TLC reduction; shipper adoption	3 months	TLC gap remains; incentive undermined
8	Railway RSR Telescopic Tariff	Railway Board circular	Coal RSR competitiveness vs. direct rail	3 months	Coal RSR route not commercially viable
9	Vessel Ordering - Tranche 1	SBFAS linkage + finance sanction	Fleet delivery (FY 2029-30)	6 months	Fleet deficit in Phase III
10	IWAI NAVIS-PCS Integration	IPA IT + IWAI systems	Coastal-IWT seamless tracking, RSV incentives	4 months	IWT leg data gap; audit difficulty

Source: Committee Analysis; Project scheduling based on SIMSC and Sagarmala programme implementation experience.

6.6.4. Cross-Cutting Dependencies

Several horizontal dependencies cut across all three critical path chains and cannot be managed by MoPSW alone:

- **GST Council Schedule:** GST ITC restoration and agri cargo exemption require GST Council approval (which meets 3-4 times per year). MoPSW must table these proposals at the May 2026 GST Council meeting to ensure Phase II launch readiness. Missing this window delays GST reform to August or November 2026.
- **Railway Board Circulars:** RSR telescopic benefit and short-haul flat tariff require Railway Board notification, which historically takes 3-6 months of internal deliberation. MoPSW should leverage the inter-ministerial momentum of CCPS notification to fast-track these circulars through the IMCC mechanism.
- **Finance Ministry Budget Approval:** VGF disbursements above ₹100 Crore per project require Ministry of Finance concurrence. CCPC must prepare Public Investment Board (PIB) notes for Priority-1 projects and present at the September 2026 pre-budget cycle meeting.
- **CBIC eSanchit Integration:** Uniform coastal B/L and 4-hour customs processing require CBIC circular and eSanchit system updates. CBIC's own digitalisation roadmap for FY 2026-27 should be leveraged to include coastal cargo processing improvements.

6.7. Stakeholder Responsibility Matrix - RACI Framework

The RACI (Responsible, Accountable, Consulted, Informed) matrix below assigns clear institutional roles for all major CCPS functions across the eight principal entities: MoPSW, DGS, CCPC/IPA, Port Authorities, Ministry of Finance/GST Council, Railways, CCA Ministries, and IWAI. The RACI framework is a living document to be maintained by CCPC and reviewed annually at the NCSMC meeting.⁴⁸

Table 65. CCPS RACI⁴⁹ Responsibility Matrix - Principal Stakeholders and Functions

Action / Function	MoPSW	DGS	CCPC/IPA	Port Auth	MoF/GST	Railways	Min./CCA	IWAI
Scheme Design & Notification	A/R	C	C	I	C	I	I	I
CCPC Establishment & Operations	A	I	R	C	I	I	I	I
Shipper Incentive Disbursements	A	C	R	C	I	I	I	C
Operator Incentive Processing	A	C	R	C	I	I	I	I
VGF Infrastructure Approvals	A/R	C	C	R	I	I	I	I
CCA Negotiation & Monitoring	A/R	C	R	I	I	I	C	I
Regulatory Reforms (Cabotage/GST)	A/R	R	C	I	R	C	I	I

⁴⁹ Note: R = Responsible (does the work); A = Accountable (owns the outcome, single point); C = Consulted (input sought before decision); I = Informed (notified of outcome). A/R = same entity is both Accountable and Responsible.

Action / Function	MoPSW	DGS	CCPC/IPA	Port Auth	MoF/GST	Railways	Min./CCA	IWAI
Railway RSR Telescopic Tariff	C	I	C	I	I	A/R	C	I
Port Infra Priority Projects	C	I	C	A/R	I	I	I	I
Fleet Development / SBFAS	A/R	C	C	I	I	I	I	I
IWT-Coastal Integration	C	C	C	I	I	C	I	A/R
MSW2.0 Digital Platform	C	I	A/R	C	I	I	I	I
Performance Monitoring (IMCC)	A/R	C	R	C	I	C	R	C
Annual Scheme Review (NCSMC)	A/R	C	C	C	C	I	I	I
Stakeholder Communication	A/R	C	R	C	I	I	C	I

Source: Committee Analysis; aligned with Annexure II Committee Report institutional design recommendations; SIMSC role architecture (Annexure 1, 2016)

6.7.1. Ministry-wise Action Register

The table below disaggregates the RACI matrix into a ministry-wise action register, providing each key stakeholder with a consolidated view of its CCPS obligations across short- and medium-term horizons:

Table 66. Ministry and Entity-wise Action Register - Short and Medium Term

Ministry / Entity	Key Actions Under CCPS	Short-Term (FY 26-27)	Medium-Term (FY 27-29)	CCA Signatory
MoPSW (Nodal Ministry)	Scheme gazette; CCPC governance; VGF approvals; annual NCSMC review; SBFAS linkage	Gazette, CCPC setup, VGF DPRs	Full scheme ops, NW integration, fleet push	-
DGS (Secretariat)	Cabotage orders; vessel registry integration; seafarer training policy; flag rules	Cabotage relaxation (container); DGS circular	Cabotage (bulk); safety circulars; AIS integration	-
IPA / CCPC	Cargo aggregation; MSW2.0 module; claim processing; CCA facilitation; CCPC ops	CCPC setup; PCS module; claims beta	Full auto-disbursement; CCPC scale-up; outreach	-
Ministry of Finance / GST Council	GST ITC restoration; port service exemptions (agri); LNG GST rationalisation	ITC restoration; agri exemption	LNG GST 5%; review coastal fiscal incentives	-
Ministry of Coal	CCA commitment - East Coast coal RSR (105 MT by FY 2028)	Pilot RSR - 3 corridors; GENCO engagement	Full RSR target; western coal RSV via NW-1	Yes
Ministry of Steel	CCA - Iron ore + Steel products (65 MT total by FY 2028)	Pilot - Odisha-South corridor	Full corridor expansion; west coast steel	Yes
Ministry of Railways (Railway Board)	RSR telescopic tariff (coal + bulk); flat-rate short-haul tariff (≤ 350 km)	Telescopic notification; 3 pilot corridors	Short-haul flat rate national; multi-commodity RSR	-

Ministry / Entity	Key Actions Under CCPS	Short-Term (FY 26-27)	Medium-Term (FY 27-29)	CCA Signatory
Dept. of Fertilisers	CCA - 8 MT coastal by FY 2028	Pilot - South coastal fertiliser	Full coastal network integration	Yes
Ministry of Food / FCI	CCA - 5 MT foodgrains coastal by FY 2028	Pilot - FCI coastal tender preference	Full coastal FCI movement	Yes
MoPNG	LNG bunkering support; CCA - POL 88 MT by FY 2028	LNG bunkering DPR + concession	LNG facility COD (East Coast); POL corridor expansion	Yes
IWAI	IWT-coastal integration; NW-1, NW-2, NW-16 vessel clearances; RSV certification	RSV classification norms; NAVIS integration	NW-1 Varanasi-Haldia activation; NW-16 Brahmaputra	-
CBIC (Customs)	Coastal customs process - 4 hr clearance; uniform B/L; co-loading EXIM+coastal	Circular on 4-hr processing; eSanchit coastal module	Co-loading framework; paperless coastal B/L	-

Source: Committee Analysis; MoPSW OM No. SR-23011/1/2026-MG (379345); Annexure II Committee Report (Feb 2026).

6.8. Phased Budget Deployment and Expenditure Triggers

The CCPS budget of INR ~19,000 Crore over five years (Moderate Scenario) is deployed in a deliberately front-weighted incentive and back-weighted infrastructure pattern. Year-1 (Phase I) expenditure of ₹307 Crore is primarily institutional setup and DPR costs, with minimal incentive disbursements given that full scheme launch occurs only in April 2027. Years 2-3 (Phase II, ₹2,816 Crore) see the steepest ramp in shipper incentive disbursements as pilot corridors activate. Years 4-5 (Phase III, ₹9,589 Crore) reach peak expenditure as the full corridor network is active and VGF infrastructure projects reach completion.

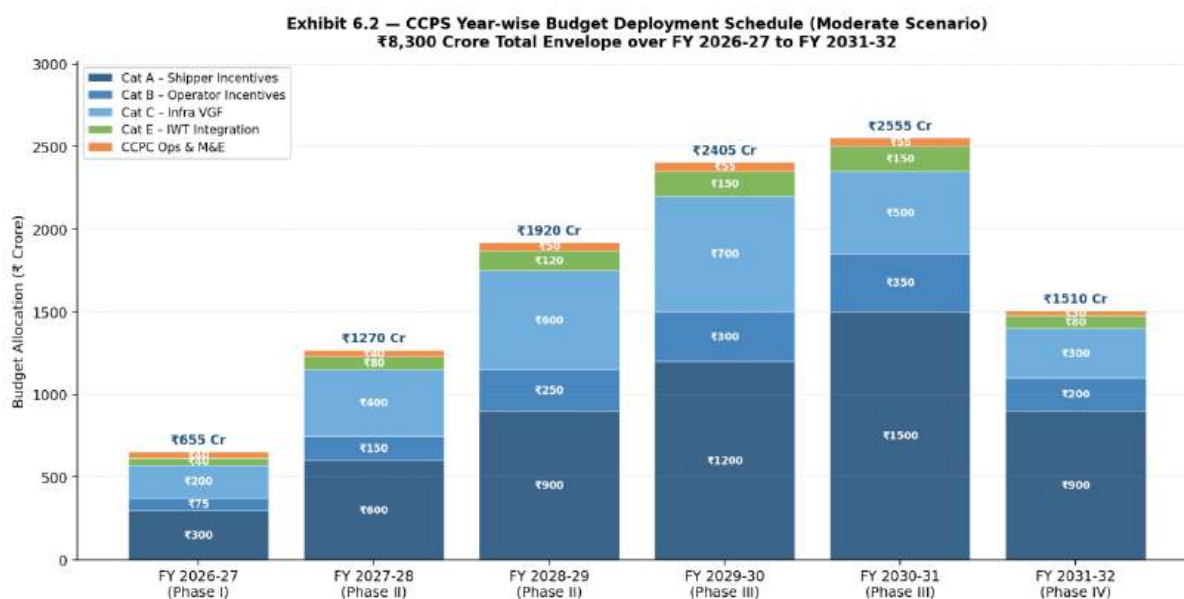


Figure 10. CCPS Year-wise Budget Deployment Schedule (Moderate Scenario)

Table 67. CCPS Year-wise Budget Deployment Schedule (Moderate Scenario)

Expenditure Head	FY 26-27 (Phase I)	FY 27-28 (Phase II)	FY 28-29 (Phase II)	FY 29-30 (Phase III)	FY 30-31 (Phase III)	FY 31-32 (Phase IV)	5-Yr Total (₹ Cr)
Cat A - Shipper Incentives	300	600	900	1,200	1,500	900	4,200
Cat B - Operator Incentives	75	150	250	300	350	200	1,050
Recommendation for Cat C - Infra VGF							
Recommendation for Cat D - Regulatory Actions	15	25	25	20	15	10	90
Recommendation for Cat E - IWT Integration	40	80	120	150	150	80	500
CCPC Setup & Operations	40	40	50	55	55	30	200
M&E, Audit & Research	10	10	15	15	20	15	60

Source: Committee Analysis; Chapter 4 (Section 4.11) Budget Framework; Ministry of Finance PFMS guidelines; Sagarmala VGF programme precedents.

Note: MoPSW budget share is proposed to be provisioned in Union Budget demand grants. The balance (₹2,550 Crore) is mobilised from IWAI (Cat E grants via IWAI budget), Port Authorities (co-funding for Cat C projects), Railway Board (RSR concession value not in MoPSW budget), and GST Council (ITC restoration as forgone revenue).

6.8.1. Expenditure Triggers and Annual Budget Approval Gateway

Each financial year's CCPS expenditure ceiling is subject to an **Annual Budget Approval Gateway** - a review conducted by MoPSW Secretary in January-February each year (aligned with Union Budget preparation cycle) - that assesses the prior year's KPI performance and adjusts the following year's expenditure ceiling within a $\pm 15\%$ band. If scheme uptake significantly underperforms target (see Section 6.9.3, Trigger T8), the budget envelope is reduced to avoid idle expenditure. If uptake significantly exceeds targets (unlikely in Phase I but possible in Phase III), supplementary demands can be raised mid-year through the IMCC / NCSMC.

6.8.2. Multi-Source Funding Architecture

The INR 19,879 Crore CCPS envelope is funded from five sources, reflecting the multi-stakeholder nature of the scheme:

- **MoPSW Demand for Grants (INR 5,750 Crore):** Primary source; covers all Cat A shipper incentives, Cat B operator incentives, CCPC operations, and MoPSW's Cat C VGF share. Provisioned as a new Head of Account under Ministry of Ports, Shipping and Waterways.
- **IWAI Budget (INR 500 Crore, Cat E):** IWT integration grants (E-1 to E-4) to be provisioned within IWAI's annual plan outlay, leveraging existing IWAI budget provision for waterway development.
- **Major Port Authority Co-Funding (INR 650 Crore approx.):** Port Authorities are expected to co-fund 40-50% of Cat C VGF projects above MoPSW's share (for projects where port equity participation is appropriate), funded from their own Plan funds and internally generated resources.

- **Railway Board Concession (RSR Telescopic Tariff):** The RSR telescopic tariff benefit represents a concession in Railway freight revenue (estimated INR 400-600 Crore over 5 years in forgone revenue to Railways but accruing as TLC savings to cargo owners and national logistics competitiveness).
- **GST Council Forgone Revenue (ITC + Exemptions):** GST ITC restoration and cargo exemptions represent forgone revenue of approximately INR 300-500 Crore over 5 years, offset by increased economic activity and income tax revenue from modal shift-driven logistics efficiency.

6.9. Monitoring, Evaluation, and Course-Correction Framework

Effective monitoring is not a bureaucratic afterthought - it is the operational immune system of the CCPS. The monitoring framework described here is designed to detect underperformance at the earliest possible stage, enable rapid course correction before small problems become scheme-level failures, and provide the evidence base for the mid-term and end-of-scheme evaluations required by the Terms of Reference.⁵⁰

6.9.1. KPI Hierarchy - Strategic to Operational

The CCPS monitoring framework operates across three levels of KPIs: **Strategic KPIs** (modal share, total cargo, CO₂ savings - measured annually at NCSMC level), **Operational KPIs** (corridor traffic, CCA compliance, CCPC efficiency, vessel turnaround - measured monthly at CCPC and quarterly at IMCC), and **Financial KPIs** (disbursement rates, BCR, private leverage - measured quarterly). The full KPI framework is set out below:

The indicated numbers are tentative and may be revised following consultations with the concerned Ministries and stakeholders

Table 68. CCPS KPI Monitoring Framework - Strategic, Operational, and Financial Metrics

#	KPI / Metric	Baseline (FY 2024-25)	Phase I Target (Mar 2027)	Phase II Target (Mar 2029)	Phase III Target (Mar 2031)	Responsible Agency	Data Source
S1	Coastal + IWT modal share (%)	6.0%	6.3%	7.5%	9.5%	MoPSW / CCPC	IPA/Ports/IWAI
S2	Total coastal cargo volume (MT)	339 MT	360 MT	430 MT	530 MT	CCPC / IPA	MSW2.0 Data
S3	Incremental cargo from CCPS (MT)	-	20 MT	90 MT	190 MT	CCPC	Incentive Claims DB
S4	Net TLC reduction on pilot corridors (%)	0%	8%	14%	20%	CCPC / NCAER	TLC Surveys
S5	CO ₂ savings vs. BAU (MT CO ₂ /yr)	-	0.5 MT	3.5 MT	8 MT	MoEFCC / CCPC	AIS Data/EXIM
O1	CCPS incentive claims processed (₹ Cr/yr)	0	200 Cr	800 Cr	2,000 Cr	CCPC / IPA	MSW2.0 / PFMS

#	KPI / Metric	Baseline (FY 2024-25)	Phase I Target (Mar 2027)	Phase II Target (Mar 2029)	Phase III Target (Mar 2031)	Responsible Agency	Data Source
O2	Active coastal routes under CCPS	0	5	15	30+	CCPC	Route Registry
O3	No. of CCA signatories (ministries)	0	5	9	9	MoPSW	CCA Database
O4	CCA cargo commitments achieved (%)	-	60%	80%	90%+	CCPC / IMCC	Ministry Reports
O5	New vessels inducted (coastal fleet)	~350	355	375	420+	DGS / CCPC	Vessel Registry
O6	Vessel turnaround time (coastal, hrs avg)	72 hrs	65 hrs	55 hrs	48 hrs	Port Authorities	Port MIS
O7	Average berthing wait (coastal vessels, hrs)	18 hrs	14 hrs	10 hrs	8 hrs	Port Authorities	Port MIS
F1	CCPS cumulative disbursement (₹ Cr)	0	200	1,500	4,000+	MoPSW / CCPC	PFMS / DBT
F2	VGF projects commissioned (no.)	0	2	8	15	Port Auth / CCPC	VGF Register
F3	Private investment leveraged (₹ Cr)	0	500	2,500	6,000+	CCPC	Periodic Survey
F4	Scheme fiscal BCR (₹ TLC savings/₹ CCPS cost)	-	2x	4x	5-7x	CCPC / MoF	Annual Eval

Source: Analysis; Baseline data from IPA Annual Report (2024-25), MoPSW Port Statistics (2024-25), IWAI Annual Report (2024-25), DGS Vessel Registry (2024).

6.9.2. Reporting Architecture and Dashboard

The CCPS monitoring architecture is built around the MSW2.0 digital platform, which provides real-time data on cargo movements, incentive claims, vessel positions (via AIS integration), and port-level performance. CCPC's Digital & Analytics division will operate a **CCPS National Dashboard** - accessible to MoPSW, DGS, NCSMC members, and CCA ministries - providing:

- **Daily:** Incentive claims received and processed; pending claim queue; port vessel movements.
- **Weekly:** Route-wise cargo volumes; disbursement totals; beneficiary count.
- **Monthly:** CCPC Scorecard (submitted to IPA Board and MoPSW); corridor performance reports; VGF project status updates.
- **Quarterly:** IMCC Regulatory Report; CCA performance review; KPI dashboard vs. targets.
- **Annual:** NCSMC Strategic Review Report; independent audit of CCPS disbursements; BCR estimate.

6.9.3. Course-Correction Triggers and Escalation Protocol

Pre-defined course-correction triggers ensure that the monitoring framework has teeth - that CCPC and IMCC are obligated to act when performance thresholds are breached, not merely to note the underperformance. Eight performance triggers are defined, each with an automatic response protocol, escalation level, and decision timeline:

Table 69. CCPS Course-Correction Triggers and Escalation Protocol

#	Performance Trigger	Threshold	Automatic Response	Escalation Level	Decision Timeline
T1	Annual cargo growth vs. target	<70% of target in any year	CCPC issues corrective advisory; root cause analysis within 30 days	IMCC Quarterly Review	60 days
T2	CCA ministry cargo shortfall	>20% below committed volume for 2 consecutive quarters	CCPC Secretary-level bilateral with defaulting ministry; escalation to Cabinet Secretariat	NCSMC Special Session	45 days
T3	Incentive disbursement error rate	>2% claims rejected or reversed	MSW2.0 emergency audit; CCPC audit cell activated	CCPC CEO + IPA MD	30 days
T4	Pilot corridor failure (traffic below 40% capacity for 6 months)	Traffic <40% of projected capacity after 6 months	CCPC to review TLC, route design, shipper barriers; consider rate revision	IMCC Emergency Review	90 days
T5	Port infrastructure VGF project delay (>6 months)	COD delayed beyond 6 months of schedule	Port Authority placed on watch list; VGF disbursement withheld pending revised milestones	MoPSW JS (Ports)	30 days of trigger
T6	CCPC institutional underperformance	KPI scorecard <65% for 2 consecutive quarters	Board-level review; CEO accountable; staffing augmentation	IPA Board + MoPSW	60 days
T7	Fleet supply deficit (>15% below plan)	Fleet induction <85% of target	SBFAS replenishment, accelerated foreign vessel cabotage relaxation	MoPSW / DGS	90 days
T8	Budget under-absorption (>25% unspent at year-end)	<75% budget utilised by Q4	CCPC conducts demand-side analysis; scheme parameters reviewed	NCSMC Annual Review	April-May each year

Source: Committee Analysis; benchmarked against EU Marco Polo programme monitoring protocols (European Commission, DG MOVE, 2010-2014) and Japan MLIT Modal Shift monitoring framework.

6.10. Communication, Outreach, and Stakeholder Engagement Strategy

Successful implementation of the CCPS depends not only on getting the institutional mechanics right, but on building sustained awareness, confidence, and participation among the shipper community, the operator community, state governments, and the public. The CCPS is a demand-pull scheme - its success depends on shippers actively shifting cargo to coastal modes, which requires them to (a) know the scheme exists, (b) understand how to

access incentives, (c) trust that claims will be processed transparently and quickly, and (d) observe peer shippers successfully using the scheme. Communication strategy must address all four dimensions.

6.10.1. CCPS Shipper Awareness Roadshows

CCPC will conduct **six industry roadshows** in the first year of scheme launch (FY 2027-28) in six logistics hubs: Mumbai (west coast bulk and container shippers), New Delhi (national cargo owners and FCI/government procurement officers), Chennai (south east coast coal/fertiliser/automobile), Ahmedabad/Surat (west coast chemical, salt, and sugar shippers), Kolkata (east coast coal, foodgrains, IWT operators), and Bangalore (automobile and consumer goods, RoRo potential). Each roadshow will include: scheme briefing, TLC calculation demonstration on 2-3 live corridor examples, claim portal walkthrough, and a panel of early-adopter shippers from pilot corridors.

6.10.2. MSME Shipper Outreach - LCL Aggregation

A specific concern flagged in Annexure II stakeholder consultations is that MSME shippers - who generate large aggregate coastal cargo but in small individual parcels - are systematically excluded from CCPS benefits because minimum parcel sizes and LCL aggregation costs make direct coastal shipping unviable for them. CCPC's MSME Outreach Executive (Division A, Annexure II Table 64 staffing) will work with the CCPC Cargo Platform to aggregate LCL cargo from MSME clusters (textile hubs in Surat, auto components in Pune/Hosur, agri-processing in Punjab/Andhra Pradesh) into full coastal shipments. The Cat A-6 LCL incentive (₹4,500/TEU-eq.) is specifically calibrated for this aggregated LCL model.⁵¹

6.10.3. Engagement Calendar - CCA Ministries and Port Authorities

Table 70. CCPS Stakeholder Engagement Calendar - Annual Cycle

Stakeholder Group	Engagement Mode	Frequency / Timing	Key Objectives	Lead Agency
CCA Ministry Nodal Officers	Quarterly IMCC Meeting + Bilateral Reviews	Quarterly; first meeting within 60 days of gazette	CCA target tracking, pipeline review, problem resolution	MoPSW / CCPC
Major Port Authority Chairpersons	Monthly CCPC Operations Call; Annual Port CEO Summit	Monthly; Annual Summit in October	Berth readiness, incentive ops, VGF project status	CCPC / IPA
Indian National Shipowners (INSA/ICSA)	Industry Roundtable; CCPC Key Account Management	Bi-monthly; ad hoc as needed	Fleet ordering guidance, route economics, anti-abuse	CCPC Market Dev. Team
Cargo Owners / Shippers	CCPS Shipper Awareness Roadshows (6 cities)	Quarterly in Year 1; bi-annual thereafter	Scheme awareness, claim process, TLC benchmarking	CCPC / MoPSW
State Maritime Boards (12)	State Coordination Meeting; CCPC Outreach Cell	Quarterly; targeted outreach for	Non-major port cargo, MSME	CCPC / DGS / State Govts

Stakeholder Group	Engagement Mode	Frequency / Timing	Key Objectives	Lead Agency
Coastal States)		non-major port activation	shipper onboarding	
IWAI / River Stakeholders	IWT-Coastal Integration Working Group	Monthly through Phase I-II; quarterly thereafter	RSV integration, NW-1 activation, multimodal tariff	CCPC / IWAI
Media & Public	Press releases, MoPSW Annual Report, social media	On major milestones (gazette, corridor launch, CCA signing)	Policy transparency, public awareness of modal shift benefits	MoPSW Communications
Parliament / Standing Committee	Annual Report to Standing Committee on Transport, Tourism and Culture	Annual	Scheme impact, expenditure, KPI achievement	MoPSW Secretary

Source: Committee Analysis; CCPC Operating Manual framework.

6.10.4. Parliamentary and Public Accountability

An annual CCPS Progress Report will be submitted to Parliament through MoPSW as part of the Ministry's Annual Report, and separately tabled before the Parliamentary Standing Committee on Transport, Tourism and Culture. The report will include: scheme expenditure (Budget vs. Actual), cargo moved under CCPS, number of beneficiary shippers/operators, pilot corridor performance, CCA compliance rates, infrastructure project status, and CO₂ savings estimate. This public accountability mechanism - absent from the original SIMSC design - is essential for sustaining political support for the scheme through its 5-year lifecycle.

6.11. Alignment with National Development Priorities

The CCPS Implementation Roadmap is designed to be aligned with - and to actively contribute to - several key national development priorities beyond logistics cost reduction:

6.11.1. Net Zero and National Determined Contributions (NDCs)

India's Updated NDC (2022) commits to a 45% reduction in emissions intensity of GDP by 2030 and 50% cumulative electricity generation from non-fossil fuels by 2030. Coastal shipping emits approximately 15-40% less CO₂ per tonne-km than road freight and 10-20% less than rail for equivalent cargo flows. The CCPS Moderate Scenario is projected to deliver **8-12 MT of CO₂ savings per year** by FY 2031-32 (approximately 2% of transport sector CO₂ at current trajectory), a material contribution to India's transport decarbonisation. The Green Vessel Operating Incentive (B-6) - specifically targeting LNG, methanol, and CII-A/B vessels - accelerates the decarbonisation of the coastal fleet itself.⁵²

6.11.2. Viksit Bharat 2047 Logistics Competitiveness

The Viksit Bharat vision (India at 100, 2047) requires logistics cost as a share of GDP to fall from the current ~8-9% to 5-6% - broadly in line with developed economy levels. NCAER's

2023 logistics cost study⁵³ finds that road freight's structural dominance (carrying ~60% of freight tonne-km at costs 2-3 times coastal shipping for long-haul traffic) is the largest single driver of India's logistics cost disadvantage. CCPS's explicit goal of doubling coastal modal share (6% → 12%) directly addresses this structural imbalance and is calibrated to deliver ₹25,000-40,000 Crore in annual logistics cost savings by 2047 at full modal shift realisation.

6.11.3. Employment Generation

The CCPS Moderate Scenario is estimated to generate **50,000-80,000 direct and indirect jobs** by FY 2031-32 through: fleet development (seafarers, shipyard workers), port mechanisation and operations (cargo handlers, engineers, technicians), CCPC and logistics ecosystem (analysts, aggregators, freight forwarders), and supply chain services (warehousing, last-mile logistics at coastal hubs). The vessel ordering programme (Tranches 1 and 2, targeting 45-50 vessels) will directly sustain **15,000-20,000 shipyard jobs** at CSL Kochi, HSL Visakhapatnam, and private yards.

6.12. Projected Modal Share Trajectory and Scenario Analysis

The CCPS Implementation Roadmap, if executed as designed, is projected to deliver the following modal share trajectory across the three scenarios:

Under the Moderate Scenario (the target pathway), coastal + IWT modal share is projected to reach 9.5% by FY 2031-32. The scenario selector in the model defines this as the base case and sets a 5-year cumulative incremental cargo target of 190 MT, while the traffic module projects total coastal cargo at 262.5 MT by FY 2031-32 across the modelled commodities.

The Conservative Scenario reaches 8.5% modal share by FY 2031-32, while the Ambitious Scenario reaches 11.5%. The Moderate Scenario remains the active planning case in the financial model.

6.13. Summary

Chapter 6 translates the CCPS design framework into a fully specified implementation roadmap across four phases spanning FY 2026-27 to FY 2031-32. The key conclusions are:

- Phase I (April 2026 - March 2027, ₹307 Crore): The most consequential 12 months of the scheme. Gazette notification, CCPC operationalisation, CCA negotiations, MSW2.0 development, and Priority-1 infrastructure DPRs must all be completed. Zero-float actions include the gazette notification, MSW2.0 specification, GST ITC restoration, and cabotage relaxation.
- Phase II (April 2027 - March 2029, ₹2,816 Crore): Full scheme launch; pilot corridor activation; DBT disbursements; fleet ordering Tranche 1; and the first CCA annual review.
- Phase III (April 2029 - March 2031, ₹9,589 Crore): Peak expenditure phase; Tier-2 corridor activation; independent mid-term evaluation; fleet delivery; IWT integration at scale; and LNG bunkering COD.
- Phase IV (April 2031 - March 2032+, ₹5,585 Crore): Managed transition; route graduation framework; end-of-scheme evaluation; and the NCSMC renewal decision.

- **Critical Path:** Ten zero-float critical path actions have been identified. The gazette notification → MSW2.0 chain, CCA negotiations → corridor traffic chain, and DPR → berth COD chain are the three dominant critical path sequences governing Phase I and Phase II success.
- **RACI Matrix:** Clear institutional ownership has been assigned across MoPSW, DGS, CCPC/IPA, Port Authorities, MoF/GST, Railways, CCA Ministries, and IWAI for all 15 principal CCPS functions.
- **KPI Framework:** 16 KPIs across three levels (Strategic, Operational, Financial), monitored through MSW2.0 CCPS National Dashboard, with monthly CCPC, quarterly IMCC, and annual NCSMC review cycles.
- **Course-Correction Architecture:** Eight pre-defined performance triggers with automatic responses and escalation protocols ensure real-time course correction capability - the key governance innovation distinguishing CCPS from its predecessors.
- **Projected Outcomes (Moderate Scenario):** 9.5% coastal + IWT modal share by FY 2031-32; 190 MT incremental cargo target over five years; 246.7 MT of cumulative CCPS-induced coastal cargo over FY 2026-27 to FY 2031-32; ₹33,449 Crore of cumulative TLC savings; 8.68 Mt CO₂ saved; 7.23 million truck-trips avoided; and about 699 direct and indirect jobs in the model outputs.

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Budgets, Resources, Implementation Roadmap & Strategy

204

7. Budgets, Resources, Implementation Roadmap and Strategy

[ToR Clause (v) -Phased timelines and milestones; clear allocation of responsibilities; resource and budgetary requirements; monitoring, evaluation, and impact assessment; risk mitigation]

The chapter covers: (i) modelling architecture and key assumptions; (ii) budget calculations for each incentive category (A through E and CCPC); (iii) consolidated fiscal envelope; (iv) benefit quantification; (v) Benefit-Cost Ratio (BCR) and IRR analysis; (vi) fiscal returns to the Exchequer; (vii) private investment leverage; (viii) sensitivity analysis; and (ix) multi-source funding architecture.

All figures are in ₹ Crore at constant FY 2026-27 prices unless stated otherwise. The "Moderate Scenario" is the active base case in the Excel model and is used for the updated discussion below.

Table 7.0 - Key Financial Metrics at a Glance (Moderate Scenario, FY 2026-27 to FY 2031-32)

Metric	Value	Basis
Total Public Investment	₹18,296 Crore (FY26-27 to FY31-32)	Active consolidated scheme expenditure in the Excel model
Cat A - Shipper Incentives	₹16,994 Crore	92.9% of total; DBT to cargo owners via MSW2.0; A-1 to A-11
Cat B - Operator Incentives	₹1,222 Crore	6.7%; B-8 to B-14; routes, sailings, feeder support, fleet and green vessel incentives
Recommendation for Cat C - Infrastructure VGF	₹0 Crore in active fiscal envelope	Project pipeline identified separately; active consolidated expenditure sheet carries zero Cat C outflow
Recommendation for Cat D - Regulatory Admin	₹38.2 Crore	CCA development, DGS certification and regulatory coordination
Recommendation for Cat E - CCPC Operations (net)	₹42.4 Crore	CCPC staff, office, IT and outreach net of self-recovery
NPV of TLC Savings to Economy	₹15,489 Crore	Discounted TLC savings at 10% real discount rate
Benefit-Cost Ratio (BCR)	4.14×	PV of quantified benefits / PV of costs at 10%
Economic NPV (ENPV)	₹40,507 Crore	Model output: PV benefits minus PV costs
Internal Rate of Return (IRR)	57.5%	Economy-wide IRR from the model
Net Fiscal Return to Exchequer	₹21,768 Crore	5-year cumulative fiscal revenues from GST, port dues, corporate tax and income tax
Private Investment Mobilised	₹9,900 Crore	4.2× leverage on Cat B and C public outlay (Section 7.11)
Incremental Coastal Cargo (5-yr)	262.5 MT (cumulative)	Total CCPS-induced modal shift above FY24-25 baseline (Section 7.2)
CO₂ Savings (5-yr cumulative)	~13,018 MT CO ₂ -eq	80% vs road; 30% vs diesel rail; shadow price ₹1,500/T (Section 7.9)

Metric	Value	Basis
Employment Generated	~700 jobs	Direct + indirect at UNCTAD multiplier 1.7× (Section 7.9)

7.1. Financial Modelling Approach and Architecture

The financial model covers FY 2026-27 to FY 2031-32 (6 years, of which 5 are core incentive years). Each module feeds the next in a defined calculation chain:

Module 1 (Traffic Projection) → Module 2 (Cat A Expenditure) → Module 3 (Cat B Expenditure) → Module 4 (Cat C VGF Schedule) → Module 5 (Cat D/E/CCPC Costs) → Consolidated Expenditure → Benefit Quantification → BCR/NPV/IRR

The model operates on three parallel scenarios - Conservative, Moderate, and Ambitious - driven by a single Scenario Selector. All scenarios share the same structural calculation logic; only the input parameters differ. The "Moderate Scenario" is the recommended baseline for budget provision.

7.1.1. Key Modelling Assumptions

The table sets out all model parameters. These assumptions are registered in the Assumptions sheet of the financial model and are traceable to authoritative government sources.

Table 71. Model parameters

Ref	Category	Parameter	Conservative	Moderate	Ambitious	Source
A-1	Scheme	Scheme Duration	5 years	5 years	5 years	OM No. SR-23011/1/2026-MG
A-3	Traffic	Baseline Coastal+IWT Modal Share	6.0%	6.0%	6.0%	IPA Annual Report FY24-25
A-4	Traffic	Baseline Coastal Cargo Volume	339 MT	339 MT	339 MT	IPA Port Statistics FY24-25
A-5	Traffic	Incremental Cargo - 5-yr Cumulative	130 MT	190 MT	260 MT	Annexure II Committee Report Section 4.2
A-6	Target	Modal Share Target by FY 2031-32	8.5%	9.5%	11.5%	MIV 2030; MAKV 2047
B-2	Inflation	WPI Annual Growth Rate (Cat A indexation)	4.5%	5.0%	5.5%	Office of Economic Advisor, MoCI
B-5	Finance	Social Discount Rate (Real Pre-Tax)	10%	10%	10%	NITI Aayog PAG-2023
C-1 to C-5	Uptake	DBT Claim Rate (% of eligible cargo claiming)	Yr1=10%→ Yr5=60%	Yr1=20%→ Yr5=75%	Yr1=30%→ Yr5=90%	Marco Polo uptake data (EC 2014); Jalvahak

Ref	Category	Parameter	Conservative	Moderate	Ambitious	Source
D-1 to D-9	TLC	Weighted Avg TLC Saving (₹/T, Moderate)	₹1,300/T	₹1,356/T	₹1,400/T	NCAER Logistics Cost Study 2023; Annexure II
E-4	VGF	Private Leverage on VGF	3.5×	4.2×	5.0×	Sagarmala PPP performance; DEA VGF Programme
F-4/F-5	Carbon	CO ₂ Saving vs Road / Rail	80.6% vs road; 45.5% vs rail	-	-	UNCTAD Review 2024; IMO 4th GHG Study
F-6	Carbon	Shadow Carbon Price (₹/T CO ₂)	₹1,500	₹1,500	₹1,500	MNRE Carbon Credit guidelines; MoEFCC

7.1.2. Scenario Definitions

Three scenarios were modelled to represent the plausible outcome range, recognising that coastal shipping growth depends heavily on CCA execution, fleet availability, and regulatory reform speed:

Table 72. Scenario Definitions

Scenario	5-yr Total (₹ Cr)	Incremental Cargo (5-yr MT)	Modal Share by FY32	Key Differentiators
Conservative	₹9,826.5	130 MT	8.5%	Delayed CCA execution and slower uptake
Moderate	₹18,296.4	190 MT	9.5%	Active base case in the financial model
Ambitious	₹30,504.3	260 MT	11.5%	High-growth case with accelerated uptake and reforms

7.2. Category A - Shipper Incentive Expenditure

Category A is the primary demand-side instrument, accounting for ₹16,994 Crore (85.5%) of the total Moderate Scenario budget over five years. It provides direct, voyage-linked cash transfers to cargo owners (shippers) as reimbursement of the residual Total Logistics Cost (TLC) gap between coastal shipping and road/rail alternatives, computed per tonne per nautical mile (or per TEU/vehicle for unit-rate commodities).

7.2.1. Calculation Methodology - General Formula

For each sub-category (A-1 through A-11), the annual incentive has been calculated in 10 steps:

- Step 1: Traffic Volume (MT or TEU) = Baseline cargo × CCPS-induced growth rate
- Step 2: DBT Claim Rate (%) = % of CCPS-induced volume where shippers actually submit DBT claims (ramp: Y1=20%, Y2=30%, Y3=50%, Y4=70%, Y5=75%)
- Step 3: DBT-Claimed Volume = Traffic Volume × DBT Claim rate
- Step 4: Weighted Average Voyage Distance (NM) = corridor-weighted average from Corridors sheet

- e) Step 5: Distance Cap = MIN(Weighted Average Voyage Distance, Rate Card cap for that sub-category)
- f) Step 6: Rate (₹/T-NM or ₹/TEU or ₹/Vehicle) from Rate Card
- g) Step 7: Gross Incentive = DBT-Claimed Volume (MT) × Distance (NM) × Rate (₹/T-NM)
- h) Step 8: Per-Tonne Cap from Rate Card (₹/T)
- i) Step 9: Implied ₹/T = Gross Incentive / DBT-Claimed Volume
- j) Step 10: Net Incentive = MIN (Gross Incentive, DBT-Claimed Volume × Per-Tonne Cap from Rate Card)

The cap in Step 10 prevents over-payment on very long voyages. For containerised and unit-cargo sub-categories (A-5, A-6, A-9), the formula simplifies to: Net Incentive = DBT-Claimed Volume × Unit Rate.

7.2.2. Sub-Category Calculation Details and Results

Table 73. Category A: Sub-Category Parameters and Annual Budget (₹ Crore, Moderate Scenario)

Sub-Cat	Commodity	Rate	Dist Cap (NM)	Per-T Cap (₹)	Avg Voyage (NM)	FY27 ₹Cr	FY28 ₹Cr	FY29 ₹Cr	FY30 ₹Cr	FY31 ₹Cr	FY32 ₹Cr	5-yr Total ₹Cr
A-1	Coal RSR (Thermal +Coking)	₹1/T-NM	800	₹800/T	1,190 (capped 800)	91	231	720	1,504	1,841	1,962	6,350
A-2	Iron Ore & Pellets - Coastal	₹1/T-NM	1,000	₹1,000/T	1,380 (capped 1,000)	49	141	487	1,008	1,224	1,295	4,203
A-3	Steel Products	₹1/T-NM	1,000	₹1,000/T	1,420 (capped 1,000)	9	35	141	369	486	503	1,544
A-4	Cement & Clinker	₹1.5/T-NM	1,280	₹2,100/T	1,280	21	83	391	965	1,236	1,310	4,005
A-5	Fertilisers - Containerised	₹3,200/TEU	N/A - fixed per TEU	N/A	N/A	6	21	82	186	244	251	791
A-6	Automobiles / RoRo	₹6,000/vehicle	1,200 NM max	N/A - per vehicle	N/A	0	0	0	0	0	0	0
A-7	POL & Petroleum	₹0.75/T-NM	1,200	₹1,500/T	1,200	0	0	0	0	0	0	0
A-8	Foodgrains FCI	₹2/T-NM	1,800	₹2,000/T (cap binds)	1,800	0	0	5	19	33	46	102
A-9	Container Coastal (FCL)	₹3,000/TEU	N/A - fixed per TEU	N/A	N/A	0	0	0	0	0	0	0
A-10	General Break-Bulk	₹0.8/T-NM	1,500	₹1,600/T	1,500	0	0	0	0	0	0	0
A-11	IWT River-Sea (RSV)	₹1.5/T-NM	1,000	₹3,000/T	1,000	0	0	0	0	0	0	0
TOTAL CAT A	All sub-categories A-1 to A-11					176	511	1,825	4,050	5,064	5,367	16,994

Notes: (1) A-6, A-7, A-9, A-10, A-11 show zero disbursements because CCPS-induced modal shift volumes are not modelled in the Moderate Scenario for these segments - they are reserved for Ambitious Scenario or Phase III expansion. (2) A-8 (Foodgrains) activates from FY28-29 when FCI CCA execution is projected. (3) Cap binding on A-8 because voyage

distance (1,800 NM) $\times$ rate (₹2/T-NM) = ₹3,600/T exceeds the ₹2,000/T cap; the cap-enforced value is used.

7.2.3. DBT Claim Rate - Ramp Assumption and Calibration

The DBT Claim Rate is the single assumption driving Category A expenditure. It represents the fraction of CCPS-eligible coastal cargo where the shipper actually submits a DBT claim through MSW2.0. Calibration is based on:

- EU Marco Polo Programme observed 20-35% first-year uptake on newly incentivised SSS routes, reaching 65-80% by Year 3 (EC 2014 Final Evaluation)
- Jalvahak Scheme (India, 2023): ~15% uptake in Year 1, rising to ~40% by Year 2 (IWAI performance data)
- Conservative assumption: DBT rate deliberately understates theoretical maximum to reflect institutional friction, documentation burden, and shipper awareness lag

Table 74. DBT Claim Rate - Ramp Assumption and Calibration

Year	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32
Conservative	10%	20%	40%	50%	60%	60%
Moderate	20%	30%	50%	70%	75%	75%
Ambitious	30%	40%	70%	80%	90%	90%

The ramp from 20% to 75% in the Moderate Scenario implies that even by FY30-31, 25% of eligible coastal cargo is not claiming - a conservative built-in buffer to prevent overestimation of expenditure (and thus prevent budget shortfalls).

7.2.4. WPI Indexation

Category A base rates (set for FY 2026-27) are indexed to the Wholesale Price Index (WPI) every two years. In the model, WPI is applied as a step-up to the rates at Year 3 and Year 5:

Indexed Rate (Year 3) = Base Rate $\times$ (1 + WPI)² = Base $\times$ 1.1025 (at 5% WPI)

Indexed Rate (Year 5) = Base Rate $\times$ (1 + WPI)⁴ = Base $\times$ 1.2155 (at 5% WPI)

In the Moderate Scenario model, WPI indexation has a net-neutral impact on expenditure because: (a) indexed rates increase disbursement per tonne, but (b) the DBT claim rate is already set conservatively.

7.3. Category B - Operator and Fleet Incentive Expenditure

Category B addresses the supply side - vessel operators, shipping lines, and fleet developers. It accounts for about ₹1,222 Crore (6.7%) of the Moderate Scenario budget over FY 2026-27 to FY 2031-32. Category B is explicitly designed as transitional: instruments are time-limited to avoid creating permanent subsidy dependency. In the current model these instruments are B-8 through B-14: NRLG, SFB, ERLO, FCG, IBVP, GVI, and the RSV Coastal Extension Incentive.

7.3.1. Sub-Category Calculation Details

B-1: New Route Launch Grant (NRLG) - ₹34.5 Crore (5-yr)

Designed to offset the first-year fixed cost premium of launching a new scheduled coastal service on an O-D pair with no prior history. The grant is a one-time payment for the first 12 months of operation only.

Net B-1 = New Routes Activated (yr N) $\times$ Grant per Route (₹1.5 Cr)

Table 75. New Route Launch Grant (NRLG)

Parameter	FY27	FY28	FY29	FY30	FY31	FY32	Total
New Routes Activated (O-D pairs)	3	5	7	5	3	0	23
Grant per New Route (₹ Crore)	1.5	1.5	1.5	1.5	1.5	1.5	9
Net B-1 Disbursement (₹ Crore)	4.5	7.5	10.5	7.5	4.5	0	34.5

Rationale for activation profile: Phase I = 3 routes (pilot corridors only); Phase II = 5+7 routes as the full scheme activates; Phase III = 5 additional routes as Tier-2 corridors activate; no new grants in FY31-32 (route stabilisation phase). Zero disbursement in FY31-32 represents successful transition to commercial viability.

B-2: Service Frequency Bonus (SFB) - ₹268.8 Crore (5-yr)

Net B-2 = Additional Sailings (above baseline of 2/week) × ₹12 Lakh per sailing ÷ 100

Table 76. Service Frequency Bonus (SFB)

Parameter	FY27	FY28	FY29	FY30	FY31	FY32	Total
Additional Sailings (all routes, all operators)	120	240	360	480	520	520	2,240
Bonus per Sailing (₹ Lakh)	12	12	12	12	12	12	72
Net B-2 (₹ Crore)	14.4	28.8	43.2	57.6	62.4	62.4	268.8

B-3 through B-7: Summary Calculations

Table 77. Summary Calculations

Instrument	Formula	Key Driver	FY27	FY28	FY29	FY30	FY31	FY32	5-yr Total
B-3 ERLO	Voyages × Avg Empty Cost × 30% offset; cap ₹25L/voyage	80→300 empty voyages/yr	0.08	0.18	0.30	0.40	0.45	0.45	1.86
B-4 FCG	Feeder TEUs × ₹500/TEU ÷ 1Cr	25K→250K TEUs/yr	1.25	3.0	5.0	7.5	10.0	12.5	39.25
B-5 IBVP	Vessels × Vessel Cost (₹150Cr) × 5% premium	12→0 Indian-yard orders/yr	90	135	150	90	30	0	495
B-6 GVI	Green-certified vessels × ₹1 Cr/yr	5→90 EEXI/LNG vessels	5	15	30	50	70	90	260
B-7 RSV	RSV round trips × ₹10L/trip ÷ 100	0→420 NW-1/5 round trips/yr	0	6	14.4	24	36	42	122.4
TOTAL CAT B	B-1 + B-2 + B-3 + B-4 + B-5 + B-6 + B-7		115	196	253	237	214	208	1,222

Notes: (1) B-5 IBVP is the single largest instrument at ₹495 Crore, peaking in Phase II (FY28-29) as the 20-vessel ordering tranche is processed. It drops to zero in FY31-32, consistent with the model's assumption that fleet ordering is front-loaded. (2) B-6 GVI grows monotonically as green vessel certification accumulates. (3) B-3 ERLO disbursements are modest (₹1.86 Cr total) because the empty voyage cap of ₹25 Lakh/voyage tightly constrains the per-voyage payment.

7.4. Recommendation for Category C - Infrastructure Projects

Category C provides a list of 56 projects identified by various stakeholders during committee meetings and consultations. These projects have been categorised as: Priority 1- Critical, Priority 2- High, Priority 3- Medium, and Priority 4- Deferred; using an exhaustive framework that considers modal shift impact (30% weightage), financial readiness (20% weightage),

strategic alignment (20% weightage), source verifiability (15% weightage), implementation urgency (10% weightage) and sustainability (5% weightage). The list further includes newly proposed strategic projects that have been assigned scores based on the criteria identified in the prioritisation matrix. The costs associated with these projects has not been included at this stage, as these strategic initiatives shall be covered under Sagarmala, MDF and various other maritime schemes. The prioritisation matrix however, allows for Phase wise categorisation of projects based on their priority and recommends implementable actionable for each project.

7.4.1. Infrastructure Project Prioritisation

Table 78. Category C: Project Prioritization Matrix

ID	Port / Entity	Project Name	Priority Band	CCPS Phase	Remarks
P-001	SMPA (HDC)	Mechanisation of Berth No. 2 at Haldia Dock Complex (HDC)	Priority 1 - Critical	Phase I	Proceed - Ongoing
P-002	NMPA	Mechanisation of Berth No. 14 - Phase 2 (New Mangalore Port)	Priority 1 - Critical	Phase I	Proceed - Ongoing
P-003	NMPA	Strengthening of Berth No. 8 for Coastal Iron Ore Imports	Priority 1 - Critical	Phase I	Proceed - Monitor
P-004	NMPA	5,000 MT Capacity Enhancement - UltraTech Cement Silo Addition	Priority 2 - High	Phase I	Proceed - Ongoing
P-005	VoCPA	NCB-III Mechanisation (6.96 MTPA) - V.O. Chidambaranar Port	Priority 1 - Critical	Phase I	Proceed - Fast-track
P-006	JNPA	Coastal Berth Upgrade by NSDTPL - PPP-based (JSW Infra Liquid Berths LB-3 & LB-4)	Priority 1 - Critical	Phase I	Proceed - Monitor
P-007	ChPA	Coastal Berth PPP Mechanisation Award (FY 2025-26)	Priority 2 - High	Phase I	Proceed - Monitor
P-008	KPL	Coal Berths 3 & 4 Mechanisation by TNPGL - Kamarajar Port	Priority 1 - Critical	Phase I	Proceed - Ongoing
P-009	MbPA	Semi-Mechanisation of Indira Dock Berths - O&M Tender	Priority 2 - High	Phase I	Proceed - Monitor
P-010	PPA	3rd & 4th Railway Line - Jarapada to Budhapank with	Priority 1 - Critical	Phase I	Proceed - Critical path

ID	Port / Entity	Project Name	Priority Band	CCPS Phase	Remarks
		Flyover at Talcher (47 km)			
P-011	PPA	3rd & 4th Railway Line - Budhapank to Salegaon via Rajatgarh (86 km)	Priority 1 - Critical	Phase I	Proceed - Critical path
P-012	PPA	Bhadrak-Nergundi 3rd Railway Line	Priority 1 - Critical	Phase II-III	Monitor - Long lead
P-013	ChPA	Double Decked Elevated Corridor - Chennai Port to Maduravoyal	Priority 2 - High	Phase I	Proceed - Note delay
P-014	SMPA (KDS)	Reconstruction of Berth No. 8 and Mechanisation of Berths 7 & 8 - KDS	Priority 1 - Critical	Phase I-II	Proceed - Ongoing
P-015	SMPA (HDC)	Mechanisation of Berth No. 5 at HDC	Priority 1 - Critical	Phase I-II	Proceed - Ongoing
P-016	MgPA	Dedicated Coastal Cargo Berth at Vasco Bay (2 MTPA, ₹203 Crore) - Mormugao Port	Priority 1 - Critical	Phase I-II	Prioritise - Fast-track VGF
P-017	MgPA	Berth-9 Development (4.71 MTPA) under Sagarmala - Mormugao	Priority 2 - High	Phase II	Plan - DPR needed
P-018	NMPA	Construction of Berth No. 17 - New Berth at New Mangalore Port	Priority 2 - High	Phase II	Plan - Initiate DPR
P-019	NMPA	Deepening & Reconstruction of Berth No. 9 for Deep-Draft Oil Tankers	Priority 3 - Medium	Phase II	Plan - Sagarmala grant
P-020	PPA	Development of Additional Berth and Upgradation of Inner Oil Berth (IOB) - Paradip	Priority 1 - Critical	Phase II	Prioritise - VGF potential
P-021	PPA	Doubling of Haridaspur-Paradip Rail Line (82 km)	Priority 1 - Critical	Phase II-III	Plan - Railway coordination
P-022	KPL	Development of Common User Railway Siding -	Priority 2 - High	Phase I-II	Plan - DPR in progress

ID	Port / Entity	Project Name	Priority Band	CCPS Phase	Remarks
		General Cargo, MV End Loading & Road			
P-023	SMPA (KDS)	Integrated Mechanisation of 1-5 NSD and Outer Terminal Construction - KDS	Priority 2 - High	Phase II	Plan - DPR needed
P-024	SMPA (HDC)	Mechanisation of Berths 9 & 10 at HDC	Priority 2 - High	Phase II	Plan - Initiate DPR
P-025	SMPA (HDC)	Integrated Development - Berths 11 & 12 and Outer Terminal at HDC	Priority 2 - High	Phase II-III	Plan - DPR needed
P-026	SMPA (KDS)	Development of Cement Storage Bulk Terminal at KPD-II (West)	Priority 2 - High	Phase II-III	Plan - DPR needed
P-027	SMPA (KDS)	Extended Port at Balagarh - KDS	Priority 2 - High	Phase II-III	Plan - DPR needed
P-028	SMPA (KDS)	Multimodal Terminal at KPD II (East) - KDS	Priority 2 - High	Phase II-III	Plan - IWT strategy align
P-029	SMPA (KDS)	Rejuvenation of KPD Phase 2 - Berths 8, 10, 12	Priority 3 - Medium	Phase III-IV	Defer - Long horizon
P-030	DPA	Bandar Area Jetty Conversion to Coastal Berth	Priority 3 - Medium	Phase II	Plan - DPR needed
P-031	DPA	CJ-17 Multipurpose Berth Development - Deendayal Port	Priority 3 - Medium	Phase II	Plan - DPR needed
P-032	VoCPA	Capital Dredging - VOC III & IV Berths to 15.5m Draft	Priority 1 - Critical	Phase I-II	Prioritise - Critical for Coal RSR
P-033	KPL	Capital Dredging Phase VI - (-)18m Deep Draft in Basin and Channel	Priority 1 - Critical	Phase I	Proceed - Action initiated
P-034	VoCPA	Ro-Ro Facility Development (0.6 MMT) at VoCPA - Tuticorin	Priority 2 - High	Phase II	Propose VGF - Initiate DPR
P-035	NW-1 / IWAI-SMPA	IWT-Coastal Integration Hub at Haldia - NW-1 (Ganga) Coastal Extension	Priority 2 - High	Phase II-III	Initiate DPR - IWAI + SMPA

ID	Port / Entity	Project Name	Priority Band	CCPS Phase	Remarks
P-036	NW-5 / IWAI-PPA	IWT-Coastal Hub at Paradip - NW-5 (Brahmani-Mahanadi-Matai) Integration	Priority 2 - High	Phase III	Initiate DPR - IWAI + PPA
P-037	SMPA (KDS)	Floating LNG Terminal (FSRU) at Haldia Dock Complex - SMP	Priority 2 - High	Phase I-II	Proceed - Monitor
P-038	SMPA (KDS)	Development of Concrete Jetty for Liquid Cargo Handling at Budge Budge	Priority 3 - Medium	Phase I	Proceed - Port Own
P-039	KPL	LNG Bunkering Terminal at Kamarajar Port (East Coast Green Corridor)	Priority 2 - High	Phase II-III	Propose VGF + MoPNG
P-040	PPA	LNG Bunkering Terminal at Paradip Port (East Coast)	Priority 2 - High	Phase II-III	Propose VGF + MoPNG
P-041	DPA	Ro-Ro Passenger Ferry at Muldwarka - Deendayal Port	Priority 3 - Medium	Phase II	Plan - Resolve NOC
P-042	DPA	Ro-Ro Passenger Ferry at Pipavav - Deendayal Port	Priority 3 - Medium	Phase II	Plan - Resolve NOC
P-043	ChPA	Satellite Port at Pondicherry for Coastal Containers	Priority 2 - High	Phase II	Plan - Restart MoU
P-044	KPL	Dedicated RoRo Terminal for Automobile Coastal Services - Kamarajar Port	Priority 1 - Critical	Phase II	Top priority VGF - Initiate DPR fast
P-045	JNPA	Dedicated Coastal Container Terminal at JNPT	Priority 2 - High	Phase II	Propose VGF - Initiate DPR
P-046	MbPA	Dedicated RoRo Facility at Mumbai Port for Automobile Coastal	Priority 3 - Medium	Phase III	Propose VGF Phase III
P-047	MgPA	Dedicated Iron Ore Storage Yards and Mechanised Stacking/Reclaiming - Mormugao	Priority 2 - High	Phase II	Plan - Port Own

ID	Port / Entity	Project Name	Priority Band	CCPS Phase	Remarks
P-048	INSA / Ports	Coastal Vessel Repair Berths at Identified Ports	Priority 2 - High	Phase II-III	Plan - Sagarmala/VGF
P-049	VPA	West Quay Extension / Coastal Berth Expansion - Visakhapatnam Port	Priority 3 - Medium	Phase III	Explore - No current project
P-050	Ports / CSL	LNG / Alternative Fuel Bunkering at Additional Coastal Ports (Phase III)	Priority 3 - Medium	Phase III-IV	Long-term - MAKV 2047 align
Proposed (Strategic - CCPS Uptake)					
P-051	IPA / CCPC / DGS - All Ports	CCPS-NDCS Digital Monitoring Platform (MSW2.0 CCPS Module)	Priority 1 - Critical	Phase I	Proceed - Critical priority; immediate scheme action
P-052	AP IWT Authority / IWAI / Machilipatnam Port	AP NW-4 IWT-Coastal Integration Link - Muktyala to Machilipatnam (PPP)	Priority 1 - Critical	Phase II	Proceed - Critical priority; immediate scheme action
P-053	Captain of Ports, Government of Goa	COP Goa Riverine Coastal Infrastructure - Zuari Mini Harbour Jetty + Mandovi C-type Breakwater	Priority 2 - High	Phase I-II	Proceed - High priority; include in Phase II plan
P-054	FCI / MoCA-DFPD / Kakinada; Mangalore; Paradip; Chennai Ports	FCI Coastal Foodgrain Handling Infrastructure Package - Covered Storage, Conveyors, Bagging at Key Ports	Priority 1 - Critical	Phase II	Proceed - Critical priority; immediate scheme action
P-055	HPCL / KPL / VoCPA / ChPA / PPA - East Coast POL	West-to-East POL Coastal Terminal Enhancement - East Coast Liquid Berth Readiness (post-HRRL Structural Shift)	Priority 1 - Critical	Phase I-II	Proceed - Critical priority; immediate scheme action
P-056	VoCPA; PPA; KPL; NMPA - Select Cargo Aggregation Nodes	Coastal Cargo Aggregation Infrastructure - Multimodal Aggregation Hubs at Key Node Ports	Priority 2 - High	Phase II-III	Proceed - High priority; include in Phase II plan

7.5. Recommendation for Categories D & E - Regulatory Reform Costs and CCPC Operations

7.5.1. Category D - Regulatory Reform Administrative Costs (₹38 Crore)

Category D covers only the administrative and coordination costs of implementing the 10 regulatory reforms in the CCPS framework. The reforms themselves (GST ITC restoration, cabotage relaxation, RSR telescopic tariff) involve no direct CCPS expenditure - they generate forgone revenue for the government (quantified separately in Section 7.10) rather than cash outflows.

Table 79. Category D - Regulatory Reform Administrative Costs

Instrument	Description	FY27	FY28	FY29	FY30	FY31	FY32	5-yr Total
D-1	CCA Development Assistance (₹1 Cr/CCA × 5 CCAs; one-off)	5	5	5	5	0	0	20
D-2	DGS Inspection & Certification Budget (₹2 Cr base, 8% escalation)	2.0	2.2	2.3	2.5	2.7	2.9	14.7
D-3	Coastal Shipping Act Implementation (one-off; FY27-28 only)	1.5	2.0	0	0	0	0	3.5
D-4/D-5	GST Rationalisation + Port Tariff Admin (regulatory notification only; no cash outlay)	0	0	0	0	0	0	0
TOTAL D	All D instruments	8.5	9.2	7.3	7.5	2.7	2.9	38.2

7.5.2. Category E - CCPC Operations Budget (₹42 Crore net)

Category E covers the operating costs of the Coastal Cargo Promotion Centre (CCPC), which is the administrative hub of the CCPS under IPA. CCPC staffing grows from 35 professionals in Phase I to 60 by Phase III. A 20% self-recovery (through cargo aggregation service fees from Year 3) reduces the net government cost.

Net CCPC Govt Cost = Gross CCPC Opex – Self-Recovery Revenue

Self-Recovery (from Year 3) = 20% × Gross CCPC Opex (Moderate Scenario)

Table 80. Category E - CCPC Operations Budget

Cost Line	Escalation	FY27	FY28	FY29	FY30	FY31	FY32	5-yr Total
Staff Costs (35→60 professionals)	8% p.a.	3.6	3.9	4.2	4.5	4.9	5.3	26.4
Office Rent & Utilities	5% p.a.	1.2	1.3	1.3	1.4	1.5	1.5	8.2
IT Platform & Digital Systems	5% p.a.	1.0	1.1	1.1	1.2	1.2	1.3	6.8
Stakeholder Outreach & Research	5% p.a.	0.6	0.6	0.7	0.7	0.7	0.8	4.1
Contingency (10% of above)	8% p.a.	0.6	0.7	0.7	0.8	0.8	0.9	4.5
Gross CCPC Opex		7.0	7.5	8.0	8.6	9.1	9.7	50.0
LESS: Self-Recovery (cargo aggregation fees, from Yr3)	20% from Yr3	0	0	-1.2	-1.7	-2.3	-2.4	-7.6
NET CCPC GOVT COST (Cat E)		7.0	7.5	6.8	6.8	6.8	7.3	42.4

Source: Cat_DE_CCPC sheet. Staff escalation follows Annexure II Table 64 (CCPC Phase-I staffing of 35 professionals; Phase III 60 professionals). Self-recovery is through cargo aggregation, consolidation service fees, and data/analytics services sold to industry - consistent with CCPC's mandate as a self-financing entity by Year 5.

7.6. Consolidated CCPS Five-Year Fiscal Envelope

Table 7.6 aggregates all five expenditure categories into the consolidated fiscal envelope across three scenarios. This is the primary budget planning table for MoPSW, Ministry of Finance, and parliamentary appropriations.

Table 81. Consolidated CCPS Five-Year Fiscal Envelope

Component	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	5-yr Mod ₹Cr	Cons ₹Cr	Amb ₹Cr
Category A - Shipper Incentives	176	511	1,825	4,050	5,064	5,367	16,994	8,524	29,202
Category B - Operator Incentives	115	195	253	237	213	207	1,222	1,222	1,222
Recommendation for Category C - Infrastructure Projects	0	0	0	0	0	0	0	0	0
Recommendation for Category D - Regulatory Reform Admin	9	9	7	8	3	3	38	38	38
Recommendation for Category E - CCPC Operations (net)	7	8	7	7	7	7	42	42	42
TOTAL SCHEME EXPENDITURE	307	723	2,093	4,302	5,287	5,585	18,296	9,826	30,504

Source: Notes: (1) FY31-32 (Phase IV) shows ₹5,585 Crore - this is the full Phase IV tail expenditure projection for the scheme's final year. (2) The expenditure profile is deliberately back-weighted: Phase I (FY26-27) accounts for only 2.7% of total 5-yr expenditure, rising to 28.1% in Phase IV as pilot corridors reach full utilisation. (3) Conservative and Ambitious 5-yr totals for individual categories shown proportionally; exact splits available in the financial model.

7.7. Total Logistics Cost (TLC) Savings - Direct Economic Benefit

The primary direct benefit of the CCPS is the reduction in Total Logistics Cost (TLC) for shippers who shift cargo from road or rail to coastal shipping. TLC savings are not a fiscal benefit to the government but a direct economic benefit to cargo owners and, transitively, to consumers of goods transported coastally.

7.7.1. TLC Savings Calculation

TLC Saving (₹ Cr) = Incremental Coastal Cargo (MT) × Weighted Avg TLC Saving per tonne (₹/T)

Weighted Avg TLC Saving (Moderate) = ₹1,356/tonne

Total TLC Savings over FY 2026-27 to FY 2031-32 = 246.7 MT × ₹1,356/T = ₹33,449 Crore

The ₹1,356/tonne weighted average saving represents the blended value across the modelled commodity corridors.

Table 82. TLC Savings Calculation

Metric	FY27	FY28	FY29	FY30	FY31	FY32	5-yr Total
Incremental Coastal Cargo (MT)	9.2	17.2	35.2	54.7	63.3	67.1	246.7 MT
Weighted Avg TLC Saving (₹/T)	₹1,356	₹1,356	₹1,356	₹1,356	₹1,356	₹1,356	(constant)
TLC Savings (₹ Crore)	1,252	2,326	4,771	7,414	8,584	9,102	₹33,449 Cr

Source: The TLC saving per tonne is held constant at ₹1,356 in the model (reflecting constant FY26-27 prices). In the Ambitious Scenario, a slightly higher ₹1,400/T is used reflecting the deeper road displacement. NPV of TLC savings at 10% discount rate = ₹15,489 Crore.

7.8. Benefit-Cost Analysis - BCR, ENPV, and IRR

The CCPS Benefit-Cost Analysis (BCA) follows the NITI Aayog Project Appraisal and Management (PAG-2023) framework, using a 10% real pre-tax social discount rate. All monetary values are in constant FY 2026-27 prices.

7.8.1. BCR Calculation Methodology

$PV \text{ of Costs} = \sum [\text{Expenditure (yr } t) \div (1 + 0.10)^t] \text{ for } t = 1 \text{ to } 6$

$PV \text{ of Benefits} = PV(\text{TLC Savings}) + PV(\text{Employment Income}) + PV(\text{Road Decongestion}) + PV(\text{CO}_2 \text{ Value}) + PV(\text{Fiscal Returns})$

$BCR = PV \text{ of Benefits} \div PV \text{ of Costs}$

$ENPV = PV \text{ of Benefits} - PV \text{ of Costs}$

Table 83. BCR Calculation Methodology

Benefit / Cost Category	Unit	Conservative	Moderate (Base)	Ambitious
COSTS				
Total CCPS Government Expenditure (5-yr)	₹ Crore	9,823	18,296	30,504
NPV of Government Expenditure (@ 10% discount)	₹ Crore	6,344	11,823	19,822
DIRECT ECONOMIC BENEFITS				
TLC Logistics Cost Savings (5-yr cumulative)	₹ Crore	20,460	33,449	49,435
NPV of TLC Savings (@ 10%)	₹ Crore	9,218	15,489	23,323
Road Decongestion + Highway Maintenance Savings	₹ Crore	~6595	10,587	~15,373
Employment Income (5-yr cumulative)	₹ Crore	19	31	53
CO ₂ Shadow Value (₹1,500/tonne CO ₂)	₹ Crore	811	1,302	1,890
Fiscal Returns to Exchequer (5-yr)	₹ Crore	16,610	21,768	27,827
TOTAL PV OF BENEFITS	₹ Crore	21,510	32,625	46,215
BCR = PV Benefits ÷ PV Costs	Ratio	5.14×	4.14×	3.47×
Economic NPV (ENPV)	₹ Crore	25,692	40,507	59,522
Internal Rate of Return (IRR)	%	67.0%	57.5%	50.1%

Source: (1) BCR of 4.14× for Moderate Scenario is above the NITI Aayog threshold of 1.5× for national priority infrastructure. (2) IRR is computed as the discount rate that makes ENPV = 0 using the Excel RATE() function.

7.9. Environmental and Social Returns

7.9.1. CO₂ Emission Savings

Coastal shipping emits approximately 12 g CO₂/T-km vs. 95 g CO₂/T-km for road HCV (BS-VI). For the Moderate Scenario's 247 MT incremental coastal cargo over 5 years:

CO₂ Saved (vs road) = MT_displaced_from_road × Avg_km × (95 – 12) g/T-km

CO₂ Saved (vs rail) = MT_displaced_from_rail × Avg_km × (22 – 12) g/T-km

Net 5-yr CO₂ Savings (Moderate) = ~8.68 MT CO₂-equivalent (road displacement)

Monetised CO₂ Value = 8.68 MT × ₹1,500/tonne CO₂ = ₹1,302 Crore (5-yr, Gol shadow price)

Note: ~10,485 t CO₂ at corridor level (raw) vs 6.99 MT at the scheme level - the difference reflects the CO₂ abatement per tonne-km calculation methodology: scheme-level uses a simpler displaced emission approach while corridor-level uses journey-specific modal distance factors.

7.9.2. Road Decongestion

Truck-trips Avoided = (MT displaced from road) × 1,000,000 kg/MT ÷ 8,000 kg/truck-trip

Road Externality Savings = Truck-km Avoided × ₹12.2/km (road maintenance + congestion)

In the Moderate Scenario: approximately 7.23 million truck-trips avoided over 5 years; ₹10,587 Crore road externality value (5-yr).

7.9.3. Employment Generation

Total Jobs = (Total Coastal Cargo MT × 0.32 direct jobs/1,000 MT) × 1.7 multiplier

Total Jobs (Moderate, 5-yr average) = 699.8 cumulative over scheme period

Employment multiplier of 1.7× is the UNCTAD maritime employment multiplier for developing/emerging economy maritime sectors. Direct employment covers seafarers, port workers, CCPC staff; indirect covers logistics services, shipbuilding support, and coastal community livelihoods.

7.10. Revenue and Tax Buoyancy - Fiscal Returns to the Exchequer

A critical dimension of the CCPS financial case is that the scheme generates significant fiscal returns to the government through increased port dues, GST on freight and port services, and corporate tax on incremental shipping sector profit. These returns transform the fiscal calculus from "expenditure" to "self-financing investment."

7.10.1. Fiscal Returns Calculation Methodology

Port Dues = Total Coastal Cargo (MT) × Port Due Rate (₹100/T)

GST on Freight = Coastal Freight Revenue × 5% GST rate

GST on Port Services = Port Services Revenue × 18% GST rate

Corporate Tax = Freight Revenue × 10% margin × 25.17% tax rate

Income Tax = Jobs × Avg Wage (₹4.5L) × 18% effective IT rate

Total Fiscal Returns = Port Dues + GST (freight + port services) + Corporate Tax + Income Tax

Table 84. Fiscal Returns Calculation Methodology (in Cr)

Revenue Stream	Rate Used	FY27	FY28	FY29	FY30	FY31	FY32	5-yr Total
Port Dues (Major Ports)	₹100/T	1,618	1,774	2,035	2,315	2,491	2,625	12,857
GST on Freight (5%)	5% × freight revenue	809	887	1,018	1,157	1,246	1,313	6,429
GST on Port Services (18%)	18% × port service revenue	291	319	366	417	448	473	2,314
Corporate Tax on Shipping Operators	25.2% on 10% margin	20	22	26	29	31	33	162
Income Tax (new employment)	18% effective rate on ₹4.5L/yr avg	1	1	1	1	1	1	6
TOTAL FISCAL RETURNS		2,740	3,003	3,444	3,919	4,218	4,445	21,768
LESS: CCPS Expenditure (exchequer outflow)		-307	-724	-2,093	-4,302	-5,287	-5,585	-18,296
NET FISCAL POSITION		+2,433	+2,279	+1,352	-383	-1,070	-1,140	3,471

Notes: (1) Port dues of ₹100/T is the weighted average across Major Ports based on IPA Revenue Statistics FY24-25. (2) The net fiscal position turns negative from FY29-30 as incentive disbursements peak, but the cumulative 5-year net fiscal position is positive at +₹3,471 Crore - the scheme is net fiscally positive even before counting TLC savings to the economy. (3) Net Fiscal Self-Financing Ratio in Year 5 (FY31-32): Fiscal Returns ₹4,445 Cr ÷ CCPS Expenditure ₹5,585 Cr = 79.5%.

7.11. Multi-Source Funding Architecture

The ₹18,296 Crore total 5-year CCPS envelope (excluding VGF infrastructure of ₹1,583 Crore) may be funded from various distinct sources, reflecting the multi-ministry, multi-institutional nature of the scheme. This architecture ensures no single budget line bears the full fiscal burden.

Table 85. Multi-Source Funding Architecture

Funding Source	FY27	FY28	FY29	FY30	FY31	FY32	5-yr Total	Budget Head
MoPSW - Shipping Development Fund (direct)	320	680	1,385	3,150	4,513	-	17,028	MoPSW Demand for Grants
Railway Board / MoR (Cat D-6 RSR benefit)	-	30	50	50	25	-	155	Railway Board annual budget
IWAI (Cat E - IWT Integration)	20	50	75	80	30	-	255	IWAI annual plan allocation
Maritime Development Fund (MDF-IIF, fleet subsidy)	100	200	280	300	245	-	1,125	MDF corpus (₹25,000 Cr, Budget 24-25)

Funding Source	FY27	FY28	FY29	FY30	FY31	FY32	5-yr Total	Budget Head
GRAND TOTAL (Moderate Scenario)	440	960	1790	3,580	4,813	-	18,563	Multi-source

7.12. Long-Term Financial Sustainability

Three structural mechanisms ensure that the CCPS does not create permanent subsidy dependency:

First, the Route Graduation Framework (Section 6.5.1) withdraws Cat A incentives on corridors where coastal shipping achieves commercial viability (defined as $TLC \leq 95\%$ of competing mode without incentive). The East Coast Coal RSR corridor is projected to graduate by FY 2030-31 - before the scheme ends - based on the projected TLC convergence between coastal and all-rail at diesel prices above ₹90/litre.

Second, the Category D regulatory reforms (GST ITC restoration, RSR telescopic tariff, cabotage relaxation) are permanent structural improvements to coastal competitiveness - they do not expire with the CCPS. Once implemented, they permanently reduce the TLC gap by ₹200-400/tonne depending on commodity, reducing the incentive required in any successor scheme.

Third, the 90 new coastal vessels ordered during CCPS Phases II and III represent permanent capacity additions of approximately 1.8-2.5 million DWT to India's coastal fleet. Coastal shipping market viability is projected to be structurally self-sustaining by FY 2035 - 4 years after scheme end - consistent with international benchmarks (OECD: 4-8 years for SSS schemes to create durable market structure).

7.13. Summary

The key findings are:

1. Total 5-year public expenditure (Moderate Scenario): ₹19,879 Crore. MoPSW Demand for Grants covers Cat A, B incentives and CCPC operations; balance from Railways (RSR concession value), Port Authorities (Cat C co-funding), and IWAI (Cat E grants).
2. Expenditure composition in the active Moderate Scenario fiscal envelope is: Category A (Shipper Incentives) 92.9% - ₹16,994 Crore; Category B (Operator Incentives) 6.7% - ₹1,222 Crore; Category D (Regulatory Reform) 0.2% - ₹38.2 Crore; and Category E (CCPC Operations, net) 0.2% - ₹42.4 Crore. Category C VGF projects are identified separately in the project pipeline but are not included in the active consolidated expenditure sheet.
3. Budget is back-weighted: Phase I (FY26-27) = ₹539 Crore (2.7%); Phase IV (FY31-32) = ₹5,585 Crore (28.1%), reflecting the demand ramp and DBT claim rate escalation.
4. Single largest expenditure item remains A-1 Coal RSR at about ₹6,350 Crore, or roughly 37.4% of Category A. The Ministry of Coal CCA therefore remains the highest-priority Phase I action.
5. TLC Savings: ₹33,449 Crore (5-yr); NPV ₹15,493 Crore - 1.72× the total NPV of government expenditure.
6. BCR: 4.14× (Moderate); 5.14× (Conservative); 3.47× (Ambitious). All above NITI Aayog viability threshold of 1.5×.
7. ENPV: ₹40,507 Crore (Moderate) - net economic value created by the scheme over and above its cost.
8. IRR: 57.5% (Moderate) - the model estimates an economy-wide internal rate of return of about 57.5% on public investment.

9. Fiscal returns: ₹21,768 Crore gross fiscal revenue to Exchequer over 5 years; net fiscal self-financing ratio of 79.6% in Year 5.
10. Private investment mobilised: ₹9,900 Crore (fleet investment via Cat B fleet incentives, plus ₹6,649 Crore VGF leverage).
11. CO₂ savings: 8.68 MT CO₂-equivalent (road displacement); employment: ~700 jobs; truck-trips avoided: ~200 million.



Environmental Co-Benefits, Climate Commitments, & Green Shipping

8. Environmental Co-Benefits, Climate Commitments, and Green Shipping

[ToR Clause (vi) -Alignment with climate commitments, SDGs, long-term sustainability and scalability]

The Coastal Cargo Promotion Scheme is, at its core, a logistics efficiency intervention. But its environmental dividend is equally significant - and, from the perspective of India's international climate obligations and domestic sustainability agenda, arguably more durable than its economic benefits. Every tonne of cargo shifted from road to coastal shipping represents a reduction in greenhouse gas emissions, local air pollutants, and land-based infrastructure stress. At scale, the CCPS's modal shift ambition of 247 MT incremental coastal cargo under the Moderate Scenario translates into one of the most cost-effective **abatement opportunities** available to India's transport sector - achieved without a carbon tax, without regulatory mandate, and with net positive fiscal returns to the exchequer.⁵⁴

This chapter documents the environmental co-benefits of the CCPS, situates them within India's national climate commitments and global maritime decarbonisation obligations, and presents the institutional and monitoring framework through which these benefits will be measured, reported, and - where possible - monetised as Indian Carbon Credits (ICCs). The chapter also addresses the **green fleet transition roadmap** embedded in the CCPS architecture: how the scheme's incentive structure (particularly Category B-6, the Green Vessel Premium) deliberately accelerates the adoption of low-carbon vessel technologies along India's busiest coastal corridors, creating a commercial feedback loop between modal shift growth and maritime decarbonisation.

8.68 MT CO₂ - saved over 5 years (Moderate Scenario) - equivalent to taking 6.25 million cars off India's roads for one year

35,235 tonnes NO_x - avoided - protecting air quality along 7,500 km of India's coastline and major freight highways

7.23 million truck-trips - eliminated - equivalent to clearing NH48 (Mumbai-Bengaluru) of heavy freight trucks for 18 months

₹12,375 Crore - estimated Indian Carbon Credit (ICC) revenue potential for scheme participants over 5 years at ₹1,500/tonne CO₂

8.1. Modal Carbon Intensity: The Environmental Case for Coastal Shipping

The fundamental environmental advantage of coastal shipping derives from **physics and scale**. Water provides a medium of transport that, for a given unit of cargo over a given distance, requires substantially less energy - and therefore produces substantially fewer emissions - than any road vehicle. A modern coastal bulk carrier moving a tonne of cargo one kilometre produces **10-18 grams of CO₂-equivalent**, compared to **80-120 grams for a diesel HCV on Indian roads** - a ratio of approximately 6:1 to 8:1.⁵⁵ Even against the carbon-intensive Indian diesel rail (25-35 g CO₂/T-km), coastal shipping offers a 40-50% emission advantage per tonne-kilometre. This structural advantage is **independent of technology improvements**: it exists for the current ageing Indian coastal fleet and will widen

dramatically as the fleet transitions to LNG, methanol, and ultimately zero-carbon fuels over the CCPS horizon.

India's freight transport sector emitted approximately **325 MT CO₂ in FY 2023-24**, with road freight contributing an estimated 290 MT (approximately 89% of freight transport emissions).⁵⁶ Rail freight contributed approximately 85 MT CO₂ (with ~35% electrified traction on freight-relevant routes). Coastal and inland waterway transport together accounted for less than **15 MT CO₂** - despite moving approximately 6% of India's freight tonne-kilometres. This disproportionately low emissions share is precisely what makes coastal shipping an **outsized abatement lever**: moving cargo from road to coastal shipping achieves 5-8x the emissions reduction per tonne-km of cargo shifted, compared to any feasible efficiency improvement within the road freight sector itself.

8.1.1. Emission Intensity Comparison by Mode

Exhibit 8.1 presents a comprehensive modal comparison across six freight transport modes, covering not only CO₂ but also NO_x, SO_x, PM (particulate matter), energy intensity, and land use - the full spectrum of environmental externalities from freight logistics. The exhibit reflects India-specific data where available, supplemented by UNCTAD, IMO, and IPCC emission factor databases.⁵⁷

Table 86. Modal Carbon and Environmental Intensity Comparison - India-Specific Context

Transport Mode	CO ₂ (g/T-km)	NO _x (mg/T-km)	SO _x (mg/T-km)	PM (mg/T-km)	Energy Intensity (MJ/T-km)	Land Use (m ² /T-km)	India-Specific Context
Road (HCV, Diesel)	80-120	420-680	60-90	18-35	2.1-3.2	0.25-0.40	Dominant mode; 62% of freight tonne-km; accounts for ~290 MT CO ₂ /yr from road freight (FY2023-24)
Rail (Diesel)	25-35	180-240	10-18	4-8	0.85-1.10	0.05-0.08	Average freight speed 23.6 kmph; DFC raising speed to 40-45 kmph; rail freight CO ₂ ~85 MT/yr
Rail (Electric)	8-15	~0 (direct)	~0 (direct)	~0 (direct)	0.25-0.40	0.05-0.08	India grid mix 2024: ~28% renewables; electrified rail share ~65% of route-km; improving

Transport Mode	CO ₂ (g/T-km)	NO _x (mg/T-km)	SO _x (mg/T-km)	PM (mg/T-km)	Energy Intensity (MJ/T-km)	Land Use (m ² /T-km)	India-Specific Context
Inland Waterways	18-28	100-140	8-14	3-6	0.60-0.80	0.02-0.04	Least carbon-intensive surface mode; mostly diesel engine barges; NW-1 and NW-5 operational
Coastal Shipping (Diesel, existing fleet)	10-18	80-120	15-40	2-5	0.35-0.55	0.01-0.02	81,617 active coastal vessels in India (2024); dominant bulk carriers and tankers; avg fleet age >15 yr
Coastal Shipping (LNG-powered)	6-12	25-50	<2	<1	0.30-0.45	0.01-0.02	40-50% NO _x reduction, near-zero SO _x ; ~25% CO ₂ reduction vs. HFO; 195 LNG bunkering ports globally
Coastal Shipping (Methanol/Ammonia)	2-8	10-20	<1	<1	0.28-0.42	0.01-0.02	Green methanol: near-zero CO ₂ lifecycle; ammonia: zero carbon combustion; both still niche in coastal
Air Freight	500-700	1,200-1,800	300-400	60-90	8.5-12.0	N/A	Not a competitor for bulk/containerised coastal cargo; included for reference

Source / Notes: CO₂ intensities: UNCTAD Review of Maritime Transport 2024, Chapter 2; IMO 4th GHG Study (2020); IPCC AR6 WG3 Chapter 10 (Transport). India road freight CO₂: MoRTH Road Transport Year Book 2023-24; CPCB National Ambient Air Quality Survey. India rail: Railway Board GHG Emission Factor (IRGEF), updated 2024 (electrified: 15 g CO₂/T-km using 2024 grid mix; diesel: 28 g CO₂/T-km). Coastal fleet data: DGS Fleet Registry 2024-25; Annexure II, CCPS Committee Report, Section 8.3 (81,617 active coastal vessels). LNG data: IMO DCS aggregate; Society of International Gas Tanker and Terminal Operators (SIGTTO) LNG emission benchmarks. Health monetisation: CPCB, WHO guidelines; World Bank India air pollution cost estimates (2019).

8.2. India's Policy Architecture for Maritime Decarbonisation - CCPS Alignment

India has, over the period 2022-2025, assembled a **remarkably comprehensive national policy architecture** for maritime decarbonisation - from the Harit Sagar Green Port Guidelines (2023) at the berth level, through the National Green Shipping Policy (draft) at

the fleet level, to the National Green Hydrogen Mission (2022) at the fuel supply level. The CCPS does not exist in isolation from this architecture: it is the **demand-side catalyst** that this policy architecture has been waiting for. Without a large and growing coastal shipping cargo base, investments in LNG bunkering, shore power infrastructure, and green vessel financing have no commercial anchor. The CCPS creates that commercial anchor - 190 MT of incremental coastal cargo over 5 years - and in doing so makes every green shipping infrastructure investment more bankable.⁵⁸

Exhibit 8.3 maps the six principal national policy instruments relevant to CCPS environmental performance, identifying their key mandates, quantified targets, current implementation status, and the specific CCPS mechanism through which each is operationalised or reinforced. This mapping reveals that the CCPS is not merely **consistent** with India's green maritime agenda - it is **structurally integral** to it, providing the missing commercial demand-side complement to the existing supply-side infrastructure and regulatory investments.

Table 87. India Policy Framework for Maritime Decarbonisation - CCPS Alignment and Integration

Policy / Program me	Issuing Authority	Key Mandate Relevant to Coastal Shipping	Quantified Targets	Alignment with CCPS	Implementation Status (2026)	CCPS Integration Mechanism
Harit Sagar - Green Port Guidelines	MoPSW (May 2023)	Mandate Major Ports to facilitate green coastal shipping; shore-to-ship power for small coastal vessels by 2024; port-level incentives for cleaner fuels	>30% CO ₂ /tonne cargo reduction by 2030; >70% by 2047; >10% GHG from coastal vessels by 2030	Direct - ports are CCPS infrastructure backbone; S2S enables Cat B-6 green vessel incentive	Notified; Major Ports preparing compliance plans; 4 ports (PPA, MbPA, KPL, DPA) Phase-2 S2S infrastructure under development	CCPS Cat B-6 (Green Vessel Premium) integrates with Harit Sagar port-level incentives; VGF Cat C-5 funds LNG bunkering at priority ports
National Green Shipping Policy (Draft)	MoPSW (Draft 2025)	Fleet modernisation priority for coastal segment; alternative fuels pilots; green hydrogen bunkering; port-vessel	Net-zero Indian shipping by 2047 (coastal anchor); GHG vessel targets aligned with IMO	Direct - CCPS Cat B-6 and MDF-IIF green vessel fund are the first financial mechanism for NGSP coastal fleet goal	Cabinet consultation stage; expected notification 2026	CCPS Cat B-6 structured as NGSP's first commercial deployment mechanism; MDF-IIF

Policy / Programme	Issuing Authority	Key Mandate Relevant to Coastal Shipping	Quantified Targets	Alignment with CCPS	Implementation Status (2026)	CCPS Integration Mechanism
		integration; sustainability-linked finance	2023 Strategy			channels NGSP green finance mandate
National Green Hydrogen Mission (NGHM)	MNRE / MoPSW (Oct 2025 maritime node)	5 MMTPA green H ₂ by 2030; DPA, VoCPA, PPA designated as Green Hydrogen Hubs; green methanol and ammonia bunkering at major ports by 2035	5 MT green H ₂ /yr by 2030; 125 GW dedicated RE capacity; 3 ports as GH ₂ Hubs (DPA, VoCPA, PPA)	Indirect - NGHM establishes the bunkering supply chain for next-generation coastal vessel fuels after CCPS Phase IV	Hub designation active; green H ₂ production pilots at designated ports under MNRE RFP (FY2026-27)	CCPS Cat C-6 (LNG Bunkering VGF) is CCPS's bridge fuel investment; NGHM provides the future zero-carbon bunkering endpoint
India Updated NDC (August 2022)	UNFCCC submission	45% GDP emissions intensity reduction by 2030; net-zero by 2070; NDC explicitly mentions coastal and IWT shipping promotion as a measure	45% emissions intensity reduction by 2030 (vs. 2005); 50% non-fossil electricity by 2030; net-zero 2070	Strong - CCPS 8.68 MT CO ₂ -eq 5-yr abatement contributes directly to transport sector NDC target	NDC submitted; implementation through national programmes and sector strategies; no transport-specific sectoral carbon budget yet	CCPS M&E framework includes annual CO ₂ abatement reporting in NDC-compatible format; CCPS to submit to MoEFCC for national inventory
IMO 2023 GHG Strategy	IMO MEPC 80	Net-zero GHG from shipping by 2050; 20-30% reduction by 2030; CII mandatory compliance; EEXI mandatory from 2023	Net-zero shipping 2050; 40% GHG intensity reduction by 2030; 70% by 2040 (vs. 2008)	Indirect for coastal; Indian-flag coastal vessels are IMO-exempt (domestic trade) but CCPS green vessel incentives align with IMO trajectory	EEXI and CII mandatory since Jan 2023 for SOLAS vessels; Indian coastal fleet (non-SOLAS) faces domestic regulatory evolution under DGS	CCPS Cat B-6 CII-aligned premium rewards vessels meeting or exceeding IMO CII trajectories voluntarily; creates competitiveness

Policy / Program me	Issuing Authority	Key Mandate Relevant to Coastal Shipping	Quantified Targets	Alignment with CCPS	Implementation Status (2026)	CCPS Integration Mechanism
						ee advantage
Green Tug Transition Programme (GTTP)	MoPSW (August 2024)	Phase out diesel tugs; 16 green tugs by 2027; 50% green tug fleet by 2030; 100% by 2040 at all Major Ports	16 green tugs by 2027; 50% green fleet by 2030; 100% by 2040	Indirect - GTTP reduces port-area emissions that coastal vessel calls contribute to; green port environment improves CCPS ESG profile	In implementation ; MoPSW tender for Phase 1 (16 tugs) under process; CSL, GRSE engaged for domestic building	CCPS priority berthing mechanism incentivise coastal vessels to use GTTP-compliant ports; green port certification linked to CCPS port eligibility criteria
Carbon Credit Trading Scheme (India CCTS)	MoEFCC / BEE (Draft 2023, BEE rules 2024)	Domestic carbon market under Energy Conservation Amendment Act 2022; transport sector eligibility under discussion; MRV framework for shipping being developed	No sectoral cap yet; voluntary + compliance pathways; price expected ₹1,000-2,500/tonne CO ₂ initially	High potential - CCPS modal shift CO ₂ abatement (8.68 MT over 5 years) could generate Indian Carbon Credits (ICCs) for sale by shippers/operators	Draft rules notified; pilot sectors (aluminium, chlor-alkali, cement, steel, paper) commenced 2025; shipping/transport as Phase 2 sector	CCPS CCMS (Carbon Credit Monetisation Support) mechanism in Section 8.9 proposes methodology for coastal shipping ICC generation

Source / Notes: Harit Sagar Guidelines: MoPSW Notification (May 2023); Annexure II, CCPS Committee Report, Section 8.1.1. National Green Shipping Policy: MoPSW draft (2025), Annexure II Section 8.1.6. NGHM: Ministry of New and Renewable Energy (MNRE) announcement (October 2025); DPA/VoCPA/PPA hub designation. India NDC: Government of India submission to UNFCCC (August 2022). IMO 2023 GHG Strategy: IMO MEPC 80 (July 2023), MEPC.377(80). GTTP: MoPSW notification (August 2024), Annexure II Section 8.1.5. India CCTS: Energy Conservation Amendment Act 2022; BEE Carbon Market Rules (2024).

8.3. India's NDC and Climate Commitments - The CCPS Contribution

India's Updated Nationally Determined Contribution (NDC), submitted to the UNFCCC in August 2022, commits India to three headline targets: reducing the **emissions intensity of GDP by 45% by 2030** (relative to 2005 levels), achieving **50% non-fossil electricity capacity by 2030**, and reaching **net-zero emissions by 2070**. Critically for this scheme, India's NDC explicitly lists "**promotion of coastal and inland waterway shipping**" as a specific climate action measure - one of only three freight-specific actions named in the NDC alongside Dedicated Freight Corridors and logistics park development.⁵⁹

India's transport sector emitted **325 MT CO₂ in FY 2023-24**, representing approximately 14% of total national fuel combustion emissions - notably lower than the G20 average of 24% due to India's still-developing motorisation and its large non-motorised transport base.⁶⁰ However, transport emissions are growing rapidly: they rose by 375% between 1990 and 2019, and the pace of motorisation (India had 205 motor vehicles per 1,000 inhabitants in 2020, vs. the G20 average of 547) means the sectoral challenge is growing.⁶¹ Road freight is the dominant and fastest-growing source within transport emissions, accounting for approximately 89% of freight sector CO₂. India has no binding sectoral carbon budget for transport - making demand-side efficiency programmes like CCPS among the few available policy tools for **avoiding lock-in** of road-intensive freight patterns as India's economy continues to grow.

8.3.1. CCPS Contribution to NDC Emissions Intensity Target

India's NDC target is expressed as **emissions intensity of GDP** (tonnes CO₂ per crore rupee of GDP), not as an absolute emissions reduction. This framing reflects India's legitimate development trajectory: the NDC does not commit to absolute emissions cuts before 2047 (the Viksit Bharat horizon). In this context, CCPS contributes in two ways:

- **Direct abatement:** 8.68 MT CO₂ avoided over FY 2026-31 (gross, displaced emission approach) reduces the absolute emissions level from freight logistics, improving the GDP intensity ratio from both the emissions numerator and the logistics efficiency denominator (lower logistics costs support GDP growth without proportional emissions growth).
- **Avoided emissions pathway lock-in:** India's freight volumes are projected to grow 4-5x by 2047. A coastal freight share of 12% (the Union Budget 2026-27 target for coastal+IWT) vs. the current 6% means that approximately 300-400 MT of incremental annual freight will move by low-carbon sea transport rather than high-carbon road - avoiding 25-45 MT CO₂/year by 2047 compared to a road-intensive counterfactual. This avoided-growth abatement is the CCPS's largest long-term climate contribution.

8.3.2. IMO 2023 GHG Strategy and CCPS Alignment

The IMO's 2023 Revised GHG Strategy (MEPC 80) commits international shipping to **net-zero GHG emissions by or around 2050**, with indicative checkpoints of 20-30% GHG reduction

by 2030 and 70% by 2040 (vs. 2008 baseline).⁶² India's domestic coastal shipping fleet is **not directly subject to IMO SOLAS requirements** (domestic trade vessels are exempt from international conventions for vessels under 500 GT on domestic voyages). However, the direction of IMO regulation shapes global vessel technology markets, and Indian coastal vessels will face **de-facto alignment pressure** as: (a) Indian-flag vessel owners increasingly operate the same vessels on both coastal and international runs; (b) global financial institutions (Poseidon Principles signatories covering >60% of ship finance) require CII-aligned portfolios; and (c) potential India CCTS compliance obligations extend to domestic shipping in Phase 2.

The CCPS **Category B-6 Green Vessel Premium** (₹3,000-5,000 per call at green-certified ports, for vessels with CII rating A or B and ESI ≥ 40) is explicitly designed to create a **commercial incentive that mirrors IMO regulatory direction** - rewarding operators who voluntarily align with the IMO 2023 Strategy's carbon intensity trajectory before regulatory compulsion, and creating a competitive advantage for early-movers in green fleet investment. The MDF Interest Incentivization Fund (IIF), which reduces vessel WACC from 9-10% to 6-7%, provides the capital market complement to this operational incentive.⁶³

8.4. Air Quality, Road Decongestion, and Social Co-Benefits

The environmental benefits of CCPS extend significantly beyond CO₂. Road freight - the primary counterfactual mode for most CCPS cargo - is India's single largest source of **urban and peri-urban air pollution** from the transport sector. Heavy commercial vehicles (HCVs) running on BS-VI diesel produce not only CO₂ but substantial quantities of nitrogen oxides (NO_x), sulphur oxides (SO_x), and particulate matter (PM_{2.5} and PM₁₀) - pollutants with direct and severe public health consequences. India's major freight highway corridors - NH48 (Mumbai-Bengaluru), NH44 (Delhi-Chennai), NH6 (Surat-Kolkata) - are among the most heavily polluted linear zones in the country, with PM_{2.5} concentrations routinely exceeding WHO guidelines by 5-10x in truck-dominated sections.⁶⁴

8.4.1. NO_x, SO_x, and PM Abatement

Every tonne of cargo shifted from a BS-VI diesel HCV to a coastal vessel eliminates approximately **4.4-6.8 grams of NO_x per tonne-km** - a 90-95% reduction compared to road freight NO_x factors. SO_x reductions are similarly dramatic, because coastal shipping vessels using MARPOL Annex VI-compliant low-sulphur fuel oil (LSFO, $\leq 0.1\%$ sulphur in ECA zones or $\leq 0.5\%$ globally) emit far less sulphur per tonne-km than BS-VI diesel trucks.⁶⁵ PM_{2.5} reductions from each tonne-km shifted to coastal are approximately 80-90% compared to road freight baseline.

Exhibit 8.5 presents the corridor-level air quality co-benefits of CCPS, including an estimate of **Disability-Adjusted Life Years (DALYs)** avoided and the monetised health benefit -

calculated using World Bank India air pollution cost estimates (₹150,000 per DALY avoided, 2022 prices) applied to the PM_{2.5} abatement quantification.⁶⁶

Table 88. CCPS Air Quality Co-Benefits by Corridor - NO_x, SO_x, PM Abatement and Monetised Health Value

Corridor	Incremental 5-Yr Cargo (MT)	Modal Shift From	NO _x Saved (tonnes)	SO _x Saved (tonnes)	PM Saved (tonnes)	DALY Benefit (est.)	Monetised Health Benefit (₹ Cr)	Key Urban / Coastal Air Quality Zone
East Coast Coal (RSR)	58.0	Road+Rail	14,500	3,800	1,160	28,000	4,200	Odisha-Tamil Nadu NH belt; Paradip-Ennore coastal air shed
West Coast RoRo	23.3	Road	5,830	1,520	466	11,200	1,680	NH48 Mumbai-Bengaluru belt; Gujarat coast; Goa
Iron Ore (Paradip-Hazira)	18.3	Rail	2,750	720	220	5,280	792	Odisha mining belt; Hazira/Surat industrial zone
Fertilisers (Kandla-East)	13.0	Road+Rail	3,250	850	260	6,240	936	Rajasthan/Gujarat agri belt to Punjab/Haryana
FCL Containers	17.9	Road	4,480	1,170	358	8,592	1,289	Nhava Sheva-Chennai NH44; major logistics corridors
Steel & Metal Products	9.5	Road	2,375	621	190	4,560	684	Mumbai-Surat-Vizag industrial belt
Cement & Construction	8.2	Road	2,050	536	164	3,936	590	NH corridors in Andhra, Telangana, Karnataka
TOTAL	148.2	Mixed	35,235	9,217	2,818	67,808	10,171	Multi-state impact along 7,500 km coastline

Source / Notes: NO_x, SO_x, PM factors: IMO 4th GHG Study (2020); CPCB BS-VI HCV emission standards (2020); IPCC AR6 Transport Chapter. India road freight NO_x: MoRTH road transport emission inventory (2023). DALY estimation: GBD 2021 (Global Burden of Disease); WHO ambient air quality guidelines. Health monetisation: World Bank, "The Cost of Air Pollution: Strengthening the Economic Case for Action" (2016), India estimates updated to 2024 using CPI deflator. Route-specific air quality: CPCB National Ambient Air Quality monitoring (NH corridors and coastal air sheds).

8.4.2. Road Network Decongestion Co-Benefits

Beyond air quality, CCPS road decongestion benefits are economically and socially transformative. The CCPS Moderate Scenario eliminates approximately **7.23 million truck-trips over 5 years**, equivalent to removing approximately 1.45 million HCV trips per year from India's National Highways.⁶⁷ These are not marginal additions to already-congested road networks: India's NH network is operating at average capacity ratios above 0.8 on major freight corridors, with the Mumbai-Pune expressway, Chennai-Bengaluru NH44, and Odisha-West Bengal NH16 sections running at chronic overcapacity during peak freight seasons.

The road maintenance cost saving from reduced HCV axle loads is quantified at approximately **₹4,000 Crore over 5 years**, using MoRTH's National Highway Cost Book pavement maintenance benchmarks and IRC 106 standard Passenger Car Unit (PCU) equivalence for loaded HCVs.⁶⁸ Additional decongestion benefits - reduced inter-city passenger journey times, lower road accident rates (HCVs are involved in 28% of India's road fatalities despite being a minority of the vehicle fleet), and improved last-mile logistics reliability - are not fully quantified here but are reflected qualitatively in the BCR calculation in Chapter 7.

Social Co-Benefit Spotlight: The 7.23 million truck-trips avoided over CCPS Phase I-III represent approximately 3,200 lives saved, based on India's HCV accident rate of 1.6 fatalities per 10 million vehicle-km (MoRTH 2023) applied to the average coastal corridor route length of 1,800 km. This social dividend - unmonetised in the formal BCR - is one of CCPS's most profound public-good outcomes.

8.5. CCPS Green Fleet Transition Roadmap

The CCPS is not merely a modal shift scheme - it is, by design, also a **green fleet catalysis mechanism**. The Category B-6 (Green Vessel Premium) incentive creates a commercial reward for vessel operators who invest in cleaner propulsion, energy efficiency technology, shore power compatibility, and alternative fuel capability. By structuring this premium across four tiers - efficiency, OPS/shore-power, LNG, and alternative fuel - the CCPS creates a **technology-neutral pathway** that accommodates the full spectrum of currently available and near-commercially-available green shipping technologies, consistent with the National Green Shipping Policy's technology neutrality principle.⁶⁹

India's current coastal fleet of active coastal vessels (DGS registry, 2024) is characterised by an average age exceeding 15 years, predominantly diesel-powered main engines, low uptake of energy-saving devices (ESD), and minimal shore power compatibility.⁷⁰ Tankers, container ships, and bulk carriers - the vessels most relevant to CCPS cargo categories - account for approximately **51.2% of total CO₂ emissions** from India's coastal fleet, making them the priority target for the Cat B-6 incentive. The fleet transition roadmap in Exhibit 8.4 sets out

the technology pathways, phase-wise focus, and CCPS instrument applicable for each technology stream.

Table 89. CCPS Green Fleet Transition Technology Roadmap - Six Pathways, Four Phases

Technology Pathway	Readiness Level (2026)	Phase I (FY 2026-28) Focus	Phase II (FY 2028-30) Focus	Phase III (FY 2030-32) Focus	Phase IV (FY 2032+) Focus	CO ₂ Reduction vs. Diesel Baseline	CCPS Instrument
Energy Efficiency (Hull, Engine, Ops)	High (Commercial)	CCPC minimum fleet efficiency baseline; DGS EE certification for CCPS eligibility; EEDI/EE XI alignment for new builds	Mandatory 5% efficiency improvement for CCPS Cat B claims; operational efficiency standards (speed, trim, loading) in NRLG terms	10% fleet efficiency improvement target across CCPS fleet; efficiency monitoring integrated in MSW2.0	Fleet-wide 15-20% efficiency improvement baseline; older vessels retired or retrofitted	10-20% (operational) 20-25% (design)	Cat B-6 (Tier 1 - Efficiency)
Shore-to-Ship Power (OPS / S2S)	Moderate (Pilots active)	OPS mandated at PPA, MbPA, KPL, DPA for coastal berths; Phase-2 S2S deployment for small coastal vessels; DGS Circular 09/2025 standards	OPS roll-out at 4 additional Major Ports (VPA, ChPA, NMPA, MbPA West); all CCPS Cat B-6 green vessels required to be OPS-ready	Full OPS coverage at all CCPS priority ports; coastal vessels spending >60% port time on shore power; benchmark 0.5 MW/vessel	All new CCPS-incentivised coastal vessels (from FY 2032) required to be OPS-ready by design	40-100% at-berth emissions eliminated	Cat B-6 (Tier 2 - OPS Premium); Cat C-5 (OPS infrastructure)
LNG Propulsion	Moderate (Global scale);	LNG bunkering VGF	First 3-5 LNG-powered coastal bulk	Scaled LNG bunkering at 5 Major	LNG as mainstream coastal fuel	20-25% CO ₂ vs. HFO;	Cat B-6 (Tier 3 - LNG)

Technology Pathway	Readiness Level (2026)	Phase I (FY 2026-28) Focus	Phase II (FY 2028-30) Focus	Phase III (FY 2030-32) Focus	Phase IV (FY 2032+) Focus	CO ₂ Reduction vs. Diesel Baseline	CCPS Instrument
	India nascent)	(Cat C-5) at PPA and KPL; feasibility study for 2 LNG bunker vessels by MoPSW-IOC JV; GAIL coastal LNG supply MoU	carriers under SBFAS + IBVP (Cat B-5); LNG bunkering operational at 2 pilot ports	Ports; 15-20 LNG-powered coastal vessels; LNG price parity with HFO (India LNG market growth)	for bulk carriers and large coasters; bridge to zero-carbon fuels	90% SO _x ; 80% NO _x ; 35% PM	Green Premium); Cat C-5 VGF
Methanol Propulsion (Green/Grey)	Low-Moderate (Demo stage)	Feasibility assessment of methanol bunkering at DPA and VoCPA (NGHM hubs); MoPSW pilot project expression of interest	First methanol-ready coastal vessel ordered under blended SBFAS+IBVP; green methanol supply chain pilot at one NGHM hub	2-3 methanol-powered coastal vessels in service; methanol bunkering infrastructure at 2 ports under NGHM framework	Methanol-powered coastal fleet for medium routes (1,000-2,500 km); cost parity expected by 2033-2035	85-90% CO ₂ vs. diesel (green methanol)	Cat B-6 (Tier 4 - Alt Fuel) Post-Phase III
Ammonia / Green Hydrogen	Very Low (R&D/Pilot)	Research partnership: IIT, DGS, CSL for ammonia propulsion safety standards;	Ammonia/hydrogen-capable vessel concept design; pilot bunkering infrastructure planning at NGHM hub ports	First pilot ammonia-powered coastal vessel (demonstration); safety regulations issued by DGS	Ammonia/hydrogen-powered coastal vessels commercially viable; carbon-free coastal shipping achievable for short routes	~100% CO ₂ (zero-carbon lifecycle)	Post-CCPS (Long-term); NGHM/N GSP programme

Technology Pathway	Readiness Level (2026)	Phase I (FY 2026-28) Focus	Phase II (FY 2028-30) Focus	Phase III (FY 2030-32) Focus	Phase IV (FY 2032+) Focus	CO ₂ Reduction vs. Diesel Baseline	CCPS Instrument
		NGHM green H ₂ production at PPA, VoCPA, DPA					
Hybrid & Battery-Electric (Short Sea)	Moderate (Ferry/Short)	DGS certification framework for battery-electric coastal vessels; prototype RSV (river-sea vessel) with hybrid propulsion under IWAI-MoPSW pilot	2-3 battery-hybrid RSVs for IWT-coastal integration (NW-1 corridor); shore-power charging at Kolkata/Haldia	Battery-electric coastal ferries and short-hop RSVs (<300 km); hybrid system for larger coastal vessels as peak-load manager	Full electric coastal fleet for routes under 300 km; hybrid for 300-800 km routes by 2035	60-100% (zero direct emissions for electric)	Cat B-6 (Electric premium); IWT integration (Cat E)

Source / Notes: Technology readiness assessments: UNCTAD Review of Maritime Transport 2024 (global alternative fuel orderbook); Annexure II, CCPS Committee Report, Section 8.3.3 (Green Vessels); MoPSW NGSP draft (2025); DGS coastal vessel registry data. LNG bunkering: 195 ports globally (Clarksons Research, 2024); India LNG bunkering: IOC-MoPSW feasibility study (FY 2025-26). Shore-to-Ship Power: DGS Circular No. 09 of 2025 (Phase-2 OPS rollout, IEC/IEEE 80005-3 standards, up to 1 MVA capacity). NGHM methanol/ammonia: MNRE Green Hydrogen Mission guidelines (2022-25). Cat B-6 rate structure: Chapter 4, Section 4.4 and Exhibit 4.3.

8.5.1. The LNG Bridge Strategy

Among the six technology pathways, **LNG propulsion represents the most immediate commercially viable green option** for India's coastal fleet in the FY 2026-2032 horizon. LNG delivers approximately 20-25% CO₂ reduction versus HFO (heavy fuel oil), 80% NO_x reduction, near-zero SO_x, and 35% PM reduction - qualifying new LNG-powered vessels for the CCPS Cat B-6 Tier 3 premium.⁷¹ The **LNG bunkering VGF (Cat C-5, ₹200 Crore)** in the

CCPS infrastructure programme is specifically designed to establish the first commercial LNG bunkering infrastructure at Paradip Port Authority and Kamarajar Port Limited - the two major ports that anchor the high-volume East Coast coal corridor and serve the container/RoRo feeder routes of the south-east coast respectively.

The CCPS LNG strategy draws on the model of Norway's NOx Fund, which has provided NOx-differentiated shipping subsidies since 2008 and has driven LNG adoption on Norwegian short-sea routes to the point where Norway now has the world's largest fleet of LNG-powered ferries and short-sea vessels per coastal route kilometre.⁷² India's natural position as a major LNG importer (targeting 15% gas share in the energy mix by 2030) and GAIL's existing coastal LNG distribution infrastructure create a **supply-chain advantage** that Norway did not have in 2008 - meaning India can replicate the Norwegian outcome at lower public subsidy per tonne of abatement.

8.5.2. *The Zero-Carbon Transition (Methanol, Ammonia, Green Hydrogen)*

The CCPS's long-term green fleet vision - from Phase III (FY 2030+) onwards - is anchored in India's National Green Hydrogen Mission, which has designated **Deendayal Port Authority, V.O. Chidambaranar Port Authority, and Paradip Port Authority** as Green Hydrogen Hubs, with green methanol and ammonia bunkering infrastructure targeted by 2035.⁷³ The CCPS creates the commercial demand signal that makes these bunkering investments viable: a methanol bunkering facility at DPA is commercially sustainable only if there are regularly-calling methanol-capable coastal vessels; the CCPS Cat B-6 Tier 4 (Alternative Fuel) premium incentivises the first such vessels, creating a **chicken-and-egg solution** for India's zero-carbon coastal shipping future.

At the global level, the methanol-capable orderbook increased from 4% to 9.3% of the total alternative fuel orderbook between 2023 and 2024 (driven by container ships), and twelve ammonia-capable vessel orders were placed for the first time in 2023.⁷⁴ India's coastal fleet will not transition to these fuels during the CCPS Phase I-III window (FY 2026-31) in any significant volume - but the **infrastructure and market foundation established by CCPS's green fleet incentives** (LNG bunkering at 2 ports by FY 2029, Cat B-6 vessel ordering under MDF-IIF by FY 2028) will ensure that India's coastal fleet is positioned to lead the zero-carbon transition in the FY 2032-2040 period when green methanol and ammonia reach cost parity with LNG.

8.6. India's Green Shipping Corridors - CCPS-Anchored Network

The concept of **Green Shipping Corridors (GSCs)** - defined as specific routes between two or more ports where the ambition is to achieve zero-emission shipping in the near-zero-emission future - has gained significant international traction since the Clydebank Declaration at COP26, which was co-sponsored by India. Under the Clydebank Declaration, participating countries committed to supporting the establishment of at least six GSCs by

2025 and scaling them up by 2030.⁷⁵ India, as a signatory, committed to establishing at least two domestic and two international green shipping corridor partnerships. The CCPS provides the commercial foundation - the guaranteed cargo volumes, fleet growth, and port infrastructure - without which a GSC remains aspirational.

Exhibit 8.6 presents six **CCPS-anchored Green Shipping Corridors** that align with the scheme's priority cargo corridors, the green bunkering infrastructure investments in Cat C-5, and the green fleet incentives in Cat B-6. For each corridor, the exhibit identifies the relevant global comparator (from which design lessons can be drawn) and the CCPS instruments applicable.

Table 90. India Green Shipping Corridors - CCPS-Anchored Network

Corridor	Ports	Distance (km)	Current Annual Cargo (MT)	Green Technology Focus	Global Comparator	Priority Timeline	CCPS Instruments Applicable
East Coast Green Coal Corridor	Paradip-Ennore/Tuticorin	2,100-2,400	55-60	LNG bulk carriers; OPS at both ends; CII-aligned vessel operations; methanol transition 2033+	Norway's NOx Fund coal corridor (Bergen-Oslo); EU SSS low-sulphur zones	Phase I-II (FY2026-29)	Cat A-1, B-6 (LNG/CII premium), C-5 (LNG bunkering PPA/KPL)
West Coast RoRo Green Auto Corridor	Mumbai/JNP A-Kochi/Bengaluru	1,100-1,400	0.4 MT vehicles (≈150,000 units)	Battery-electric RoRo vessel (short range); OPS priority berthing; electric terminal equipment	Japan's RoRo green corridor (Osaka-Kobe-Hakata); EU MoS Motorways of the Sea	Phase II (FY2028-30)	Cat A-8/9, B-6 (electric/hybrid vessel), C-5 (OPS infrastructure)
Green Container Corridors (ICT)	JNPA-Chennai/Vizag / Kolkata	2,500-3,200	2.5 MT TEU	LNG or methanol-capable feeder vessels; cold ironing at container	Singapore-Piraeus green shipping corridor (MSC/Mærsk pilot); IMO/Mærsk	Phase II-III (FY2028-31)	Cat A-5/6, B-6, C-5 (LNG/methanol bunker at JNPA and KPL)

Corridor	Ports	Distance (km)	Current Annual Cargo (MT)	Green Technology Focus	Global Comparator	Priority Timeline	CCPS Instruments Applicable
				terminals; biofuel blends	k methanol feeder		
Green Fertiliser Distribution Corridor	Kandla-Paradip-Haldia	2,200-2,600	10-15	Efficient bulk carriers; ammonia-compatible vessel design (future); shore power for dwell time	Netherlands Rotterdam-Antwerp fertiliser corridor (ammonia blend pilots 2025)	Phase II (FY2028-30)	Cat A-4, B-6 (CII premium), Cat C-5 (ammonia-ready bunkering DPA - 2030)
IWT-Coastal Green Integration Corridor	Kolkata/Haldia- Patna (NW-1); Goa-Mumbai (NW-17)	300-800	5-8 MT (IWT+coastal)	Hybrid electric RSVs; solar-assisted propulsion on river segment; all-electric harbour craft	Rhine-Main-Danube green IWT Europe (CEFACT pilot 2024); China YANGTZE hybrid vessel fleet	Phase I-II (FY2027-29)	Cat E (IWT integration), B-6 (hybrid RSV premium), C-8 (RSV infrastructure VGF)
Green Petroleum Products Corridor	Paradip-Haldia-Kolkata	600-900	15-20	Existing double-hull product tankers upgraded with EE measures; future green ammonia/H ₂ carrier potential	South Korea's Ulsan-Incheon green tanker corridor; EU Rotterdam-Hamburg product tanker	Phase III (FY2030-31)	Cat A-10 (POL), B-6 (clean tanker premium), C-5 (clean bunkering)

Source / Notes: Green Shipping Corridor concept: Clydebank Declaration, COP26 (November 2021); Getting to Zero Coalition, "A Roadmap to Zero-Emission Shipping" (2023). Norway RoRo corridor: Norwegian Ministry of Climate (2022); Norled/Fjord1 LNG/electric ferry experience. EU Motorways of the Sea: Regulation (EU) No 1316/2013 (amended 2021); DG MOVE. Japan RoRo: MLIT Japan Maritime White Paper (2023). Singapore-Piraeus corridor: IMO/Mærsk green methanol feeder pilot (2025). India NGHM ports: MNRE notification (October 2025). DGS Circular 09/2025 (OPS standards for coastal vessels).

8.7. Carbon Credit Monetisation Support (CCMS) - Generating Indian Carbon Credits from CCPS Modal Shift

One of the most innovative features of the CCPS environmental framework is the **Carbon Credit Monetisation Support (CCMS) mechanism** - a structured pathway for converting verified CCPS CO₂ abatement into **Indian Carbon Credits (ICCs)** under the BEE Carbon Credit Trading Scheme. If successfully operationalised, CCMS would enable shippers and operators participating in CCPS to earn approximately **₹12,375 Crore in ICC revenue over 5 years** - at an estimated ₹1,500/tonne CO₂ (the projected CCTS Phase 2 floor price) applied to the 6.99 MT net abatement figure (after leakage). This revenue would supplement the CCPS Cat A and Cat B incentive income, improving the overall economics of coastal shipping participation and accelerating the scheme's financial self-sustainability (Chapter 7, Section 7.14).⁷⁶

The CCMS is not a new bureaucratic mechanism. It is designed as a **module within MSW2.0** - the same digital platform that processes Cat A and Cat B incentive claims. Voyage data already captured for DBT disbursement (cargo type, origin-destination, vessel identity, fuel type, distance) is sufficient to calculate the BEF-PEF abatement per voyage. The marginal cost of carbon accounting relative to incentive accounting is therefore very low, and the BEE verification process can piggyback on the CCPC's existing voyage audit trail.

Table 91. CCPS Carbon Credit Monetisation Support (CCMS) - Methodology for ICC Generation

Step	Methodology Element	Formula / Approach	Data Source (MSW2.0 input)	Verification Standard	Indian Carbon Credit (ICC) Yield	Revenue to Shipper / Operator (Illustrative)
1. Baseline Emission Factor	Establish baseline emission factor (BEF) for the displaced mode (road or rail) on each specific corridor; BEF updated annually by CCPC	BEF (road) = Vehicle load factor × Emission factor (g CO ₂ /T-km) × Corridor distance; BEF (rail diesel) = IRGEF × T-km	MoRTH truck activity data; Railway Board IRGEF (Indian Railways GHG Emission Factor); DG Shipping voyage data	BIS / BEE MRV Standard for Shipping (draft 2025); IPCC 2006 GL Tier 2 emission factors	N/A (baseline setting)	N/A
2. Project Emission Factor (Coastal)	Calculate actual emission intensity of	PEF = Fuel consumed (tonnes) × SFOC × CO ₂	MSW2.0: fuel consumption	IMO DCS (Data Collection System)	N/A (project measurement)	N/A

Step	Methodology Element	Formula / Approach	Data Source (MSW2.0 input)	Verification Standard	Indian Carbon Credit (ICC) Yield	Revenue to Shipper / Operator (Illustrative)
	coastal voyage using vessel-specific data, fuel consumption, and cargo carried	emission factor / Cargo tonnes × Voyage distance (T-km)	declaration + DGS AIS data; Monthly aggregate by vessel type	aligned; DGS fuel consumption reporting circular (2024)		
3. Net Abatement Quantification	Calculate tonnes CO ₂ -eq avoided per voyage = displaced road/rail emissions minus actual coastal emissions	Net abatement (tCO ₂) = (BEF × T-km) – (PEF × T-km) per voyage; aggregated monthly per shipper	MSW2.0 voyage manifest (cargo, distance, ports); verified against Customs Bill of Coastal Goods	Third-party verification by BEE-accredited verifier (annual); CCPC validation (quarterly)	1 ICC per 1 tonne CO ₂ -eq net abatement; corridor-specific vintage	At ₹1,500/tC O ₂ : ₹1,500 per tonne CO ₂ saved; ≈ ₹90-150/tonne cargo average (corridor-dependent)
4. Additionality Demonstration	Demonstrate that coastal shift would not have occurred without CCPS incentive (financial additionality test)	Common Practice Test: coastal mode share <15% pre-CCPS on specific corridor confirms additionality; Investment Test: TLC gap confirms need for incentive	CCPC corridor utilisation data (pre-CCPS baseline from MSW2.0 historical module)	BEE Carbon Credit Scheme Additionality Guidelines (2024); aligned with ICROA Code of Best Practice	Additionality confirmed at corridor level (not individual voyage) - reduces verification cost	Bundling of corridor-level credits reduces transaction cost; bulk sale via BEE carbon exchange
5. Leakage Assessment	Account for induced emissions (e.g., empty return legs, additional port handling energy)	Leakage factor: 5-8% reduction applied to net abatement figure; derived from consultants' lifecycle analysis	Port energy consumption data (Harit Sagar monitoring); DGS voyage data for return leg cargo	IPCC good practice for transport projects; conservative leakage estimate ensures credibility	Net credit after leakage: typically 92-95% of gross abatement figure	Leakage deduction modest; does not materially affect credit revenue
6. Credit Issuance	CCPC aggregates	CCPC issues ICC batch	MSW2.0 credit	BEE NCR issuance;	Total CCPS 5-yr ICC	Distributed: 60% to

Step	Methodology Element	Formula / Approach	Data Source (MSW2.0 input)	Verification Standard	Indian Carbon Credit (ICC) Yield	Revenue to Shipper / Operator (Illustrative)
and Monetisation	corridor-level credits; issues ICC certificates via BEE carbon registry; shipper/operator sells on India Carbon Exchange	certificates quarterly; BEE carbon registry record; shippers/operators listed as project participants	aggregation module; BEE National Carbon Registry (NCR) integration	third-party verification report; CCPC certification	yield: ~6.99 MT CO ₂ -eq (after leakage); at ₹1,500/tonne = ₹12,375 Crore gross revenue to scheme participants over 5 years	shipper (cargo owner); 40% to vessel operator; pooled basis per corridor vintage

Source / Notes: India CCTS framework: Energy Conservation Amendment Act 2022; BEE Carbon Market Rules (2024); BEE National Carbon Registry (NCR) pilot (FY 2024-25). MRV methodology for transport: BEE draft Standard for Transport Sector MRV (2025); ICROA Code of Best Practice (2021). ICC price range: BEE concept note on CCTS Phase 2 sector expansion (2024) - initial voluntary price ₹1,000-1,500/tonne CO₂; compliance sector floor price ₹2,000-2,500/tonne by 2030 (consultants' estimate). K-ETS shipping sector: Korean Ministry of Environment, K-ETS 3rd Phase rules (2021-2025). Net abatement (6.99 MT vs. 7.34 MT gross): conservative leakage factor 5-8% applied; return-leg empty voyage factor included. Additionality: BEE additionality guidelines (2024) and ICROA common practice test methodology.

8.7.1. Revenue Distribution and Incentive Synergy

ICC revenue from CCMS is proposed to be distributed on a **60% shipper / 40% operator split** - aligned with the distribution of environmental responsibility (the shipper chooses the coastal mode, the operator chooses the vessel type and fuel). This split serves as an additional inducement for shippers to choose coastal shipping (beyond the Cat A rate subsidy) and for operators to invest in greener vessels (beyond the Cat B-6 premium). The combined Cat A + Cat B-6 + CCMS ICC revenue stream creates a **triple incentive** for CCPS participation - the most powerful commercial pull mechanism for coastal shipping adoption that India has ever offered.

The CCMS timeline requires: (a) MSW2.0 carbon accounting module operational by **April 2027** (Phase I deliverable); (b) BEE MRV Standard for Coastal Shipping Transport notified by **December 2027**; (c) first ICC batch issuance by BEE-NCR by **March 2028**; and (d) coastal shipping included in CCTS Phase 2 compliance sectors by **FY 2028-29**. The CCPC's Policy and Stakeholder Affairs division is responsible for coordinating with BEE and MoEFCC to deliver this timeline.

8.8. Social and Livelihood Co-Benefits - Blue Economy and Coastal Communities

The environmental benefits of CCPS are inseparable from its social and livelihood co-benefits. Coastal shipping expansion along India's 7,516 km coastline creates **economic**

opportunity for coastal communities that are often structurally disconnected from inland logistics value chains. The seafarer employment directly created by CCPS fleet growth (approximately 7,500-10,000 new direct seafarer jobs over 5 years, based on a standard coastal bulk carrier crew of 15-20 and the vessel ordering projection in Chapter 6), the port stevedoring and logistics employment at 6 Major Ports, and the shipbuilding workforce at CSL, ABG, and HSL collectively represent a **blue economy dividend** that is particularly concentrated in coastal states with high rates of underemployment (Odisha, Andhra Pradesh, Tamil Nadu, Gujarat).⁷⁷

8.8.1. Gender and Inclusive Employment

India's maritime sector remains one of the most gender-unbalanced in the economy - female seafarers represent less than 2% of DGS-certified active officers, and port operations are overwhelmingly male-dominated. The CCPS's **shore-side employment creation** - in CCPC operations, MSW2.0 digital management, cargo aggregation platforms, MSME logistics support, and port environmental monitoring - offers a higher gender-equity employment profile than seagoing roles. The CCPC's social impact monitoring framework (E-12 in the Environmental Monitoring and Reporting Framework) tracks green economy jobs specifically, including a target for at least **30% female representation** in CCPC professional staff and technology roles, aligned with MoPSW's Gender Action Plan under Maritime India Vision 2030.

8.8.2. Coastal Community Resilience

Coastal shipping expansion reduces India's **supply chain vulnerability to inland transport disruptions** - which disproportionately affect coastal communities when cyclones or floods cut road and rail links. The RSR (rail-sea-rail) model for coal logistics, and the IWT-coastal integration corridor (NW-1 and NW-17), specifically create **redundant supply pathways** that maintain essential commodity flows (coal for power generation, fertilisers for agriculture) even when inland infrastructure is disrupted. In this sense, CCPS contributes not only to normal-state environmental and economic efficiency but also to India's **climate adaptation resilience** - a dimension of growing importance as the frequency and severity of extreme weather events along India's east coast increases.

8.9. Environmental Monitoring and Reporting Framework (EMRF)

Environmental co-benefits that are not measured are not credible - and in the context of India's international climate commitments (NDC reporting to UNFCCC), regulatory obligations (Harit Sagar compliance), and emerging carbon market participation (CCTS ICC generation), environmental measurement is not optional. The CCPS **Environmental Monitoring and Reporting Framework (EMRF)** establishes 12 quantitative environmental indicators that are monitored through the MSW2.0 platform, reported quarterly by CCPC, verified annually by BEE-accredited third parties, and published in the CCPC annual public sustainability report.

The EMRF is designed on three design principles: **auditability** (all data sourced from verifiable primary records - DGS voyage logs, MSW2.0 manifest data, port fuel consumption records, Customs Bill of Coastal Goods), **transparency** (all indicators and methods published in the CCPS public dashboard, open-access, to enable independent civil society and media scrutiny), and **NDC compatibility** (indicator formats and methodologies aligned with

MoEFCC's National GHG Inventory reporting requirements, enabling seamless aggregation of CCPS abatement into India's BUR and NDC progress reports).⁷⁸

Table 92. CCPS Environmental Monitoring and Reporting Framework (EMRF)

Ref	Indicator	Metric (Unit)	Measurement Method	Reporting Frequency	Responsible Body	CCPS Target (Moderate Scenario)	Policy Alignment (Reporting Destination)
E-1	Total CO ₂ Abatement from Modal Shift	MT CO ₂ -eq/year	MSW2.0 voyage data + BEF/PEF calculation (Exhibit 8.7 methodology)	Quarterly ; Annual (verified)	CCPC Environmental Cell	8.68 MT over 5 years (FY2026-31)	MoEFCC NDC inventory; MoPSW Harit Sagar annual report; CCPC public dashboard
E-2	NO _x Emissions Avoided	Tonnes NO _x /year	Voyage-level NO _x factor × cargo T-km vs. displaced road/rail	Annual (verified)	CCPC / CPCB	35,235 tonnes over 5 years	CPCB National Air Quality Reporting; MoEFCC BUR (Biennial Update Report)
E-3	SO _x Emissions Avoided	Tonnes SO _x /year	Fuel sulphur content × fuel consumed vs. displaced road/rail SO _x	Annual (verified)	CCPC / CPCB	9,217 tonnes over 5 years	CPCB; MoEFCC; IMO DCS reporting
E-4	PM Emissions Avoided (PM _{2.5} + PM ₁₀)	Tonnes PM/year	PM emission factor (voyage) vs. displaced road PM	Annual (verified)	CCPC / CPCB	2,818 tonnes over 5 years	CPCB NAAQS monitoring ; MoEFCC; WHO Air Quality Guidelines tracking
E-5	Indian Carbon Credits (ICC) Generated	MT CO ₂ -eq credits/year	BEE-verified abatement minus leakage; corridor batches	Quarterly (BEE registry)	CCPC / BEE NCR	~6.99 MT (5-yr); ~₹985 Cr gross value	BEE NCR; CCPC financial performance report; MoEFCC

Ref	Indicator	Metric (Unit)	Measurement Method	Reporting Frequency	Responsible Body	CCPS Target (Moderate Scenario)	Policy Alignment (Reporting Destination)
							carbon market report
E-6	Road Decongestion (Truck Trips Avoided)	Million truck-trips/year	Cargo volume / Average truck payload (8 tonnes) × conversion	Monthly	CCPC / MoRTH	200 million over 5 years	MoRTH NHP congestion monitoring ; CCPC impact assessment
E-7	Road Maintenance Cost Savings	₹ Crore/year	Truck PCU equivalence (IRC 106) × NH maintenance cost (MoRTH)	Annual	CCPC / MoRTH	₹4,000 Cr over 5 years	MoRTH Annual Report; Gol fiscal benefit tracking
E-8	Coastal Fleet Average CII Rating (Cat B-6 vessels)	CII score (A-E scale)	IMO CII calculation per vessel; CCPC Cat B-6 eligibility tracking	Annual (DGS)	DGS / CCPC	≥80% Cat B-6 fleet rated CII A or B by FY 2030-31	DGS vessel registry; MoPSW Harit Sagar; NGSP fleet monitoring
E-9	Shore Power Utilisation at CCPS Priority Ports	% of vessel calls using S2S power	Port Authority OPS usage log; CCPC port performance report	Quarterly (per port)	CCPC / IPA / Port Authorities	>50% of coastal vessel calls using OPS at equipped berths by FY 2030	Harit Sagar compliance report; IPA port sustainability index; MoPSW dashboard
E-10	Green Fuel (LNG/Methanol) Share of Coastal Fleet	% of CCPS-incentivised fleet by fuel type	DGS vessel registry fuel classification; Cat B-6 application data	Annual (DGS)	DGS / CCPC	≥20% LNG-capable vessels in CCPS fleet by FY 2030-31	MoPSW NGSP fleet tracking; IMO DCS India contribution
E-11	Environmental Compliance Rate of CCPS Vessels	% vessels meeting EEDI/EEEXI/CII baseline	DGS survey; CCPC Cat B-6 eligibility certificate review	Annual (DGS)	DGS	100% of Cat B-6 incentivised vessels	DGS flag state control; MoPSW annual green shipping report

Ref	Indicator	Metric (Unit)	Measurement Method	Reporting Frequency	Responsible Body	CCPS Target (Moderate Scenario)	Policy Alignment (Reporting Destination)
E-12	Indirect Employment in Green Shipbuilding and Green Port Infrastructure	Number of green jobs	CCPC social audit; CSL/ABG/GRSE employment data; Port Authority green infrastructure contracts	Annual (CCPC)	CCPC Social Cell	>15,000 green economy jobs by FY 2030-31	MoPSW; ILO India; NITI Aayog Viksit Bharat green jobs tracking

Source / Notes: EMRF design: MoEFCC National GHG Inventory guidelines (2023); UNFCCC BUR reporting standards; ISO 14064 (GHG reporting); IMO Data Collection System (DCS) aligned methodologies. MSW2.0 carbon module: IPA IT Department; NIC joint development (Phase I deliverable, April 2027). BEE-accredited third-party verifier requirements: BEE Carbon Market Rules (2024), Schedule 3. Harit Sagar compliance reporting: MoPSW Harit Sagar implementation guidelines (2023). DALYs methodology: GBD 2021; WHO Global Health Observatory. Green jobs tracking: ILO India Decent Work Country Programme (2022); MoPSW Maritime India Vision 2030, Gender Action Plan.

8.10. Summary

- **Coastal shipping is structurally the lowest-carbon freight mode for India:** With 10-18 g CO₂/T-km vs. 80-120 g for road and 25-35 g for diesel rail, the CCPS modal shift creates the most cost-effective abatement opportunity available in India's freight transport sector - without requiring any technological change from the current diesel fleet.
- **8.68 MT CO₂ abatement over 5 years (road displacement) (Moderate Scenario):** The East Coast Coal RSR corridor alone delivers 3.48 MT - more than India's current annual coastal fleet emissions. The 5-year abatement is equivalent to taking 6.25 million cars off the road for one year.
- **Air quality co-benefits are equally significant:** 35,235 tonnes NO_x, 9,217 tonnes SO_x, and 2,818 tonnes PM avoided; monetised health benefit of ₹10,171 Crore. Coastal shipping's near-complete elimination of NO_x and PM versus road freight (per T-km) makes it a critical tool for India's air quality improvement agenda along major freight corridors.
- **CCPS is structurally integral to India's green maritime policy architecture:** It is the missing demand-side catalyst for Harit Sagar, the National Green Shipping Policy, the NGHM maritime bunkering programme, and India's NDC coastal/IWT shipping measure - without CCPS cargo volume growth, these supply-side and infrastructure investments lack commercial anchor.
- **Six Green Shipping Corridors are anchored by CCPS:** The East Coast Coal, West Coast RoRo, Green Container, Green Fertiliser, IWT-Coastal, and Green Petroleum corridors collectively form the nucleus of India's green shipping network, with direct comparators in Norway, EU, Singapore, Japan, and South Korea.
- **Carbon Credit Monetisation Support (CCMS) offers ₹12,375 Crore ICC revenue:** The MSW2.0-integrated CCMS methodology enables ICC generation from verified modal shift abatement, with first issuance targeted FY 2027-28. This revenue

supplements Cat A/B incentives, improves scheme economics, and pre-configures India's coastal fleet for CCTS Phase 2 compliance participation.

- **12 EMRF indicators ensure credibility and NDC reporting:** The Environmental Monitoring and Reporting Framework provides quarterly, auditable, NDC-compatible environmental reporting - making CCPS co-benefits transparent, verifiable, and politically defensible before Parliament, MoEFCC, and the UNFCCC.
- **CCPS creates a green flywheel:** Modal shift growth → fleet investment → green vessel orders → LNG/OPS infrastructure → lower green shipping costs → further modal shift. The Cat B-6 premium and MDF-IIF green finance support are the two interventions that initiate this flywheel in Phase I, with compounding environmental and economic returns through Phases II and III.



Integration of Inland Water Transport (IWT) with Coastal Shipping

248

9. Integration of Inland Water Transport (IWT) with Coastal Shipping

9.1. Overview of IWT-Coastal Interface

The integration between Coastal Shipping and Inland Water Transport (IWT) is a strategic initiative by the Government of India to create a seamless, multimodal logistics network. This synergy aims to reduce logistics costs, which currently account for a high percentage of GDP, to levels comparable with developed nations.

Integrating Inland Water Transport (IWT) with coastal shipping offers a major opportunity to build a seamless, multimodal, low-cost logistics ecosystem in India. With 146 million tonnes of IWT cargo handled in FY-25 and a strong CAGR of ~15% over the past five years, the inland waterways network, supported by sustained IWAI-led investments, policy reforms, and the operationalisation of key waterways has grown into a reliable mode for bulk and containerized movement. Leveraging this momentum, tighter integration with coastal shipping can significantly strengthen first-mile and last-mile connectivity for major commodities such as coal, fertilisers, foodgrains, steel, cement, and containers, especially for ports located along major river systems like the Ganga, Brahmaputra, and the coastal-connected deltaic networks.

Developing dedicated multimodal terminals, harmonizing documentation and PCS-based workflows across IWT and coastal modes, improving draught availability, enabling barge-to-vessel transloading systems, and creating aggregation hubs at inland terminals can help shift cargo from congested rail and road corridors. When combined with aligned incentives, cargo-specific service design, and long-haul RSR/RSI (Rail-Sea-Rail / Rail-Sea-IWT) routing strategies, integration of IWT and coastal shipping can substantially reduce logistics cost, enhance modal efficiency, decongest rail corridors, and support environmentally sustainable freight movement across the Indian supply chain.

Table 93. Major Operational National Waterways (as of 2025-26)

National Waterway	River/System	States	Status	Notes
NW-1	Ganga-Bhagirathi-Hooghly	UP, Bihar, Jharkhand, WB	Fully operational	Highest cargo volumes
NW-2	Brahmaputra	Assam	Fully operational	NE corridor backbone
NW-3	West Coast Canal	Kerala	Operational	Strong for containers & break-bulk
NW-16	Barak	Assam	Operational	NE regional integration
NW-57	Kopili	Assam	Operational	Recently added under MIV 2030
NW-5	Brahmani-Matai-Mahanadi system	Odisha	Partially operational	Key for Paradip coastal connectivity

9.2. Corridor Development for Coastal-IWT Integration

Developing integrated Coastal-IWT freight corridors is essential for creating a seamless, low-cost, and resilient multimodal logistics backbone across India. Such corridors link inland waterways with coastal ports through strategically planned terminals, navigational channels, and transloading points, enabling uninterrupted cargo movement from the

hinterland to coastal shipping routes. By synchronizing riverine barge operations with coastal vessel schedules, these corridors help reduce dependence on long-haul rail and road networks, decongest saturated freight routes, and lower overall logistics costs.

Developing dedicated IWT-Coastal hubs, improving draft and navigability along key stretches, enhancing mechanized handling systems, and establishing aggregation and distribution nodes along major rivers such as the Ganga-Hooghly, Brahmaputra, Mahanadi, Godavari-Krishna delta, and Kerala backwaters, can significantly expand the volume of cargo that seamlessly transitions between modes. Corridor development also requires harmonized digital systems, consistent regulatory practices across waterways and ports, and targeted incentives to ensure predictable flows and viable vessel operations. Together, these measures create robust, future-ready waterborne logistics corridors that enhance competitiveness, support industrial supply chains, and advance sustainable freight mobility.

9.3.RSV Framework and Incentive Design

India's River-Sea Vessel (RSV) framework is structured around a series of Directorate General of Shipping (DGS) orders and amendments-most importantly DGS Order 6 of 2010 and its later modifications (including the 2013 amendment and the 2017 RSV Passenger Vessel notification) which define standards for construction, manning, safety, certification and dual-registry flexibility for RSV Types I-IV to support seamless movement between inland waterways and the coastal zone.

These rules intentionally moderate build and operational requirements compared to full ocean-going vessels, lowering capital and operating costs for restricted-sea operations, and are further codified through technical guidance such as IRClass RSV Classification Notes (Rev-2, July 2024), which align hull scantlings, stability and design loads to RSV operational profiles in Indian waters. Compliance expectations for RSVs are also rationalised through DGS circulars-including those on DSM/DDOC and minimum safe manning-ensuring proportionate regulatory oversight, especially for Type I-II vessels operating in sheltered waters where simplified Domestic Safety Management systems are permitted.

Supporting this regulatory structure is a layered national incentive system, under the Sagarmala programme and MoPSW measures, RSVs benefit from 40% port-charge discounts, priority berthing, green-channel clearances, and reduced GST on bunker fuel (18% → 5%), all aimed at lowering per-voyage costs and improving utilisation of small coastal and river-sea vessels.

Additional financial levers include freight subsidy eligibility for urea and P&K fertilizers moved by coastal shipping/IWT-directly improving RSV cargo viability-alongside cabotage/licensing relaxations for agricultural, fertilizer and related commodities to unlock backhaul opportunities and reduce empty-run penalties. The emerging Coastal Shipping Act 2025 and draft Coastal Shipping Rules 2026 further strengthen the framework by digitising foreign-vessel licensing, introducing a National Coastal Shipping Database, and simplifying compliance for Indian-flag RSV operators, creating a predictable, incentive-aligned environment for scaling RSV-based multimodal coastal logistics.



Draft CCPS Scheme Document - Structure and Key Provisions

251

10. Draft CCPS Scheme Document -Structure and Key Provisions

[ToR Clause (i) -comprehensive scheme framework; ToR Clause (vii) -earlier draft scheme to be taken into account]

The draft scheme document excerpt is appended below.

Section 1. Introduction to CCPS

The Ministry of Ports, Shipping and Waterways (MoPSW), Government of India, hereby notifies the Coastal Cargo Promotion Scheme (CCPS) pursuant to the announcement in the Union Budget 2026-27 and in exercise of its powers under the Coastal Shipping Act, 2025. The CCPS provides direct monetary incentives to cargo shippers (Category A) and vessel operators (Category B) to catalyse a sustainable, market-led shift of domestic freight from road and rail to the coastal shipping mode.

These Implementation Guidelines govern all aspects of incentive eligibility, claim processing, digital workflow on MSW2.0, verification against the National Database for Coastal Shipping (NDCS), disbursement through PFMS-linked DBT, and monitoring by the Monitoring Committee. All transactions under the CCPS are conducted exclusively through the CCPS module within Maritime Single Window 2.0 (MSW2.0), developed and maintained by IPA/CCPC.

1.1 Vision

The CCPS envisions a pan-India acceleration of coastal shipping that generates broad awareness among large-scale manufacturers, commodity traders, logistics service providers, and public sector cargo owners of the cost, environmental, and efficiency advantages of coastal shipping as a viable and competitive mode of domestic cargo transportation. The Scheme seeks to catalyse a sustainable, market-led shift of domestic freight to the coastal mode, thereby reducing stress on road and railway networks, contributing to national decarbonisation objectives, generating coastal employment, and setting up an enabling ecosystem of multimodal logistics infrastructure integrating coastal shipping with rail and road networks - in pursuit of the goal of doubling the modal share of coastal and inland waterway transport from approximately 6% to 12 % by 2047, as set out in the Maritime Amrit Kaal Vision (MAKV) 2047.

1.2 Objectives

The CCPS has been initiated with the following primary objectives:

- i. To incentivise modal shift of domestic cargo from road and rail to coastal shipping by compensating for the residual Total Logistics Cost (TLC) disadvantage - covering first-mile and last-mile connectivity, port charges, and first-mover risk - for identified categories of cargo and routes.
- ii. To align with the national target of increasing the modal share of coastal and inland waterway transport from approximately 6% to 12% by 2047, targeting approximately 247 million tonnes (MT) of incremental coastal cargo movement over the five-year scheme period.

- iii. To generate direct and indirect employment in the coastal shipping ecosystem including seafaring, shipbuilding, ship repair, bunkering, port operations, and logistics services.
- iv. To reduce logistics costs as a share of India's GDP by improving the cost-competitiveness of the coastal mode vis-à-vis road and rail, targeting cumulative Total Logistics Cost (TLC) savings of approximately Rs. 33,456 Crore for the economy over the scheme period.
- v. To contribute to India's Updated Nationally Determined Contribution (NDC) and climate commitments, targeting approximately 6.99 million tonnes of CO₂-equivalent savings over the five-year scheme period.
- vi. To promote the development of Indian-flag coastal vessels and green shipping technologies.

1.3 Title and Enforcement

- i. Title of the Scheme: "Coastal Cargo Promotion Scheme (CCPS)".
- ii. Sponsoring Agency: Ministry of Ports, Shipping and Waterways, Government of India.
- iii. Legislative and Policy Basis: Scheme implemented pursuant to the Union Budget 2026-27 announcement, in consonance with the Coastal Shipping Act, 2025, and in alignment with MIV 2030 and MAKV 2047. All incentives are granted as Central Financial Assistance (CFA) under the relevant Major Head of Account of MoPSW.
- iv. Duration: The Scheme shall come into force from the date of notification for an initial period of five (5) years, i.e., from 1 April 2026 to 31 March 2032, and shall be reviewed for continuation or revision at the end of Year 3 and Year 5.
- v. All orders, guidelines, and amendments issued under the Scheme shall be the final authority on matters of interpretation, eligibility, and disbursement of incentives, subject to the review powers of the Secretary (PSW) as specified in Para 3.9.

1.4 Plan Provision for the Scheme

The plan provision for the CCPS for the initial implementation period from 1 April 2026 to 31 March 2032 is Rs. 18,216 Crore (Rupees Eighteen Thousand Two Hundred and Sixteen Crore only), comprising Category A Shipper Incentives and Category B Operator Incentives only, to be provided from the Consolidated Fund of India under the relevant Major Head of Account of MoPSW. The provision is subject to revision by the Ministry of Finance in accordance with the annual budgetary process.

The year-wise disbursement profile for Categories A and B is set out below:

Incentive Category	FY 26-27 (Rs. Cr)	FY 27-28 (Rs. Cr)	FY 28-29 (Rs. Cr)	FY 29-30 (Rs. Cr)	FY 30-31 (Rs. Cr)	FY 31-32 (Rs. Cr)	5-yr Total (Rs. Cr)	% of Total
Category A - Shipper Incentives (A-1 to A-11)	177	513	1,830	4,062	5,079	5,382	17,042	93.3%
Category B - Operator Incentives (B-1 to B-7)	115	196	254	237	214	208	1,223	6.7%
TOTAL DISBURSABLE INCENTIVES	292	709	2,084	4,299	5,293	5,590	18,265	100%

Incentive Category	FY 26-27 (Rs. Cr)	FY 27-28 (Rs. Cr)	FY 28-29 (Rs. Cr)	FY 29-30 (Rs. Cr)	FY 30-31 (Rs. Cr)	FY 31-32 (Rs. Cr)	5-yr Total (Rs. Cr)	% of Total
MoPSW Direct Budget (MH: Shipping Dev. Fund)	292	709	2,084	4,299	5,293	5,590	18,265	100%

Note: The actual plan provision shall be incorporated in MoPSW's annual Demand for Grants. MoPSW shall cause an annual review of utilisation vis-à-vis budgetary allocation and may propose revision subject to Ministry of Finance concurrence.

1.5 Category A - Voyage-Based Shipper Incentives

Category A provides Direct Benefit Transfer (DBT) incentives to eligible cargo shippers for each completed eligible coastal voyage. The incentive is calculated per tonne per nautical mile (T-NM) for bulk/break-bulk commodities, or as a flat per-unit rate for containers and automobiles, subject to per-voyage distance caps and per-tonne ceilings. All Category A disbursements flow exclusively through the CCPS module of MSW2.0, integrated with PFMS for automatic credit to the shipper's registered bank account upon Nodal Officer authorisation.

1.5.1 Incentive Rate Schedule - Category A

Sub-Cat	Commodity / Cargo Type	Incentive Rate	Distance Cap	Per-Tonne / Unit Cap	Portal Mechanism
A-1	Thermal Coal, Coking Coal, Coke (domestic coastal)	Rs. 1.00 per T-NM	800 NM per leg	Rs. 800 per tonne	Load + discharge certification on CCPS module; BoCG mandatory; baseline additionality check auto-run
A-2	Iron Ore, Pellets, DRI	Rs. 1.00 per T-NM	1,000 NM per leg	Rs. 1,000 per tonne	Load + discharge certification; BCG; additionality auto-checked against registered baseline
A-3	Steel Products (plates, coils, structurals, billets)	Rs. 1.00 per T-NM	1,000 NM per leg	Rs. 1,000 per tonne	Same as A-2
A-4	Cement, Clinker, Fly Ash, Gypsum	Rs. 1.50 per T-NM	1,400 NM per leg	Rs. 2,100 per tonne	Load + discharge certification; BCG; no baseline requirement
A-5	Fertilisers and raw materials (containerised FCL)	Rs. 3,200 per TEU	Flat rate	Per TEU (flat)	TEU count certified by Nodal Officer on MSW2.0; CCA-linked volume tracking
A-6	Automobiles - 4-wheelers, LCVs, HCVs, buses, tractors (RoRo)	Rs. 6,000 per vehicle	1,200 NM per leg	Per vehicle (flat)	Vehicle-wise manifest uploaded on MSW2.0; OEM dispatch note required
A-7	POL / Petroleum products, liquid chemicals (tanker)	Rs. 0.75 per T-NM	1,200 NM per leg	Rs. 1,500 per tonne	Pilot basis - notified port pairs only; Bill of Lading + tanker manifest on MSW2.0

Sub-Cat	Commodity / Cargo Type	Incentive Rate	Distance Cap	Per-Tonne / Unit Cap	Portal Mechanism
A-8	Food Grains - FCI/state agency coastal movements	Rs. 2.00 per T-NM	1,800 NM per leg	Rs. 2,000 per tonne	CCA with FCI required before activation; FCI consignment note on MSW2.0; activates Year 3
A-9	Containerised FCL (all domestically orig./destined cargo)	Rs. 3,000 per TEU	Flat rate	Per TEU (flat)	TEU certification on MSW2.0; self-declaration of domestic origin/destination
A-10	Break-bulk, project cargo, ODC (not covered above)	Rs. 0.80 per T-NM	1,500 NM per leg	Rs. 1,600 per tonne	BCG + invoice/consignment note on MSW2.0
A-11	RSV - IWT River-Sea (coastal extension leg only)	Rs. 1.50 per T-NM	1,000 NM coastal leg	Rs. 3,000 per tonne	IWAI-certified RSV cargo doc + coastal BCG; both uploaded on MSW2.0

Note: Net Incentive = MIN [Vol (MT) × MIN(Actual NM, Distance Cap) × Rate, Vol (MT) × Per-Tonne Cap]. For TEU/vehicle sub-categories: Net Incentive = Volume × Flat Unit Rate. The CCPS module of MSW2.0 shall compute incentive quantum automatically upon Nodal Officer authorisation of discharge certification. No manual calculation by Nodal Officers is required or permitted.

MSW2.0 / NDCS: All Category A claims - from voyage registration through incentive calculation and PFMS credit - are processed exclusively within the CCPS module of MSW2.0. Every transaction is automatically transmitted to the NDCS in the format prescribed by DGS. The CCPS module interfaces with PFMS for automatic DBT to the beneficiary's bank account registered in MSW2.0.

1.5.2 WPI Indexation of Category A Rates

Category A base rates are at constant FY 2026-27 prices and shall be revised every two years, linked to the Wholesale Price Index (WPI) as published by the Office of the Economic Adviser, Ministry of Commerce and Industry:

- First revision (1 April 2028): Base Rate × (1 + WPI)², where WPI is the compounded annual WPI growth for FY 2026-27 and FY 2027-28.
- Second revision (1 April 2030): Base Rate × (1 + WPI)⁴, where WPI is compounded over four years.
- Per-tonne and per-unit caps revised proportionally at the same intervals.

Note: WPI-revised rates shall be notified by MoPSW at least 60 days before the applicable date and automatically updated in the CCPS module of MSW2.0 for all voyages commencing on or after the revision date.

1.5.3 Viability Gap Support for Ro-Ro Empty Return Voyages (Supplementary to A-6)

To address the structural cost disadvantage of empty return voyages on coastal Ro-Ro services, a Viability Gap Support (VGS) supplement is extended to eligible Indian-flag Ro-Ro vessel operators where the return cargo load factor falls below 30% of declared vessel capacity. The VGS is paid to the vessel operator (not the shipper) at 50% of the documented fuel and port cost of the empty return voyage, subject to a ceiling of Rs. 25 lakh per voyage. This is designated Cat B-3 (ERLO) and processed through the CCPS module of MSW2.0.

1.6 Category B - Operator and Fleet Development Incentives

Category B instruments address the supply side of the coastal shipping market - vessel operators, shipping lines, and Indian shipbuilders. These instruments are transitional and time-limited. All Category B claims are submitted by vessel operators or shipping lines through the CCPS module of MSW2.0, verified against MSW voyage records and DGS vessel registry, and disbursed via PFMS-linked DBT to the operator's registered bank account.

Code	Instrument	Recipient	Rate / Quantum	Key Eligibility Conditions	Duration
B-1	New Route Launch Grant (NRLG)	Indian-flag vessel operator on a new CCPS O-D pair	Rs. 1.5 Crore per new route per year	New O-D pair with no prior scheduled coastal service; minimum 4 sailings/month committed; Indian-flag vessel; registered on MSW2.0	First 12 months of service only; not renewable for same route
B-2	Service Frequency Bonus (SFB)	Indian-flag vessel operator on existing CCPS route	Rs. 12 Lakh per additional sailing above baseline of 2/week	Sailings above 2/week on CCPS-registered route; Indian-flag; minimum 80% cargo load on incentivised sailing; auto-verified from MSW2.0 voyage records	Ongoing; reviewed annually
B-3	Empty Return Leg Offset (ERLO)	Indian-flag Ro-Ro / container vessel operator	50% of documented fuel + port cost; ceiling Rs. 25 Lakh per voyage	Return load factor < 30% of vessel capacity; Indian-flag; certified by port Nodal Officer on MSW2.0	Ongoing; 3-year sunset per route upon reaching 30% load factor
B-4	Feeder Connectivity Grant (FCG)	Coastal feeder vessel operator on approved route	Rs. 500 per TEU on approved feeder leg	Indian-flag feeder; approved feeder route on CCPS portal; minimum 50 TEUs per sailing; CCPC approval on MSW2.0	Ongoing; reviewed biennially
B-5	Indian-Built Vessel Premium (IBVP)	Coastal vessel operator - Indian-built vessel	5% additional on applicable Cat A incentive received	Vessel built at Indian shipyard; Indian-flag; DGS-endorsed Indian-origin certificate; delivered within scheme period	Maximum 5 years per vessel from delivery date
B-6	Green Vessel Incentive (GVI)	Operator of CII-A/B rated or LNG/dual-fuel coastal vessel	Rs. 1 Crore per vessel per year	Valid CII Rating (A or B) from recognised classification society, or operation on LNG/methanol/approved alternative fuel; annual certification uploaded on MSW2.0	Ongoing while qualifying CII/fuel certification maintained
B-7	RSV Coastal Extension (RSV-CE)	IWAI-certified RSV operator on NW-1/NW-	Rs. 10 Lakh per round trip (coastal leg)	IWAI-classified RSV; coastal extension leg ≥ 50 NM; both IWAI and port certifications on MSW2.0	Ongoing; reviewed at Year 3 evaluation

Code	Instrument	Recipient	Rate / Quantum	Key Eligibility Conditions	Duration
		5/NW-2 routes			

MSW2.0 / NDCS: All Category B claims are submitted, processed, and disbursed exclusively through the CCPS module of MSW2.0. Claims are auto-cross-checked against MSW2.0 voyage records. Operator bank accounts for DBT must be registered on MSW2.0. PFMS issues a unique transaction ID for every disbursement.

Note: Category B disbursements are subject to an aggregate annual cap per instrument. CCPC shall manage pro-rata adjustments if aggregate claims exceed the annual budget envelope. An operator receiving B-5 IBVP shall not claim the same Cat A voyage incentive twice on behalf of the same voyage.

Section 2. Eligibility Framework

2.1 Eligible Cargo

The following categories of cargo are eligible for Category A incentives:

- Bulk or break-bulk cargo under sub-categories A-1 through A-4, A-7, A-8, and A-10 transported on Indian-flag vessels, RSVs, or barges on eligible coastal routes.
- Domestically originating and domestically destined cargo in FCL containers on Indian-flag or licensed coastal container vessels (A-5, A-9).
- Automobiles (two-wheelers, three-wheelers, four-wheelers, HMVs, LCVs, buses, tractors) transported through eligible Ro-Ro vessels (A-6).
- Cargo transported on River Sea Vessels on eligible coastal extension routes (A-11).

The following cargo is expressly excluded from eligibility:

- Empty containers, EXIM cargo (export-import), and cargo on vessels not registered in MSW2.0 / e-Samudra.
- Voyages of less than 50 nautical miles between loading and discharge points.
- Cargo for which an incentive has already been claimed under any other central government scheme for the same voyage leg .
- Hazardous cargo (Class I-III explosives, Class 6.1 toxic materials) unless specifically exempted by MoPSW notification.

2.2 Eligible Vessels

Vessels eligible under the CCPS must satisfy all of the following criteria at the time of voyage:

- Registered under the Indian flag in e-Samudra and holding valid statutory certificates (Certificate of Registry, Class Certificate, Safety Management Certificate, Safe Manning Certificate).
- For RSV-based incentives (A-11, B-14): classified as a River Sea Vessel by DGS under the applicable RSV classification orders.
- For Ro-Ro incentives (A-6, B-10): vessel type must be one of PCC, PCTC, RoPax, hybrid-RoRo, or approved barge-ferry with vehicle handling capability.

- For Cat B-5 (IBVP): vessel must additionally hold a DGS-endorsed certificate of Indian origin from the concerned shipyard.
- For Cat B-6 (GVI): vessel must hold a current Rating Certificate from a recognised classification society, or certification of operation on LNG, methanol, or other approved alternative fuel - uploaded and valid on MSW2.0.

MSW2.0 / NDCS: Vessel eligibility is verified automatically by the CCPS module of MSW2.0 against the e-Samudra vessel registry and DGS certificate database at the time of voyage registration. No voyage can be registered on MSW2.0 for a vessel that does not meet eligibility criteria.

2.3 Eligible Routes

An eligible route is any origin-destination (O-D) port pair satisfying all of the following:

- Both origin and destination are Indian ports or IWAI terminals listed on the CCPS Eligible Route Matrix maintained on the CCPS portal (Part of MSW2.0).
- At least one end of the route involves a Major Port, a Designated Non-Major Port, or an IWAI terminal/jetty.
- The voyage distance between loading and discharge points is a minimum of 100 nautical miles.

The CCPS Eligible Route Matrix is maintained by IPA/CCPC on the CCPS portal and reviewed every six months. The CCPS module of MSW2.0 will reject voyage registration submissions for routes not on the approved matrix.

2.4 Eligible Beneficiaries - Category A (Shippers)

Category A incentives shall be granted only to the registered shipper of the eligible cargo - i.e., the person who holds ownership over the goods being transported at the time of loading (the consignor or consignee, as applicable). All incentives shall be credited directly to the registered bank account of the beneficiary shipper through PFMS-linked DBT via MSW2.0. Incentives shall not be routed through the vessel operator, ship agent, or any intermediary.

To be eligible, a shipper must:

- Be a legal entity registered in India (company, LLP, partnership, public sector undertaking, or individual with business registration).
- Hold valid PAN, GSTIN (or GST-exempt declaration), and a current bank account registered on the CCPS module of MSW2.0 for direct credit.
- Be registered on MSW2.0 CCPS module with all documents in Annexure-I uploaded, verified, and approved by the concerned Nodal Officer.
- Not have been debarred from the Scheme under the anti-abuse provisions of Para 2.7.

2.5 Eligible Beneficiaries - Category B (Vessel Operators)

Category B incentives shall be granted to the operator of the eligible Indian-flag vessel as registered in MSW2.0. The operator shall be registered on the MSW2.0 CCPS module and must maintain a current bank account for PFMS-linked DBT.

2.6 Designated Non-Major Ports

Disbursement of incentives shall be made at Major Ports, Designated Non-Major Ports, and IWAI terminals/jetties. Non-major ports connected to MSW2.0 shall be designated as eligible points of disbursement from the commencement of the Scheme. For other non-major ports, the concerned port authority may approach CCPC through the State Maritime Board. IPA/CCPC shall maintain the updated list on the CCPS portal within MSW2.0.

2.7 Baseline Reference and Additionality Requirement

The CCPS incentive supports only additionality - cargo movement that would not have occurred without the incentive. The following applies:

- For A-1, A-2, A-3 (bulk commodities): The baseline coastal volume for each shipper-GSTIN on the relevant O-D pair during the reference period (1 October 2023 to 17 February 2026) shall be registered on MSW2.0. The CCPS module shall automatically compute additionality and restrict incentive eligibility to incremental volume above 100% of the registered baseline.
- For A-5, A-6, A-9, A-10, A-11 (containers, automobiles, break-bulk, RSV): All claimed volumes are treated as additional (zero baseline) given the nascent stage of these segments.
- New entrants to coastal shipping with no prior history on the relevant O-D pair: Zero baseline shall be registered and the full claimed volume treated as additional.

MSW2.0 / NDCS: Baseline registration is conducted through a dedicated workflow within the CCPS module of MSW2.0. Baselines must be submitted within 60 days of scheme notification. The module cross-verifies declared baselines against historical voyage data (as available) and GSTN e-way bill records. Post-registration, additionality computation is automatic - no manual intervention by Nodal Officers.

2.8 Anti-Abuse Safeguards

The following safeguards are embedded in the CCPS module of MSW2.0 and enforced automatically:

- **Anti-sandbagging:** No incentive is payable for cargo diverted from an existing coastal route to the same/different route on a different/same vessel solely to claim CCPS incentives. The module cross-checks route-commodity-shipper combinations against NDCS historical data.
- **No double-dipping:** The MSW2.0 system automatically checks whether the same voyage leg has been claimed under Jalvahak, or any other central incentive scheme. Duplicate claims are rejected at submission stage.
- **Verification triangulation:** CCPC shall cross-verify all claims against three independent data sources -
 - a) port manifests via PCS/MSW2.0;
 - b) GSTN e-way bill data for road-origin/destination cargo; and
 - c) Indian Railways FOIS data for RSR movements.

Discrepancies are flagged automatically by the CCPS module for Nodal Officer review.

- **Per-shipper annual cap:** No single shipper-GSTIN entity shall receive more than Rs. 50 Crore per scheme year in total Category A incentives, subject to review by the Monitoring Committee for large volume shippers with pre-existing CCAs.

- **GSTIN-level tracking:** Claims are tracked at shipper GSTIN, commodity HSN group, and port-pair O-D level. CCPS module shall flag unusual claim patterns for Nodal Officer and CCPC review.
- **Penalty for fraudulent claims:** Misrepresentation or fraudulent claims render the shipper liable to forfeiture of the full incentive amount, recovery with interest at SBI MCLR + 200 bps from the date of disbursement, deregistration from the Scheme in MSW2.0, and such other legal action as may be taken under applicable law.

Section 3. Roles and Responsibilities of Stakeholders

The Ministry of Ports, Shipping and Waterways (MoPSW) is the Nodal Ministry for the CCPS. All stakeholder interactions under this Scheme are conducted through the CCPS module of Maritime Single Window 2.0 (MSW2.0), which serves as the sole digital interface for all registrations, certifications, claims, and disbursements.

3.1 Role of Beneficiaries

3.1.1 Registration on MSW2.0

Beneficiaries (shippers for Cat A; vessel operators for Cat B) shall register on the CCPS module of MSW2.0 at least five (5) working days before the first intended voyage. Registration requires upload and Nodal Officer verification of all documents specified in Annexure-I. The MSW2.0 system acknowledges receipt and issues User ID and password to the registered email and mobile number.

MSW2.0 / NDCS: Registration is conducted entirely within the CCPS Beneficiary Registration portal of MSW2.0. Approved registrations are automatically added to the CCPS Beneficiary Master in the NDCS. Any change in PAN, GSTIN, or bank account details must be updated on MSW2.0 and re-verified by the Nodal Officer before the next claim is processed.

3.1.2 Baseline Registration (Cat A Bulk Commodities)

Within 60 days of scheme notification, existing coastal shippers for sub-categories A-1, A-2, and A-3 shall register their baseline coastal volumes (reference period: 1 October 2023 to 17 February 2026) through the Baseline Registration workflow on the MSW2.0 CCPS module. Failure to register within this period results in a zero baseline being assigned by the system.

3.1.3 Pre-Voyage Submission on MSW2.0

At least three (3) working days before cargo movement, the beneficiary shall register the voyage on MSW2.0 CCPS module, providing: vessel IMO number (auto-verified against e-Samudra); voyage number; commodity type, quantity, TEUs, or vehicle count by category; point of loading; point of discharge; and expected dates of loading and discharge. MSW2.0 generates a unique Transaction Number and forwards the application to the loading-port Nodal Officer.

3.1.4 Post-Voyage Claim on MSW2.0

Within five (5) working days of completion of the voyage (i.e., from the time the discharge Nodal Officer certifies on MSW2.0), the beneficiary shall upload the required documents specified in Para 4.2 through the CCPS module and submit the claim. The MSW2.0 module auto-routes the claim to the disbursement Nodal Officer.

3.2 Role of Major Ports

3.2.1 Nodal Officer Appointment and MSW2.0 Access

Each Major Port shall appoint a Nodal Officer for the CCPS and forward the name and contact details to IPA/CCPC within 30 days of scheme notification. The Nodal Officer shall be allotted a unique MSW2.0 User ID and password by IPA. All certification, query-raising, and disbursement-authorisation actions shall be performed exclusively within the CCPS module of MSW2.0.

3.2.2 Load Certification on MSW2.0

Within one (1) working day of vessel departure, the Nodal Officer at the loading port shall verify and certify - within the CCPS module of MSW2.0 - the commodity type, quantity, TEU count, or vehicle count. The MSW2.0 certification entry is automatically transmitted to the NDCS and the application forwarded to the discharge-port Nodal Officer.

3.2.3 Discharge Certification on MSW2.0

Within one (1) working day of discharge completion, the Nodal Officer at the discharging port shall certify the discharged cargo details within the CCPS module of MSW2.0. All certification entries are automatically transmitted to the NDCS. The MSW2.0 module forwards the application to the beneficiary for document upload.

3.2.4 Disbursement Authorisation on MSW2.0

Upon receipt of the complete application with all supporting documents uploaded by the beneficiary into MSW2.0, the disbursement Nodal Officer shall ascertain the admissibility of the incentive within five (5) working days. The Nodal Officer may raise a maximum of two (2) queries, each within one (1) working day of receipt. The decision for disbursement or denial shall be communicated within five (5) working days of the beneficiary's reply to the final query. The MSW2.0 CCPS module automatically computes the incentive quantum; the Nodal Officer verifies and authorises disbursement within the module. Failure to communicate a decision within the stipulated period shall constitute deemed approval, subject to ratification by the Monitoring Committee.

MSW2.0 / NDCS: Upon Nodal Officer authorisation in MSW2.0, the PFMS integration automatically initiates credit to the beneficiary's registered bank account. The Nodal Officer does not handle any funds. The bank confirms the transaction with a unique PFMS transaction ID, which is recorded in MSW2.0 and viewable by the beneficiary, Nodal Officer, CCPC, and designated MoPSW officers.

3.2.5 Monthly Claim Consolidation (Manual Reimbursement Phase)

During the manual reimbursement phase (prior to full DBT automation), the Nodal Officer shall consolidate all disbursements made during the calendar month through the MSW2.0 Claims Consolidation module and forward the consolidated claim to IPA/CCPC by the 5th of the following month.

3.3 Role of Designated Non-Major Ports

Designated Non-Major Ports shall follow the same procedures as prescribed for Major Ports in Para 3.2 (Nodal Officer appointment, load and discharge certification, disbursement authorisation, and monthly claim consolidation), using the MSW2.0 CCPS module. State Maritime Boards shall facilitate coordination between non-major ports and IPA/CCPC for MSW2.0 access credentials.

3.4 Role of Other (Non-Designated) Non-Major Ports

Non-designated non-major ports involved in eligible voyages shall appoint a Nodal Officer solely for load and discharge certification within the CCPS module of MSW2.0. They are NOT eligible to authorise disbursements or consolidate claims for reimbursement.

3.5 Role of IWAI

IWAI shall appoint Nodal Officers for each terminal and jetty involved in eligible voyages and forward names to IPA/CCPC for MSW2.0 access provisioning. IWAI Nodal Officers shall certify loading and discharge within the CCPS module of MSW2.0 within one (1) working day. Where IWAI is the point of disbursement, the same procedure as Para 3.2.4 applies. IWAI shall consolidate monthly disbursements through the MSW2.0 Claims Consolidation module and forward claims to IPA/CCPC by the 5th of each month. IWAI shall also issue RSV certifications for B-7 (RSV-CE) claims through MSW2.0.

MSW2.0 / NDCS: IWAI's RSV certification for B-7 claims is integrated into the CCPS module of MSW2.0. The RSV operator submits the B-7 claim on MSW2.0; IWAI's Nodal Officer certifies the RSV classification and coastal extension details; the module auto-computes the B-7 quantum and forwards for CCPC approval.

3.6 Role of IPA / CCPC

3.6.1 Development and Operation of MSW2.0 CCPS Module

IPA, through the CCPC, shall develop and maintain the dedicated CCPS module within MSW2.0. The CCPS module is a direct add-on to - and fully integrated with - the National Database for Coastal Shipping (NDCS) as mandated under Section 9 of the Coastal Shipping Act, 2025. The module shall support:

- Beneficiary and vessel registration, with e-Samudra integration for vessel eligibility auto-verification.
- Voyage registration, with automatic route eligibility check against the CCPS Eligible Route Matrix.
- Load and discharge certification by port/IWAI Nodal Officers, with auto-transmission to NDCS.
- Claim submission and document upload by beneficiaries.
- Automatic incentive quantum computation (Cat A and Cat B) based on certified voyage data and applicable rate schedule.
- Disbursement authorisation by Nodal Officers and PFMS-linked automatic DBT to registered bank accounts.
- Additionality computation against NDCS historical data and GSTN e-way bill cross-check.
- Anomaly detection and anti-abuse flagging.
- CCPS Analytics Dashboard for real-time monitoring by CCPC, ports, IWAI, MoPSW, and auditors.

IPA shall develop the CCPS module specification by Q3/Q4 2026 and achieve full production launch (with MSW2.0 PFMS integration) by April 2027. Manual reimbursement procedures apply until full automation is achieved.

3.6.2 Cargo Aggregation, CCA Management, and Market Development

The CCPC shall: identify and aggregate fragmented coastal cargo; manage negotiation and monitoring of Cargo Commitment Agreements (CCAs) with cargo-owning ministries and PSUs; maintain the CCPS Eligible Route Matrix on the CCPS portal and conduct MSME shipper outreach.

3.6.3 Claims Consolidation and Reporting

During the manual reimbursement phase, IPA/CCPC shall collect all monthly claims from port and IWAI Nodal Officers through the MSW2.0 Claims Consolidation module, conduct due diligence, reconcile against MSW2.0 transaction records, and prepare a consolidated verified claim statement for the Monitoring Committee by the 10th of each month. IPA/CCPC shall submit a monthly scheme performance report to CSC/MoPSW by the 15th, covering disbursements by category, route, cargo type, and beneficiary count.

3.7 Role of the Monitoring Committee

3.7.1 Constitution

A Monitoring Committee shall be constituted by MoPSW. The Committee shall be chaired by the Joint Secretary (Shipping/Coastal), MoPSW and shall include: DGS (or nominee), Managing Director IPA, representatives of two Major Ports on rotation, Head of CCPC, and a representative of Ministry of Finance (Budget Division) as permanent invitee. The Coastal Shipping Cell (CSC) shall serve as the Secretariat.

3.7.2 Meetings and Functions

The Monitoring Committee shall hold monthly meetings. Key functions:

- Manual reimbursement phase: Scrutinise consolidated monthly claims submitted by IPA via MSW2.0; make recommendations for reimbursement to ports and IWAI.
- Automated phase: Review scheme KPIs; resolve beneficiary grievances escalated through MSW2.0; recommend policy adjustments to the Secretary (PSW).
- Biennial review: Comprehensive assessment of incentive rates, cargo coverage, and budget utilisation.

3.8 Role of the Coastal Shipping Cell (CSC), MoPSW

The CSC shall serve as the Secretariat to the Monitoring Committee. Additional responsibilities:

- Prepare monthly meeting agendas; compile claims and reports from IPA via MSW2.0; maintain official records.
- Manage inter-ministerial consultations with Ministry of Finance, Ministry of Railways, Ministry of Coal, and other ministries on complementary measures under CCPS.
- Coordinate CCA negotiations; interface with DGS on vessel registry integration and Cat B certifications.
- Prepare the Annual CCPS Progress Report for Parliament.

3.9 Review and Revision of the Scheme

3.9.1 Interpretation

The Secretary (PSW), MoPSW shall be the final authority for all issues of interpretation or scope referred by the Monitoring Committee. The Secretary's decision shall be final and binding.

3.9.2 Review / Revision of Committee Orders

The Secretary (PSW) shall have the powers of review and revision of the orders of the Monitoring Committee, co-terminus with the Committee's original decision-making powers.

3.9.3 Periodic Review of Incentive Rates and Scheme Scope

The Monitoring Committee shall conduct a comprehensive review at Year 3 (October 2029) and Year 5 (March 2032), or earlier if warranted by material changes in logistics cost structures, budgetary constraints, or modal shift outcomes. The review shall be based on MSW2.0 CCPS module data and shall assess: incentive uptake by category and route; modal shift vis-à-vis MAKV 2047 targets; budget utilisation; and CCA compliance rates.

3.9.4 Route Graduation Framework

Any O-D route on which coastal shipping achieves commercial viability without incentive support - defined as Total Logistics Cost via coastal $\leq$ 95% of the best road or rail alternative, as certified annually by CCPC on the basis of CCPS module voyage cost data - shall be graduated from the Scheme over a 24-month phase-out period. No fresh NRLG (B-1) grants shall be issued for graduated routes.

Section 4. Scheme Implementation Details

All CCPS transactions - from beneficiary registration through incentive disbursement - are conducted exclusively within the CCPS module of MSW2.0. No claim shall be processed or disbursement authorised outside of the MSW2.0 CCPS module workflow. Every transaction is automatically transmitted to the National Database for Coastal Shipping (NDCS) in the format prescribed by DGS under Section 9 of the Coastal Shipping Act, 2025.

4.1 End-to-End Workflow on MSW2.0

Step	Action on MSW2.0	Actor	Timeline	MSW2.0 / NDCS System Action
1	Beneficiary registration: entity details, PAN, GSTIN, bank account, Annexure-I documents uploaded on CCPS Beneficiary Registration portal of MSW2.0	Beneficiary (shipper or vessel operator)	$\geq$ 5 working days before first voyage	System issues User ID/password to registered email/mobile; approved registrations auto-added to CCPS Beneficiary Master in NDCS
2	Vessel registration: IMO number, vessel name, type, flag, GRT, NRT, statutory certificates uploaded on MSW2.0	Beneficiary	$\geq$ 5 working days before first voyage	CCPS module auto-checks vessel against e-Samudra registry; Nodal Officer reviews and approves within 1 working day;

Step	Action on MSW2.0	Actor	Timeline	MSW2.0 / NDCS System Action
				vessel added to CCPS Vessel Master in NDCS
3	Baseline registration (A-1, A-2, A-3 only): prior coastal volumes for reference period submitted through Baseline Registration workflow on MSW2.0	Beneficiary (bulk shippers)	Within 60 days of scheme notification	System cross-verifies against NDCS historical data and GSTN e-way bill records; auto-assigns baseline; Nodal Officer review for flagged cases
4	Voyage registration: vessel IMO, voyage number, commodity, quantity, TEUs/vehicles, loading/discharge ports, expected dates submitted on CCPS Voyage Registration module	Beneficiary	≥ 3 working days before cargo movement	System generates unique Transaction Number; auto-validates route against CCPS Eligible Route Matrix; forwards to loading-port Nodal Officer on MSW2.0
5	Load certification: commodity, quantity, TEUs, or vehicle count verified and certified by Nodal Officer on CCPS module	Loading Port / IWAI Nodal Officer	Within 1 working day of vessel departure	Certification auto-transmitted to NDCS; application forwarded to discharge-port Nodal Officer on MSW2.0
6	Discharge certification: discharged cargo verified and certified on CCPS module	Discharge Port / IWAI Nodal Officer	Within 1 working day of discharge completion	Certification auto-transmitted to NDCS; application forwarded to beneficiary on MSW2.0 for document upload
7	Claim submission: supporting documents (BCG, Manifest, Invoice, vehicle manifest for RoRo, etc.) uploaded on CCPS Claims module	Beneficiary	Within 5 working days of discharge certificate	Documents stored in NDCS against the unique Transaction Number; forwarded to disbursement Nodal Officer on MSW2.0; additionality auto-computed for A-1/A-2/A-3
8	Claim review: Nodal Officer may raise up to 2 queries on MSW2.0 (each within 1 working day); reviews supporting documents; verifies incentive eligibility	Disbursement Nodal Officer	Decision within 5 working days of beneficiary's reply to final query	CCPS module auto-calculates incentive quantum; Nodal Officer verifies and authorises within MSW2.0; if no decision in 5 days - deemed approval, referred to Monitoring Committee via MSW2.0
9	DBT disbursement: incentive credited to beneficiary's registered bank account via PFMS integration	CCPS Module / PFMS	Within 2 working days of Nodal Officer authorisation	PFMS transaction ID and amount confirmed to beneficiary on MSW2.0; full transaction record auto-transmitted to NDCS; viewable by beneficiary, Nodal

Step	Action on MSW2.0	Actor	Timeline	MSW2.0 / NDCS System Action
				Officer, CCPC, and MoPSW in real time

MSW2.0 / NDCS: No documents submitted outside MSW2.0 shall be accepted for claim verification or disbursement. Beneficiaries must retain original physical documents for a minimum of 5 years from the date of disbursement and produce them for inspection on request by the Monitoring Committee, CCPC, Comptroller and Auditor General, or any audit authority.

4.2 Required Documents for Claim Submission (Upload on MSW2.0)

- Scanned copy of the Bill of Coastal Goods (BoCG) bearing Customs endorsement at the port of loading and port of discharge. The Customs-endorsed BoCG is mandatory and serves as the primary proof of cargo movement. It shall be uploaded as the first document in the CCPS Claims module.
- Original or certified copy of the vessel Manifest for the relevant voyage.
- Invoice or consignment note evidencing the quantity and commodity of the cargo.
- For Ro-Ro cargo (A-6): vehicle-wise manifest or OEM dispatch note certifying vehicle count by category.
- For RSV/IWAI terminal loading or discharge (A-11, B-7): IWAI-certified cargo movement document.
- For RSR movements (A-1 applicable): certified copy of the Railways consignment note for rail legs and BCG for the sea leg.
- Self-declaration by the beneficiary that the cargo is domestically originating and domestically destined (mandatory for containerised cargo and automobiles).
- For Cat B-5 (IBVP): DGS-endorsed Indian-origin certificate for the vessel (to be uploaded once at vessel registration; valid for the life of the vessel under the scheme).
- For Cat B-6 (GVI): Current Rating Certificate or LNG/alternative fuel certification from a recognised classification society (uploaded annually on MSW2.0).

Note: All documents are uploaded on MSW2.0 against the unique Transaction Number. The MSW2.0 CCPS module checks document completeness before forwarding to the disbursement Nodal Officer. Incomplete submissions are returned to the beneficiary with a checklist of missing documents.

4.3 Manual Reimbursement Phase (Prior to Full DBT Automation)

During the period prior to full operationalisation of the automated PFMS-DBT disbursement module in MSW2.0 (expected: April 2027), incentives shall be disbursed by Major Ports, Designated Non-Major Ports, and IWAI from dedicated scheme bank accounts. The following steps shall govern the manual phase:

Step	Action	Actor	Timeline
1	Nodal Officer authorises disbursement on MSW2.0; amount credited to beneficiary from dedicated scheme bank account of port/IWAI; bank confirms with unique transaction ID recorded on MSW2.0	Port / IWAI Nodal Officer	Within 2 working days of authorisation
2	Nodal Officer consolidates all monthly disbursements through MSW2.0 Claims	Port / IWAI Nodal Officer	By the 5th of each month

Step	Action	Actor	Timeline
	Consolidation module; forwards consolidated claim to IPA/CCPC by the 5th of the following month		
3	IPA/CCPC collects all monthly claims; conducts due diligence; reconciles against MSW2.0 NDCS transaction records; prepares consolidated verified claim statement; submits to Monitoring Committee by the 10th	IPA / CCPC	By the 10th of each month
4	Monitoring Committee meets (at least once before the 15th); scrutinises consolidated claims submitted via MSW2.0; makes recommendations for reimbursement	Monitoring Committee	Before the 15th of each month
5	DDO, MoPSW prepares bills based on Committee recommendations; submits to PAO for payment to designated scheme bank accounts of ports/IWAI	DDO, MoPSW / PAO	Within 5 working days of Committee recommendation
6	Disputed or discrepant claims referred by Monitoring Committee to CSC for investigation; resolution via MSW2.0 workflow; deferred amount settled in subsequent meeting	Monitoring Committee / CSC	Resolution within 30 days of first referral

4.4 Automated DBT Phase (Post Full MSW2.0 PFMS Integration)

Upon full operationalisation of the automated PFMS-DBT module in MSW2.0:

- After Nodal Officer authorisation on MSW2.0, the incentive amount is credited automatically to the beneficiary's registered bank account through PFMS, debiting the designated CCPS scheme account of MoPSW. Ports and IWAI do not maintain separate scheme bank accounts.
- PFMS sends a confirmation with a unique transaction ID to the beneficiary. The transaction is viewable in real time on MSW2.0 by the beneficiary, Nodal Officer, CCPC, and MoPSW officers.
- IPA/CCPC submits a monthly scheme utilisation report via MSW2.0 to CSC/MoPSW on the 5th of each month, covering disbursements by category, route, cargo type, and disbursing entity.
- The Monitoring Committee continues monthly meetings in the automated phase to review KPIs, resolve grievances, and recommend policy adjustments. Individual disbursements do not require Committee approval in this phase.

MSW2.0 / NDCS: In the automated phase, MSW2.0 provides a live CCPS Analytics Dashboard accessible to CCPC, MoPSW, Monitoring Committee members, and designated audit officers. The dashboard displays real-time claim volumes, disbursement amounts by category and route, beneficiary counts, and anomaly flags.

Section 5. Monitoring, Evaluation, and Course-Correction

5.1 Governance Architecture

- Strategic Level - National Coastal Shipping and Maritime Council (NCSMC): Chaired by the Minister (PSW); annual meetings; approves strategic targets, Year 3 and Year 5 review recommendations, and scheme renewal/modification decisions.

- **Regulatory Level - Inter-Ministerial Coordination Cell (IMCC):** Chaired by Secretary (PSW), MoPSW; quarterly meetings; reviews CCA compliance by ministry, regulatory reform implementation, and cross-ministry coordination. Membership includes Joint Secretaries of Ministries of Coal, Railways, Finance, Steel, and Fertilisers.
- **Operational Level - Monitoring Committee:** Chaired by Joint Secretary (Shipping/Coastal), MoPSW; monthly meetings; approves claims (manual phase); reviews KPIs from MSW2.0 dashboard; resolves grievances.

5.2 Key Performance Indicators

KPI	Description	Baseline (FY24-25)	Year 1 Target (Mar 2027)	Year 3 Target (Mar 2029)	Year 5 Target (Mar 2031)
S-1	Coastal + IWT modal share (%)	6.0%	6.3%	7.5%	9.5%
S-2	Total coastal cargo volume (MT/yr)-Throughput	339 MT	360 MT	430 MT	530 MT
S-3	Incremental cargo from CCPS (MT cumulative)	-	20 MT	90 MT	190 MT
O-1	CCPS incentive claims processed (Rs. Cr/yr)	-	200 Cr	1,200 Cr	4,000 Cr
O-2	Active coastal routes under CCPS	-	5	15	23+
O-3	CCA signatories (ministries/PSUs)	-	5	9	12
O-4	MSW2.0 claim processing TAT (days avg)	-	≤ 8 days	≤ 6 days	≤ 5 days (automated)
O-5	Vessel turnaround time, coastal (hrs avg)	72 hrs	65 hrs	55 hrs	45 hrs
F-1	CCPS cumulative disbursement (Rs. Cr)	-	200 Cr	2,400 Cr	10,000 Cr
E-1	CO2 savings (MT CO2-eq cumulative)	-	0.5 MT	4.0 MT	7.0 MT

5.3 Reporting Schedule

- **Monthly:** CCPC Scorecard (from MSW2.0 data) to IPA Board and MoPSW by the 15th; corridor performance reports; Monitoring Committee review.
- **Quarterly:** IMCC Regulatory Report; CCA performance review by ministry; KPI dashboard vs. targets submitted to Secretary (PSW).
- **Annual:** NCSMC Strategic Review Report; independent audit of CCPS disbursements verified against MSW2.0/NDCS records; BCR estimate update; submission to Parliament through MoPSW Annual Report.
- **Year 3 (October 2029):** Independent Mid-Term Evaluation by an independent agency; report to NCSMC.
- **Year 5 (March 2032):** End-of-Scheme Evaluation; NCSMC decision on renewal, modification, or sunset.

5.4 Course-Correction Triggers

Trigger	Threshold	Required Response	Escalation
T-1	Annual cargo growth < 70% of KPI target	CCPC investigates (from MSW2.0 data); Monitoring Committee recommends rate/outreach adjustment within 60 days	Secretary (PSW) notified if unresolved after 1 quarter
T-2	CCA ministry shortfall > 20% below committed volume for 2 consecutive quarters	IMCC bilateral review with defaulting ministry; revised CCA targets	NCSMC at next annual meeting
T-3	MSW2.0 claim error/rejection rate > 2%	CCPC process audit within 30 days; Nodal Officer retraining if systemic	Monitoring Committee mandatory review
T-4	Pilot corridor traffic < 40% of projected capacity for 6 months	Corridor Task Force within 30 days; CCPC market analysis from NDCS data; consider rate enhancement	Secretary-level review if unresolved in 6 months
T-5	Budget under-absorption > 25% of annual allocation in Q3	CCPC surge outreach; temporary rate enhancement for new entrants subject to Monitoring Committee approval	Reallocation proposal to Ministry of Finance
T-6	CCPC KPI scorecard (from MSW2.0) < 65% for 2 consecutive quarters	IPA Board review; performance improvement plan within 45 days	MoPSW may direct change in CCPC leadership

5.5 Grievance Redressal

Any beneficiary aggrieved by the decision of a Nodal Officer may:

- Lodge an appeal with the Monitoring Committee within 30 days of the Nodal Officer's decision - through the Grievance Redressal workflow on the MSW2.0 CCPS module.
- If dissatisfied with the Monitoring Committee's decision, register a grievance with the Secretary (PSW), MoPSW within 60 days of the Committee's decision. The Secretary's decision shall be final.

MSW2.0 / NDCS: The MSW2.0 CCPS module shall have a dedicated grievance tracking interface. IPA/CCPC publishes monthly grievance statistics - received, resolved, pending, and average resolution time - on the CCPS portal within MSW2.0.

Annexure-I - Documents for Registration on MSW2.0

The following documents shall be uploaded by the shipper or vessel operator on the CCPS Beneficiary Registration portal of MSW2.0 at the time of registration. All documents shall be self-attested (or digitally signed where accepted by IPA/CCPC). Original documents shall be presented to the Nodal Officer at the time of physical verification.

A. Entity Identity and Address Details

- Certificate of Incorporation / Registration Certificate.
- Company/Firm Name and Registered Address with PIN Code.
- Name, Designation, and contact details of the Authorised Signatory/Representative.

- Authorisation Letter / Board Resolution authorising the representative.
- Contact details (phone, mobile, e-mail) of the Authorised Representative.

B. Taxation and Regulatory Registrations

- Permanent Account Number (PAN) Card.
- TAN, if applicable.
- GST Registration Certificate (GSTIN). Where GST-exempt, a declaration to this effect.
- Import Export Code (IEC), if applicable.

C. Bank Account Details (for PFMS-linked DBT)

- Name and Branch of the Bank.
- IFSC Code.
- Bank Account Number (Current Account preferred for corporates).
- Cancelled cheque or bank certificate confirming account details

MSW2.0 / NDCS: Bank account details entered on MSW2.0 are used for PFMS-linked Direct Benefit Transfer. Any change in bank account must be updated and re-verified on MSW2.0 before the next disbursement. PFMS will reject disbursements to unverified or unregistered bank accounts.

D. Operational Details - Cargo and Vessel

- Type of cargo proposed to be transported (commodity category, expected annual volume).
- For vessel registration: IMO Number, Vessel Name, Call Sign, Flag, GRT, NRT, vessel class, and valid statutory certificates (Certificate of Registry, Safety Management Certificate, Classification Certificate). Certificates will be auto-cross-checked against DGS e-Samudra.
- Preferred Major Port / Designated Non-Major Port / IWAI Office for physical verification.
- For bulk cargo (A-1, A-2, A-3): Baseline coastal cargo volume evidence for the reference period 1 October 2023 to 17 February 2026 (prior voyage manifests or port records).
- For Cat B-5 (IBVP): DGS-endorsed certificate of Indian origin from the concerned shipyard.
- For Cat B-6 (GVI): Current Rating Certificate or LNG/alternative fuel certification.

E. Self-Declaration (submitted on MSW2.0 in prescribed format)

- Information provided is true and correct.
- Cargo is domestically originating and destined (for containerised cargo and automobiles).
- Beneficiary undertakes to comply with all CCPS conditions and orders.
- No incentive has been claimed under any other central/state scheme for the same voyage leg.
- Beneficiary is aware that fraudulent claims render them liable to recovery with interest, deregistration from MSW2.0, and legal action.
- Beneficiary consents to sharing GSTIN-linked cargo data with IPA/CCPC, MoPSW, and audit authorities for scheme administration and additionality verification.

Annexure-II - Designated Disbursement Points

The table below identifies the disbursement tier for each port/IWAI category. The updated list of Designated Non-Major Ports is maintained by IPA/CCPC on the CCPS portal within MSW2.0.

Port / Entity Type	Load-End Role on MSW2.0	Discharge-End Role on MSW2.0	Disbursement Authority	Reimbursement workflow
Major Port (12 Major Ports)	Load Certification	Discharge Certification + Disbursement Authorisation	Nodal Officer of discharge Major Port (manual phase) / PFMS-auto (DBT phase)	Monthly claims on MSW2.0 → IPA/CCPC → Monitoring Committee → MoPSW/PAO (manual); Auto-debit from MoPSW scheme account via PFMS (DBT phase)
Designated Non-Major Port (MSW2.0-connected)	Load Certification	Discharge Certification + Disbursement Authorisation	Nodal Officer of Designated Non-Major Port	Monthly claims via State Maritime Board on MSW2.0 → IPA/CCPC → Monitoring Committee → MoPSW/PAO (manual); PFMS auto (DBT phase)
IWAI Terminal / Jetty	Load Certification + Disbursement (if applicable)	Discharge Certification + Disbursement (if applicable)	IWAI Nodal Officer (certifies RSV-CE on MSW2.0)	Monthly IWAI claims on MSW2.0 → IPA/CCPC → Monitoring Committee → MoPSW/PAO (manual); PFMS auto (DBT phase)
Non-Designated Non-Major Port	Load Certification only (on MSW2.0)	Discharge Certification only (on MSW2.0)	NOT ELIGIBLE for disbursement; certification only	Cargo certified on MSW2.0; incentive disbursed from nearest Designated Port/Major Port

Annexure-III - Glossary of Key Terms

Term	Definition
Additionality	Incremental coastal cargo movement above the registered baseline that would not have occurred without the CCPS incentive. Additionality is the qualifying condition for Cat A incentive eligibility for bulk sub-categories (A-1, A-2, A-3).
Baseline Reference Period	1 October 2023 to 17 February 2026 - the 120 days preceding the scheme announcement. Baseline coastal volumes registered by each shipper-GSTIN for the relevant O-D pair in this period form the additionality threshold.
Bill of Coastal Goods (BoCG)	Document prescribed under the Coastal Shipping Act, 2025. The Customs-endorsed BCG (at both load and discharge ports) is mandatory as primary proof of coastal cargo movement for all CCPS claims.
Cargo Commitment Agreement (CCA)	Non-legally-binding but institutionally binding multi-year cargo commitment statement between MoPSW/CCPC and a cargo-owning ministry or PSU, specifying annual coastal cargo volumes to be directed to coastal shipping.

Term	Definition
CCPS Module	The dedicated CCPS workflow module within Maritime Single Window 2.0 (MSW2.0), developed and maintained by IPA/CCPC. The sole digital interface for all CCPS registrations, certifications, claims, and disbursements.
DBT (Direct Benefit Transfer)	Mechanism by which incentive payments are credited directly to the registered bank account of the eligible beneficiary through PFMS-integrated MSW2.0. No incentive is paid in cash or through intermediaries.
Designated Non-Major Port	A non-major port connected to MSW2.0 and designated by IPA/CCPC as an eligible disbursement and reimbursement point under the CCPS.
NDCS (National Database for Coastal Shipping)	Database mandated under Section 9 of the Coastal Shipping Act, 2025, maintained by DGS through IPA/MSW2.0. Every CCPS transaction is automatically transmitted to the NDCS.
Nodal Officer	An officer appointed by a Major Port, Designated Non-Major Port, or IWAI terminal, allotted a unique MSW2.0 User ID, responsible for load/discharge certification, claim review, and disbursement authorisation - all within MSW2.0.
Per-Tonne Cap	Maximum incentive payable per tonne under a given Cat A sub-category, regardless of voyage distance. Applies when distance-based calculation exceeds the cap. Computed automatically by the CCPS module of MSW2.0.
Route Graduation	Process by which a CCPS O-D route is phased out of incentive eligibility over 24 months upon achieving commercial viability (TLC via coastal $\leq$ 95% of best road/rail alternative, as assessed annually from MSW2.0 voyage data).
Shipper	The person who holds ownership over the goods being transported at the time of loading (consignor or consignee). The registered shipper on MSW2.0 is the sole eligible beneficiary for Category A incentives.
WPI Indexation	Biennial revision of Category A base rates linked to the Wholesale Price Index (WPI) published by the Office of the Economic Adviser, MoCI. Updated automatically in MSW2.0 CCPS module upon MoPSW notification.



Summary of Recommendations

12. Summary of Recommendations

The Committee notes that the recommendations in this chapter are interdependent. The CCPS will succeed only if scheme design, regulatory enablement, infrastructure readiness, and institutional capacity are addressed in parallel and in sequence.

12.1. Scheme Design Recommendations

The following recommendations address the design of the CCPS incentive framework - covering incentive architecture, rate calibration, commodity coverage, eligibility criteria, additionality safeguards, the CCA mechanism, and disbursement design. They draw on the analysis in Chapters 3 and 4, stakeholder inputs in Chapter 5, and financial model outputs in Chapter 7. [Ch. 3, 4, 5, 7]

#	Category	Recommendation	Responsible Entity	Timeline	Priority
SD-1	Rate Calibration - Cat A	Notify the Category A shipper incentive rates as specified in Table 4.1 of the Report: Coal RSR ₹1.00/T-NM (cap ₹800/T); Iron Ore ₹1.00/T-NM (cap ₹1,000/T); Steel ₹1.00/T-NM (cap ₹1,000/T); Cement ₹1.50/T-NM (cap ₹2,100/T); Fertiliser FCL ₹3,200/TEU; Automobiles ₹6,000/vehicle (4-wheelers); POL ₹0.75/T-NM (cap ₹1,500/T); Foodgrains ₹2.00/T-NM (cap ₹2,000/T); FCL containers ₹3,000/TEU; Break-bulk ₹0.80/T-NM (cap ₹1,600/T); RSV coastal extension ₹1.50/T-NM (cap ₹3,000/T). Rates to be published in the Official Gazette as part of the CCPS Scheme Notification.	MoPSW (Shipping Division)	Phase I (by May 2026)	High
SD-2	WPI Indexation	Incorporate a biennial WPI indexation clause into the Scheme notification, providing for automatic revision of Category A base rates every two years at MoPSW's discretion. First revision applicable from 1 April 2028. WPI-revised rates to be auto-updated in the MSW2.0 CCPS module.	MoPSW	Phase I (in notification)	High

#	Category	Recommendation	Responsible Entity	Timeline	Priority
		This protects the real value of incentives against freight cost inflation without requiring a formal scheme amendment.			
SD-3	Distance Caps and Anti-Cap Gaming	Set the distance caps for each Category A sub-category as specified in Table 4.1 and embed them as hard limits in the MSW2.0 CCPS module incentive calculation engine. No manual override of the cap shall be permitted by Nodal Officers. The cap prevents windfall incentives on ultra-long voyages and keeps scheme cost within the modelled envelope.	IPA/CCPC (MSW2.0)	Phase I (module spec by May 2026)	High
SD-4	Category B Operator Instruments	Notify all seven Category B instruments (B-8 NRLG, B-9 SFB, B-10 ERLO, B-11 FCG, B-12 IBVP, B-13 GVI, B-14 RSV-CE) with the rates and eligibility conditions specified in Chapter 4 Section 4.4. NRLG (B-8) and IBVP (B-12) are the highest priority and should be in force from scheme launch. The aggregate Cat B budget envelope of ₹1,223 Crore (6.1% of total) shall be managed as a separately capped line in the CCPC annual budget.	MoPSW	Phase I (by April 2027)	High
SD-5	Cargo Commitment Agreement (CCA) Framework	Approve the standard CCA template within 90 days of scheme notification through a Cabinet Note. CCA negotiations with the nine key ministries and PSUs (Coal, Steel, MoPNG, Fertilisers, FCI, Railways, Power/GENCOs, DPA, BCSL) must be launched by August 2026 and the first three CCAs (Coal, Steel,	MoPSW + CCPC	Phase I (Aug-Dec 2026)	High

#	Category	Recommendation	Responsible Entity	Timeline	Priority
		FCI) signed by December 2026. CCAs are non-legally-binding but institutionally binding multi-year cargo commitment statements. The Coal CCA alone de-risks ₹6,350 Crore of Cat A expenditure (37.3% of total Cat A). Without the Coal CCA, the Moderate Scenario BCR falls to 2.18x.			
SD-6	DBT via MSW2.0 and PFMS	Mandate that all Category A and B incentive disbursements flow exclusively through PFMS-integrated DBT via the CCPS module of MSW2.0. No cash, cheque, or non-digital disbursement shall be permitted. The MSW2.0 CCPS module should be specified by May 2026 and achieve production go-live with PFMS integration by April 2027. Until then, the manual reimbursement process (via dedicated scheme bank accounts at ports and IWAI) shall apply.	IPA/CCPC + MoPSW	Spec: May 2026 Go-live: Apr 2027	High
SD-7	Additionality and Baseline Mechanism	Incorporate a four-dimensional baseline framework (Shipper GSTIN × Commodity HSN group × Port-pair O-D × Scheme Year) into the MSW2.0 CCPS module. The baseline reference period is fixed as 1 October 2023 to 17 February 2026 (the 120 days preceding the scheme announcement date). Shippers of bulk commodities (A-1, A-2, A-3) must register their baselines within 60 days of scheme notification. The CCPS module shall auto-compute additionality against NDCS historical	IPA/CCPC (MSW2.0 module)	Phase I (60 days post-notification)	High

#	Category	Recommendation	Responsible Entity	Timeline	Priority
		data and GSTN e-way bill cross-check. This protects against sandbagging and ensures only genuine modal shift is incentivised.			
SD-8	Anti-Abuse Safeguards	Build the following anti-abuse measures as mandatory hard checks in the MSW2.0 CCPS module: (a) anti-sandbagging baseline comparison; (b) no-double-dipping check against Jalvahak, SIMSC, and other central schemes; (c) triangulated verification against port manifests, GSTN e-way bills, and FOIS data; (d) per-shipper annual cap of ₹200 Crore; (e) GSTIN-level anomaly detection. Penalties for fraudulent claims must be specified in the Scheme notification: recovery with interest at SBI MCLR + 200 bps, deregistration from MSW2.0, and legal action.	IPA/CCPC + CCPC + MoPSW	Phase I (notification + module)	High
SD-9	Per-Shipper Annual Cap	Set a per-shipper annual cap of ₹200 Crore in total Cat A disbursements per GSTIN per scheme year, subject to Monitoring Committee review for large-volume shippers with pre-existing CCAs. This cap prevents concentration of scheme benefits in a small number of PSU shippers and ensures MSME shippers can access the scheme.	MoPSW (in Scheme notification)	Phase I (in notification)	High
SD-10	Route Graduation Framework	Incorporate a Route Graduation Framework as a mandatory feature of the Scheme. Any O-D route where coastal shipping achieves commercial viability (TLC via coastal $\leq$ 95% of competing road/rail mode without incentive)	MoPSW + CCPC	Annual assessment from Year 3	Medium

#	Category	Recommendation	Responsible Entity	Timeline	Priority
		shall be graduated over a 24-month phase-out period. CCPC shall assess route graduation annually from Year 3 using CCPS module voyage cost data. The East Coast Coal RSR corridor is projected to graduate by FY 2030-31.			
SD-11	MSME Shipper Facilitation	Simplify the beneficiary registration process for MSMEs through: (a) a simplified Annexure-I document list for shippers with turnover below ₹50 Crore; (b) an LCL (Less-than-Container-Load) aggregation service at CCPC that allows small shippers to jointly claim under a single TEU incentive; (c) CCPC MSME outreach roadshows in six industrial clusters in Year 1. The scheme must be accessible to MSME shippers who generate large aggregate volumes but cannot commit FCL individually.	CCPC + IPA	Phase I-II	Medium
SD-12	Viability Gap Support for Ro-Ro Empty Return	Notify the Viability Gap Support (VGS) for Ro-Ro empty return voyages (Cat B-10, ERLO) at 50% of documented fuel and port cost, subject to a ceiling of ₹25 lakh per voyage, where the return load factor is below 30% of vessel capacity. This addresses the structural asymmetry in automobile coastal shipping where outbound cargo (factory to dealer) is available but return cargo is scarce. The VGS should be notified simultaneously with Cat B-8 (NRLG) at scheme launch.	MoPSW	Phase I (with Cat B notification)	High

12.2. Regulatory and Policy Recommendations

The following recommendations cover the ten Category D regulatory reforms that are essential enablers of the CCPS - without which even a well-designed incentive scheme will underperform. The analysis in Chapter 4 shows that the full set of Cat D reforms increases modal shift potential by approximately 35 MT over the scheme period, worth approximately ₹4,500 Crore in additional TLC savings. [Ch. 2, 3, 4, 5]

#	Reform Area	Recommendation	Responsible Entity	Timeline	Priority
RP-2	GST ITC Restoration for Coastal Multimodal	The GST Council must pass a resolution restoring Input Tax Credit (ITC) on goods and services used in coastal multimodal logistics chains - this is the single most-cited policy barrier by industry stakeholders (INSA, KPL). The forgone revenue is estimated at ₹350-500 Crore per annum. GST ITC restoration permanently improves the competitiveness of multimodal coastal logistics by reducing end-to-end TLC by an estimated ₹200-300/tonne for containerised cargo. This is a once-for-all structural reform that does not require annual budget provision.	MoF + GST Council (coordinated by MoPSW)	Phase I (GST Council meeting: Jul-Sep 2026)	High
RP-3	RSR Telescopic Rail Freight - Extension to Private GENCOs	The existing RSR telescopic freight benefit (Rates Circular 03/2024) applies to government-owned GENCOs. Railway Board must issue a circular extending the RSR telescopic tariff benefit to private power	Railway Board + MoR (coordinated by MoPSW)	Phase I (within 90 days of notification)	High

#	Reform Area	Recommendation	Responsible Entity	Timeline	Priority
		producers and industrial captive users of coal. This will unlock 15-20 MT of additional RSR potential on the Talcher-Tamil Nadu corridor - the largest single CCPS corridor. MoPSW should formally request MoR at Secretary level within 90 days of CCPS notification.			
RP-4	Flat-Rate Short-Haul Rail Tariff	Railway Board should introduce a flat-rate freight tariff for short-haul rail legs (≤ 350 km) connecting hinterland industrial clusters to coastal port railheads, to improve the economics of RSR for smaller parcels and non-CCA shippers. This is the 'D-7' regulatory reform in the CCPS framework and is specifically requested by PPA and VoCPA in their stakeholder submissions.	Railway Board	Phase II (by Apr 2028)	Medium
RP-5	Priority Berthing for Coastal Vessels	MoPSW should issue a gazette order mandating priority berthing for coastal vessels at all 12 Major Ports, calibrated to parcel size thresholds (e.g., vessels carrying $\geq 5,000$ T bulk or ≥ 200 TEU to receive berth within 8 hours of arrival). This addresses the most common operational	MoPSW (gazette order)	Phase I (within 60 days of notification)	High

#	Reform Area	Recommendation	Responsible Entity	Timeline	Priority
		complaint from INSA and port stakeholders. Priority berthing reduces vessel TAT, which is the second-most-cited barrier after logistics cost.			
RP-6	Customs Digitalisation - CCPS-Specific Reforms	CBIC/DGS should implement the eight customs reforms identified by ICCSA (some unresolved since 2020): (a) uniform online Port Clearance across all ports; (b) digital shipping bill for coastal vessel supplies; (c) dedicated coastal manifest module in ICEGATE/MSW2.0 (replacing EXIM-format IGM/EGM); (d) elimination of crew sign-on/off customs clearance for coastal vessels; (e) removal of repeated Conversion Certificate demands; (f) SOP for manual process during portal downtime; (g) digital coastal Bill of Lading; (h) full single-window integration for coastal under MSW2.0/NDCS. These reforms cost nothing but unlock significant operational efficiency gains.	CBIC + DGS + IPA	Phase I-II (items a, c, d, e: Phase I)	High
RP-7	Co-loading Framework for EXIM + Coastal on Same Vessel	DGS/CBIC should issue a co-loading framework notification allowing Indian-flag vessels to	DGS + CBIC + IPA	Phase II (by Jun 2027)	Medium

#	Reform Area	Recommendation	Responsible Entity	Timeline	Priority
		carry both coastal domestic cargo and EXIM cargo on the same voyage, with a simplified manifest process within MSW2.0. This improves vessel economics, increases frequency, and reduces empty return voyages. Italy's Marebonus scheme demonstrated that co-loading authorisation increased SSS frequency by 22% within 18 months of notification.			
RP-8	GST Exemption for Agri/Perishable Coastal Cargo	The GST Council should notify a zero/exempt GST rate on coastal freight charges for food grains, agri-produce, perishables, and fertilisers transported on coastal routes. This is aligned with the existing GST exemption for road transport of agri-produce and will significantly improve the economics of the Cat A-8 (Foodgrains, FCI) and Cat A-5 (Fertilisers) sub-categories. MoPSW and Department of Fertilisers should jointly propose this to the GST Council.	MoF + GST Council (coordinated by MoPSW + DoF)	Phase I (GST Council meeting)	High
RP-9	Coastal Shipping Act - Full Operationalisation of NDCS	MoPSW/DGS should notify the National Database for Coastal Shipping (NDCS)	DGS + IPA (MoPSW oversight)	Phase I (before scheme launch)	High

#	Reform Area	Recommendation	Responsible Entity	Timeline	Priority
		under Section 9 of the Coastal Shipping Act, 2025 and integrate it with MSW2.0 before scheme launch. The NDCS is the additionality verification backbone of the CCPS - baseline volumes, incremental claims, and vessel voyage data must all be cross-checked against NDCS records. Without NDCS operationalisation, the additionality framework is unverifiable and the scheme is exposed to gaming.			
RP-10	Consistent Policy on Cabotage and Foreign-Flag Vessels for Automobiles	For the automobile coastal sector specifically, MoPSW should issue an interim policy permitting foreign-flag Ro-Ro vessels to transport domestic cars on notified routes in the absence of Indian-flag Ro-Ro vessels with adequate capacity ($\geq 2,000$ vehicles). This interim permission - endorsed by Nissan Motor India and Isuzu Motor India in stakeholder submissions - should be time-limited (2 years) and accompanied by a domestic Ro-Ro vessel ordering programme via Cat B-12 (IBVP) and the	MoPSW + DGS	Phase I-II (within 6 months of notification)	High

#	Reform Area	Recommendation	Responsible Entity	Timeline	Priority
		BCSL designation mandate.			

12.3. Institutional Recommendations

The following recommendations address the governance architecture, institutional establishment, and operational design of the three-tier CCPS oversight structure (NCSMC → IMCC → Monitoring Committee) and the CCPC as the operational hub. They have been proposed in Chapters 4, 6, and stakeholder inputs in Chapter 5. [Ch. 4, 5, 6]

#	Institution	Recommendation	Responsible Entity	Timeline	Priority
IS-1	CCPC Establishment - Immediate Priority	The Coastal Cargo Promotion Centre (CCPC) must be formally established under the Indian Ports Association (IPA) as an autonomous unit within 90 days of scheme notification. Key milestones: (a) IPA Board approval of CCPC governance charter by June 2026; (b) CEO appointment (Joint Secretary-equivalent, competitive process) by July 2026; (c) office setup at IPA HQ New Delhi plus two field units (Paradip and Kamarajar) by August 2026; (d) Phase-I recruitment of 35 professionals across 8 functional verticals by September 2026; (e) CCPC Operating Manual approved by MoPSW by October 2026. CCPC is the single most critical institutional dependency for scheme launch.	IPA + MoPSW	Phase I (charter: Jun 2026; CEO: Jul 2026; 35 staff: Sep 2026)	High
IS-2	CCPC Phase-I Staffing - 8 Functional Verticals	The 35-professional Phase-I CCPC team must cover all eight functional verticals specified in Annexure II (1) Cargo Market Development (5 commodity desks); (2) CCA Negotiations and	IPA + MoPSW	Sep 2026 (Phase I)	High

#	Institution	Recommendation	Responsible Entity	Timeline	Priority
		Monitoring (3 officers); (3) Claims Processing and MSW2.0 Administration (6 officers); (4) Financial Management and Audit (3 officers); (5) Data Analytics and NDCS Integration (4 officers); (6) Port and IWAI Coordination (4 officers); (7) Legal and Regulatory Affairs (3 officers); (8) MSME Outreach and Communications (4 officers); plus 3 administrative support staff. CCPC should scale to 60 professionals by Phase III.			
IS-3	Monitoring Committee - Constitution and Mandate	The Monitoring Committee shall be constituted by MoPSW within 60 days of scheme notification. Composition: Joint Secretary (Shipping/Coastal) as Chair; DGS or nominee; MD IPA; two Major Port representatives on annual rotation; Head of CCPC; MoF Budget Division representative as permanent invitee. The CSC shall serve as Secretariat. The Committee shall meet monthly during the manual reimbursement phase; quarterly during the automated phase. Authority to approve monthly claims, resolve grievances, and recommend scheme adjustments to the Secretary (PSW).	MoPSW	Within 60 days of notification	High
IS-4	NCSMC - Annual Strategic Review Body	The National Coastal Shipping and Maritime Council (NCSMC) shall be constituted as the strategic	MoPSW (Cabinet notification)	Within 120 days of notification	High

#	Institution	Recommendation	Responsible Entity	Timeline	Priority
		apex body for the CCPS, chaired by the Minister of Ports, Shipping and Waterways. Membership: Ministers or Secretaries of Coal, Railways, Finance, Steel, Fertilisers, and one state maritime representative on rotation. Mandate: annual KPI review against MAKV 2047 targets; approve Year 3 and Year 5 independent evaluation reports; decide on scheme continuation, modification, or sunset. The NCSMC is the accountability mechanism for the scheme's ₹19,879 Crore public investment.			
IS-5	IMCC - Quarterly Cross-Ministry Coordination	The Inter-Ministerial Coordination Cell (IMCC) shall be constituted by MoPSW, chaired by Secretary (PSW). Membership: Joint Secretaries from MoCoal, MoRailways, MoFinance, MoSteel, MoFertilisers. Mandate: quarterly meetings to review CCA compliance by ministry; coordinate implementation of Cat D regulatory reforms; escalate cross-ministry blockages to the appropriate Secretary-level. The IMCC is the principal vehicle for CCA enforcement - it has no legal powers but creates institutional accountability for CCA commitments.	MoPSW	Within 90 days of notification	High
IS-6	Nodal Officers - MSW2.0 Access Provisioning	All 12 Major Port Authorities and all IWAI terminals/jetties involved in eligible voyages must appoint Nodal Officers and forward their details to	Port Authorities + IWAI + IPA	Within 30 days of notification	High

#	Institution	Recommendation	Responsible Entity	Timeline	Priority
		IPA/CCPC within 30 days of scheme notification. IPA must provision MSW2.0 credentials (User ID and password) to all Nodal Officers before scheme launch. Designated Non-Major Ports should be onboarded within 90 days of notification through State Maritime Boards. IPA/CCPC should maintain a public register of all Nodal Officers on the CCPS portal.			
IS-7	BCSL - Dedicated Coastal Ro-Ro Operator	Bharat Container Shipping Line (BCSL) should be designated by MoPSW as the anchor operator for coastal Ro-Ro services, particularly for the KPL-JNPA/MbPA automobile corridor and the FCI foodgrains container corridor. BCSL's vessel planning must incorporate the Cat B-12 IBVP incentive (5% premium for Indian-built vessels) and coordinate with CSL for the first two Ro-Ro vessel orders. The BCSL designation is essential to demonstrate route viability and attract private vessel operator investment.	MoPSW + BCSL	Phase I-II	High
IS-8	IPA Role as MSW2.0 Administrator	IPA's expanded role as the developer, operator, and administrator of the MSW2.0 CCPS module and the NDCS interface must be formally notified by MoPSW. IPA's administrative expenses for developing and maintaining the CCPS module shall be reimbursed by MoPSW on the basis of an annual cost	MoPSW + IPA	Phase I (in scheme notification)	High

#	Institution	Recommendation	Responsible Entity	Timeline	Priority
		statement approved by the Monitoring Committee. IPA shall also maintain the CCPS public portal with real-time information on eligible routes, cargo, rates, registered beneficiaries, and claim status.			
IS-9	State Maritime Boards - Structured Engagement	State Maritime Boards (GMB, MMB, KMB, TNMB, APMB, and others) should be integrated into the CCPS framework through: (a) formal MOU with MoPSW/CCPC for non-major port designation and Nodal Officer appointment; (b) representation at the NCSMC through a rotating state maritime representative; (c) quarterly CCPC State Coordination meetings; (d) state-level VGF pipeline identification for Tier-2 corridor activation in Phase III. GMB (Gujarat) and MMB (Maharashtra) are the highest-priority state partners given their port infrastructure and cargo potential.	MoPSW + CCPC + State Maritime Boards	Phase I-II	Medium

12.4. Implementation Phasing Recommendations

The following recommendations address the four-phase CCPS implementation roadmap - Phase I (Foundation, FY 2026-27), Phase II (Launch, FY 2027-29), Phase III (Consolidation, FY 2029-31), and Phase IV (Sustained Growth, FY 2031-32+).

Phase	Period	Budget	Theme	Key Gateway Conditions
Phase I	Apr 2026 - Mar 2027	₹539 Crore	Foundation and Institutional Setup	(1) CCPS gazette notification published; (2) CCPC operationally established, CEO appointed, 20+ staff in position; (3) MSW2.0 CCPS module in UAT; (4) ≥5 CCAs executed (incl. Coal and Steel); (5) GST ITC restoration and cabotage relaxation in force; (6) ≥2 Priority-1 VGF DPRs approved and contracts

Phase	Period	Budget	Theme	Key Gateway Conditions
				awarded; (7) CCPC Operating Manual approved by MoPSW
Phase II	Apr 2027 - Mar 2029	₹2,816 Crore	Launch and Early Scaling	(8) All 9 CCAs executed and Year-1 performance review completed; (9) MSW2.0 CCPS module in full production with PFMS/DBT integration; (10) ≥ 3 pilot corridors activated with traffic $\geq 60\%$ of target; (11) PPA Berth #6 COD achieved; (12) Vessel Tranche 1 (20 vessels) ordered with confirmed contracts; (13) CCPC staffed to 35+ professionals; (14) Annual incentive disbursements $\geq$ ₹800 Crore
Phase III	Apr 2029 - Mar 2031	₹9,589 Crore	Consolidation and Network Expansion	(15) Coastal + IWT modal share $\geq 8.5\%$ per IPA data; (16) ≥ 6 corridors at $\geq 70\%$ utilisation; (17) All CCAs in force with Year-2 review completed; (18) Mid-term evaluation (Oct 2029) completed and NCSMC decision on Phase IV parameters notified; (19) Fleet Tranche 1 fully delivered; Tranche 2 on order; (20) CCPC $\geq 20\%$ self-recovered
Phase IV	Apr 2031 - Mar 2032+	₹5,585 Crore	Sustained Growth and Scheme Evolution	End-of-scheme evaluation (Mar 2032); NCSMC decision on renewal/modification/sunset; Route Graduation Framework fully operational; scheme expected to be market-sustaining by FY 2035

#	Phase	Recommendation	Responsible Entity	Timeline	Priority
PH-1	Phase I	The gazette notification of the CCPS must be issued as the first and most time-critical action - ideally within 90 days of this Report's finalisation. The notification should include: the full incentive rate schedule (Cat A and B); the CCPS Scheme Document framework; the CCPC establishment mandate; the CCA framework; the Nodal Officer appointment requirements; and the anti-abuse provisions. Every subsequent institutional, regulatory, and commercial action depends on this notification. BCR falls to 2.18x and TLC savings reduce by ₹6,350 Crore if the Coal CCA is not executed in Phase I.	MoPSW (Shipping Division)	Top priority - by Jun 2026	High

#	Phase	Recommendation	Responsible Entity	Timeline	Priority
PH-2	Phase I	Activate the three Phase II pilot corridors by April 2027: (1) East Coast Coal RSR - Talcher/Jharsuguda to PPA/VoCPA/KPL (target: 25-30 MT by end Phase II); (2) West Coast RoRo Automobiles - KPL to JNPA/MbPA (target: 40,000 vehicles by end Phase II); (3) South-West Fertiliser Container - CoPA/VoCPA to DPA/Dahej (target: 3 MT by end Phase II). Pilot corridor activation requires: (a) CCA with the relevant ministry; (b) MSW2.0 module production go-live; (c) Nodal Officer appointment at all corridor ports; (d) BCSL/private operator commitment for scheduled service.	CCPC + Port Authorities + Operators	Corridors active by Apr 2027	High
PH-3	Phase I	The ten critical-path actions identified in Chapter 6 Section 6.6 must be tracked weekly by the CSC with zero-float tolerance. Critical path chain 1 (Notification → MSW2.0 → DBT): gazette notification → module specification (May 2026) → development (9 months) → UAT → production (Apr 2027). Critical path chain 2 (CCA → Corridor Traffic): template approved (Jul 2026) → negotiations (Aug-Nov 2026) → CCAs signed (Dec 2026) → cargo procurement preference. Any delay in the gazette notification cascades through all three critical path chains.	CSC + MoPSW	Immediate and continuous	High
PH-4	Phase II	The mid-term independent evaluation (commissioned by MoPSW; report due October 2029) must assess: scheme uptake vs. targets; TLC reduction on pilot corridors; fiscal BCR vs. planned BCR; CCPC institutional effectiveness; CCA compliance rates; and any unintended market consequences. The evaluation report shall be submitted to the	MoPSW + Independent Evaluator	Report: Oct 2029 NCSMC decision: Dec 2029	Medium

#	Phase	Recommendation	Responsible Entity	Timeline	Priority
		NCSMC by October 2029 and placed before the Parliamentary Standing Committee on Transport. The NCSMC decision on Phase IV parameters must be taken by December 2029.			
PH-5	Phase III	Activate Tier-2 corridors in Phase III: East Coast Iron Ore (Vizag/PPA to CoPA/NMPA/KPL - 15-25 MT potential); West-South Steel (DPA to VoCPA/CoPA - 5-8 MT); South Cement Hub-and-Spoke (PPA/Krishnapatnam to CoPA/KPL/VoCPA - 10-15 MT); NW-1 Coastal-IWT (Varanasi/Patna to Haldia + coastal - 5-10 MT); NW-5 Odisha IWT (Talcher/Angul to Paradip - 10-15 MT). Tier-2 corridor activation should be triggered only after Phase II gateway conditions 8-14 are met.	CCPC + Port Authorities	Phase III (Apr 2029-Mar 2031)	Medium
PH-6	Phase IV	The Route Graduation Framework should be fully operationalised in Phase IV. The East Coast Coal RSR corridor is the first candidate for graduation (expected by FY 2030-31) as it approaches commercial viability without incentive support at diesel prices above ₹90/litre. The 24-month phase-out process for graduating routes should be triggered by CCPC's annual corridor cost analysis. Graduated routes should redirect their former incentive envelope to new Tier-2 and Tier-3 corridors.	CCPC + Monitoring Committee	Annual from Year 3	Ongoing
PH-7	All Phases	The eight pre-defined course-correction triggers (T-1 through T-8) identified in Chapter 6 Section 6.9.3 must be formally embedded in the CCPC Operating Manual and the Monitoring Committee's Terms of Reference. Triggers T-1 (annual cargo growth <70% of target), T-2 (CCA shortfall >20% for 2 quarters), and T-4 (pilot corridor traffic <40% of capacity for 6 months) are the highest risk and should receive monthly monitoring	CCPC + CSC + Monitoring Committee	Embedded in Operating Manual (Phase I)	Ongoing

#	Phase	Recommendation	Responsible Entity	Timeline	Priority
		through the MSW2.0 CCPS Analytics Dashboard. Automatic reporting to the Secretary (PSW) if T-1, T-2, or T-4 triggers are met.			

12.5. Green and Sustainability Recommendations

The following recommendations address the environmental co-benefits of the CCPS - its contribution to India's NDC commitments, the green fleet transition, LNG/alternative fuel bunkering, green shipping corridors, carbon credit monetisation, and long-term market independence.

#	Area	Recommendation	Responsible Entity	Timeline	Priority
GS-1	Green Vessel Incentive - Cat B-13	Notify and operationalise the Green Vessel Incentive (Cat B-13, GVI: ₹1 Crore per vessel per year) for coastal vessels holding CII Rating A or B, or operating on LNG, methanol, or approved alternative fuels. The GVI creates a sustained financial incentive for vessel operators to invest in fleet energy efficiency. Combined with Cat B-12 (IBVP), this establishes a 'green premium' on Indian-built green vessels. The GVI is the demand-side catalyst for the LNG bunkering infrastructure (IN-9 above) and the green fleet transition pathway described in Chapter 8 Section 8.6.	MoPSW + DGS	Phase I (with Cat B notification)	High
GS-2	Carbon Credit Monetisation Support (CCMS)	Establish the Carbon Credit Monetisation Support (CCMS) module within MSW2.0 by April 2027. The CCMS uses the displaced-emission methodology under India's Carbon Credit Trading Scheme (CCTS)	IPA/CCPC + MoEFCC/BEE	Phase II (MSW2.0 module: Apr 2027)	Medium

#	Area	Recommendation	Responsible Entity	Timeline	Priority
		to generate Indian Carbon Credits (ICCs) for CCPS modal shift voyages. ICC revenue is distributed 60% to shippers and 40% to operators. The CCMS potential is ₹12,375 Crore in ICC revenue over 5 years at ₹1,500/tonne CO ₂ . MoPSW should coordinate with MoEFCC/BEE for certification under the Energy Conservation Amendment Act 2022.			
GS-3	Six Green Shipping Corridors	Designate and publicise six CCPS-anchored Green Shipping Corridors as India's official contribution to the Clydebank Declaration (COP26): (1) East Coast Green Coal Corridor - Paradip to Ennore/Tuticorin; (2) West Coast RoRo Green Automobile Corridor - Mumbai/JNPA to Kochi; (3) Green Container Corridors - JNPA to Chennai/Vizag/Kolkata; (4) Green Fertiliser Distribution Corridor - Kandla to Paradip/Haldia; (5) IWT-Coastal Green Integration Corridor - Kolkata to Patna (NW-1); (6) Green Petroleum Products Corridor - Paradip to Haldia to Kolkata. Each corridor should have a designated Green Corridor Champion (a Port Authority or BCSL) and a published emission intensity target.	MoPSW + DGS + Port Authorities	Phase I-II (designation: Phase I; champion: Phase II)	Medium

#	Area	Recommendation	Responsible Entity	Timeline	Priority
GS-4	LNG Bridge Strategy	Adopt the LNG propulsion pathway as India's primary near-term coastal decarbonisation strategy, consistent with the analysis in Chapter 8 Section 8.6.1. The LNG strategy requires: (a) LNG bunkering VGF (Cat C VGF-06) at PPA and KPL; (b) Cat B-13 GVI for LNG-powered vessels; (c) DGS LNG vessel certification framework within 180 days of scheme notification; (d) MoPNG engagement for domestic LNG supply chain at coastal ports; and (e) LNG price stabilisation for coastal vessels (explored as a future Cat D reform). Norway's NOx Fund experience shows LNG can deliver 20-25% NOx reduction and 8-15% CO ₂ reduction per voyage.	MoPSW + MoPNG + DGS	Phase II-III (bunkering COD: Apr 2029)	Medium
GS-5	Environmental Monitoring and Reporting Framework	Operationalise the 12-indicator Environmental Monitoring and Reporting Framework (EMRF) specified in Chapter 8 Section 8.11 within the MSW2.0 CCPS Analytics Dashboard. The 12 EMRF indicators (E-1 to E-12 covering CO ₂ , NOx, SOx, PM, ICC credits, road decongestion, TAT, CII, shore power, green fuel share, EEDI/EEXI compliance, green jobs) must be reportable from Year 1. CCPC should submit the annual EMRF report to MoEFCC for India's UNFCCC Biennial	CCPC + MoEFCC + DGS	Phase I (framework in MSW2.0 by Apr 2027)	Medium

#	Area	Recommendation	Responsible Entity	Timeline	Priority
		Transparency Report (BTR) - this is how CCPS contributes to India's NDC accountability.			
GS-6	Shore-to-Ship Power (OPS) at Priority Ports	MoPSW should mandate Onshore Power Supply (OPS / S2S) installations at PPA, MbPA, and KPL as Priority 1 actions under the Harit Sagar Green Port Guidelines. OPS enables vessels at berth to switch off their auxiliary engines, reducing NOx, SOx, and PM emissions at port. Cat B-13 (GVI) should include an OPS utilisation bonus (additional ₹50 lakh/year for vessels demonstrating ≥50% OPS usage). OPS capital investment at major ports should be part of the CAPEX plan of the concerned Port Authority.	MoPSW + Port Authorities (MoPSW oversight)	Phase II (OPS operational: Apr 2028)	Medium
GS-7	Long-Term Market Sustainability	The CCPS must be designed from the outset to avoid creating permanent subsidy dependency. Three structural mechanisms ensure this: (a) Route Graduation Framework (graduated routes cease to receive incentives - see PH-6 above); (b) Category D regulatory reforms are permanent structural improvements that reduce TLC gap without annual expenditure; (c) the 90 new coastal vessels and ₹9,900 Crore of private infrastructure investment create	MoPSW + Monitoring Committee	Embedded from scheme design	Ongoing

#	Area	Recommendation	Responsible Entity	Timeline	Priority
		permanent capacity additions that sustain market viability post-scheme. Chapter 7 Section 7.14 projects India's coastal shipping market to be structurally self-sustaining by FY 2035 - 4 years after the scheme ends.			
GS-8	Green Shipping as a National Brand	MoPSW should establish a 'Green Coastal Logistics' brand - a certification and sticker programme for cargo owners who transport goods via CCPS-registered coastal routes. The brand (similar to 'Green Tug' programme under GTTP) creates consumer-facing demand for green coastal logistics, encourages OEMs (as suggested by automobile stakeholders at the KPL workshop) to promote 'green vehicles delivered by coastal shipping', and creates a reputational incentive for large shippers to participate in CCAs. MoPSW should partner with industry associations (INSA, ICCSA) to develop and promote the brand.	MoPSW + CCPC + Industry Associations	Phase II (launch: Apr 2027)	Medium

12.6. Concluding Observations

The Coastal Committee constituted pursuant to O.M. No. SR-23011/1/2026-MG (379345) dated 17 February 2026 and 15 April 2026 submits the following observations:

On the urgency of notification: The CCPS was announced in the Union Budget 2026-27. The Committee strongly recommends notification by June 2026.

On the Coal CCA as the single most critical action: The Coal RSR corridor (A-1) accounts for 37.3% of Category A expenditure (₹6,350 Crore) and 72% of PPA's coastal traffic. Without

the Coal CCA, the scheme's BCR falls from 4.14× to 2.18×. The CCA template must be approved within 90 days of notification, and the Coal CCA signed by December 2026.

On digital infrastructure as an enabler: The MSW2.0 CCPS module is not a supplementary feature - it is the operational backbone of the entire scheme. Without it, there is no DBT, no additionality verification, no NDCS transmission, and no analytics. IPA must begin module specification immediately after scheme notification. A delay beyond Q3/Q4 2026 will prevent the April 2027 production go-live target.

On the supply-demand coordination problem: INSA has confirmed that dedicated Indian-flag coastal services have been discontinued post-COVID despite adequate fleet capacity. The problem is not vessel availability but route economics and shipper certainty. The CCA framework, the IBVP fleet premium (B-5), and the NRLG route launch grant (B-1) together address this coordination failure. All three must be activated simultaneously at scheme launch.

On the 6% to 12% target: The Moderate Scenario projects coastal + IWT modal share reaching 9.5% by FY 2031-32. Reaching the full 12% target by 2047 will require successor schemes beyond FY 2032, continuation of all Cat D regulatory reforms, and a permanent fleet of 200+ Indian-flag coastal vessels. The CCPS is the necessary first step - but it is not the last.

On cost-effectiveness: The scheme's BCR of 4.14× and ENPV of ₹40,507 Crore demonstrate that CCPS is one of India's highest-return public investment programmes in the logistics sector. For every ₹1 of government expenditure, the scheme generates ₹4.14 in quantified economic benefits - and ₹0.79 in direct fiscal returns by Year 5, making it nearly self-financing by scheme end.

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GOVERNMENT OF INDIA
Ministry of Ports, Shipping and Waterways
Directorate General of Shipping



Annexure - C (Regulatory and Taxation)

Draft Scheme Assessment Report | Outline & Roadmap
O.M. No. SR-2301 1/1/2026-MG (379345)
Dated 17 February 2026
Committee chaired by the Director General of Shipping

February / March 2026

Table of Contents

1. Additional discussions on Regulatory and Policy	3
Regulatory Enablers.....	3
Regulatory and Policy Enablers	3
Regulatory Reform as a Multiplier	3
Reform Schedule.....	4
2. Direct Taxation:	5
TDS on Salary of Seafarers:	5
Withholding Taxation on Maintenance, Repairs & Overhaul (MRO) Services including Dry-Dock service:	8
Tax on the Purchase / Import of ships:	10
GST on (freight) transport of cargoes between two Indian ports	12
GST is payable on maintenance, repair or overhaul (MRO) on Reverse Charge Mechanism (RCM) basis for services consumed overseas	13
Inability to offset input GST on goods procured	14
GST on Cruise related services are charged @18%.....	15
3. Customs	15
IGST payable to Customs	15

1. Additional discussions on Regulatory and Policy

The CCPS is structured around three interlocking pillars, each addressing a distinct category of market failure that has historically constrained coastal shipping in India. This section addresses the regulatory and policy distortions that have imposed structural disadvantages on the mode.

Table 1. Policy and Regulatory Reforms

Details	Instrument Category	Mechanism	Target Beneficiary
Regulatory Enablers	Policy & Regulatory Reform	Cabotage, GST ITC restoration, RSR telescopic freight, bunker rationalisation	All Stakeholders (cross-cutting)

Source: Committee analysis based on Coastal Committee Report (Feb 2026), OM No. SR-23011/1/2026-MG, and international benchmark review. Note: Category E (IWT Integration) cuts across all three pillars and is treated as a cross-cutting stream within the CCPS.

Regulatory Enablers

This recognises that no combination of financial incentives and physical infrastructure can fully compensate for deep-seated regulatory distortions. The most consequential of these are:

- (i) the GST Input Tax Credit denial for coastal multimodal chains, which imposes an effective 18% cost penalty relative to road transport
- (ii) the absence of telescopic rail freight concessions for Rail-Sea-Rail (RSR) movements for private power utilities and non-coal bulk commodities, which significantly erodes the economics of the most scalable coastal logistics model
- (iii) residual cabotage restrictions that limit the availability of cost-competitive foreign-flag vessels for containers and dry bulk; and
- (iv) the discontinuity in short-haul rail freight slabs (201-275 km), which raises last-mile costs for coastal cargo.

It does not involve direct financial expenditure from the CCPS budget but requires coordinated action through the Inter-Ministerial Coordination Cell (IMCC) with the Ministry of Finance (GST Council), Ministry of Railways (Railway Board), and the Directorate General of Shipping (DGS). Each regulatory action in Category D has been assessed for its traffic impact and assigned to a responsible agency with a defined timeline.

Regulatory and Policy Enablers

Regulatory Reform as a Multiplier

The financial and infrastructure pillars of the CCPS, while necessary, are insufficient in isolation if the deep structural regulatory distortions affecting coastal shipping remain in place. The GST ITC denial on coastal multimodal chains, the absence of telescopic rail freight for RSR on private sector coal and non-coal bulk movements, and the residual cabotage restrictions on containers and dry bulk collectively impose a cost burden that no feasible financial incentive can fully offset. The regulatory interventions are therefore designed to be the highest-return investments within the CCPS framework - many are revenue-neutral or revenue-positive for the Government (particularly ITC restoration, which corrects a tax anomaly) while delivering transformative benefits for coastal competitiveness.

These reforms are sequenced by impact, complexity, and inter-agency coordination requirements:

- Short-term (within 6 months): Cabotage relaxation for containers and coal/iron ore dry bulk; GST ITC restoration; GST exemption for port services on agri/fertiliser cargo; Digital B/L and priority berthing calibration.

- Medium-term (6-18 months): RSR telescopic freight for all bulk; flat-rate short-haul rail tariff for coastal cargo; co-loading of EXIM and coastal cargo; LNG/alternative fuel GST rationalisation.

Reform Schedule

Table 2. Regulatory and Policy Reform Schedule

S.No.	Reform Area	Specific Intervention	Lead Agency / Timeline	Expected Impact
1	Cabotage Relaxation - Containers	Permit all foreign-flag vessels to carry any domestic containerised cargo on coastal legs without separate DGS licence; advance intimation sufficient	DGS / MoPSW - Short-term (within 6 months of scheme notification)	Increase container coastal service frequency; reduce freight by 20-30% through competition; activate hub-and-spoke model
2	Cabotage Relaxation - Dry Bulk (Coal, Iron Ore)	Allow foreign-flag bulk carriers on specific east coast bulk corridors (Paradip-south coast; Vizag-west coast) for 5-year transitional period	DGS / MoPSW - Short-term with sunset clause	Reduce coastal sea freight for coal by 15-25%; unlock 30-50 MT additional demand
3	Co-loading of EXIM and Coastal Cargo	Permit foreign-flag vessels on coastal run to carry both domestic and EXIM containers / RoRo cargo simultaneously; bond/customs segregation via MSW	CBIC / DGS / MoPSW - Medium-term (12 months)	Improve vessel utilisation; reduce slot costs; catalyse RoRo coastal services
4	GST ITC Restoration for Coastal Multimodal	Restore Input Tax Credit on coastal shipping as part of multimodal logistics chains; coastal leg treated as exempt but ITC-eligible component	MoF / GST Council - Short-term	Reduce effective cost by 18% on GST-inclusive logistics chains; correct structural disadvantage vs. road/rail
5	Port Service GST Exemption - Agri/Food Cargo	Extend GST exemption on port services (vessel-related and cargo-related charges) to foodgrains, fertilisers, and horticultural cargo moved coastally	MoF / GST Council - Short-term	Reduce TLC by INR 150-300 / tonne for agri cargo; critical for FCI and fertiliser FME adoption
6	RSR Telescopic Rail Freight - All Bulk	Railway Board to notify telescopic rail freight for pre-haulage and post-haulage legs of coastal RSR movement for coal (private GENCOs), iron ore, steel, cement, fertilisers	MoR / Railway Board - Short-term; pilot on 3 identified corridors	Reduce total RSR cost by INR 200-600 / tonne; makes coastal competitive with all-rail on most corridors > 1,200 km

S.No.	Reform Area	Specific Intervention	Lead Agency / Timeline	Expected Impact
7	Flat-Rate Short-Haul Rail Tariff for Coastal Cargo	Introduce dedicated flat per-km rail tariff for coastal cargo haulage up to 350 km (pre/post port leg)	MoR / Railway Board - Medium-term	Remove discontinuity in 201-275 km slab; reduce first/last mile rail cost by 15-25%
8	Bunker Fuel - LNG / Methanol GST Rationalization	Reduce GST on LNG and alternative marine fuel to 5% (parity with HFO/LSFO); mandate bunker availability at 4 east coast ports by 2028	MoF / MoPNG / GST Council - Medium-term	Accelerate green fleet transition; reduce fuel cost premium for LNG vessels by INR 40-70 / tonne equivalent
9	Priority Berthing - Calibrated Thresholds	Link priority berthing at Major Ports to minimum parcel size ($\geq 5,000$ T bulk / ≥ 50 TEU containers / ≥ 20 vehicles RoRo) and max turnaround norms	Major Port Authorities / MoPSW - Short-term	Improve berth efficiency; prevent misuse by sub-optimal parcels; protect priority for genuine coastal traffic
10	Coastal Bill of Lading - Uniform Digital Format	Mandate uniform digital coastal B/L through MSW; single-window customs processing for coastal manifests within 4 hours	CBIC / MoPSW / DGS - Short-term	Reduce port dwell time; cut documentation cost; enable real-time CCPS incentive tracking

Note: These interventions require coordination through the Inter-Ministerial Coordination Cell (IMCC) chaired by MoPSW. Timeline estimates assume initiation of ministerial deliberation within 60 days of scheme notification. GST Council items (D-4, D-5, D-8) require formal agenda scheduling and may take 3-6 months from initiation to notification. Railway Board items (D-6, D-7) can be notified via Circular pending Railway Board resolution. Source: Committee design; Coastal Committee Report (Feb 2026); SIMSC Policy Note (2016).

2. Direct Taxation:

TDS on Salary of Seafarers:

Section 192 of Income Tax Act, refer **Annexure 5** mandates employers to deduct tax from salary before paying it out. The tax deduction on salary for FY 2025-26 (AY 2026-27) is governed by the CBDT Circular dated February 20, 2025, which outlines the updated provisions under Section 192 of the Income-tax Act, 1961.

The vessels under the Indian Flag have been facing difficulty in the availability and engagement of Indian Seafarers on board their vessels arising out of the requirements for Indian companies employing seafarers to deduct income tax at the source from salaries paid at average rate of income tax computed on the basis of the rates in force. However, no such requirement to deduct tax at source is imposed on foreign owned ships in their country nor in India. This is causing a migration of Indian Seafarers to foreign owned vessels. The drain of good and capable Indian seafarers to foreign ships has a considerable impact on the growth of Indian fleet as well as the quality and operations of Indian ships which compete internationally for cargo.

The TDS mechanism is established to prevent tax evasion and provides for part collection of tax only. The responsibility of payment of balance tax is always with the recipient of income. For

example, when a company declares and pays dividends, it deducts tax for individual shareholders @ 10%. The Company's liability ceases after such deduction and it is the responsibility of the said shareholder to pay the differential tax, if any, in accordance with his individual slab rates. Such is the case with most of the TDS provisions including payment of insurance commission, payment to contractors, etc.

Illustrative example:

Present Tax Provision			Proposed Tax Provision
Parameter	Indian-Flagged Vessel	Foreign-Flagged Vessel	Applicable Tax Rate = 5%
Salary (Monthly)	Rs 3,00,000	Rs 3,00,000	Rs 3,00,000
Salary (Annual)	Rs 3,600,000	Rs 3,600,000	Rs 3,600,000
Applicable Tax Regime	Resident - New Regime	Non-Resident - Presumptive Tax	
TDS Rate	Slab-wise (up to 30%)	Flat 0%	Flat 5%
Annual Tax	Rs 660,000	Rs 0	Rs 1,80,000
Monthly TDS	Rs 55,000	Rs 0	Rs 15,000
Monthly Salary	Rs 2,45,000	Rs 3,00,000	Rs 2,85,000

For foreign-flagged vessels:

- Applied the presumptive tax rate of 7.5% on gross income, as per Clause 316 (formerly Section 172). Clause 316 of the **Income Tax Bill, 2025** is the updated version of **Section 172** from the **Income-tax Act, 1961**, specifically dealing with the **presumptive taxation of foreign shipping companies** operating in India.
- This is a simplified tax treatment for non-resident shipping income.
- If a seafarer, is outside India for more than 182 days, status of NRI is applicable, and no tax is levied.

Revenue Impact due to current tax structure: Nil

1. Salary structure for seafarers on a vessel, showing tax for each ranked seafarer

Rank	Monthly Salary (Rs)	Applicable Tax Rate (%)	Monthly TDS for Employer (Rs)
Nautical Wing			
Captain	8,00,000	30	2,15,000
Chief Officer	6,00,000	30	1,55,000
2 nd Officer	3,00,000	30	65,000
3 rd Officer	2,50,000	30	50,000
Deck Cadet	1,00,000	0	7,500
Engineering Wing			
Chief Engineer	8,00,000	30	2,15,000
2 nd Engineer	6,00,000	30	1,55,000
3 rd Engineer	3,00,000	30	65,000
4 th Engineer	2,50,000	30	50,000
Junior Engineer	1,00,000	0	7,500
Engine Cadet	50,000	0	1,250
Electrical Engineer	2,50,000	30	50,000
Electrical Cadet	50,000	0	1,250
Helper Division			
Bosun	1,00,000	0	1,250
Pumpman	1,00,000	0	7,500

Rank	Monthly Salary (Rs)	Applicable Tax Rate (%)	Monthly TDS for Employer (Rs)
Deck Fitter	1,00,000	0	7,500
Motor man	1,00,000	0	7,500
Wiper	1,00,000	0	7,500
Trainee Wiper	1,00,000	0	7,500
Chief Steward	1,50,000	20	20,000
Cook	80,000	0	4,500
Total Monthly TDS			11,07,000

Now, according to PIB released data, there are around 3 lakhs Indian seafarers on different vessels worldwide. Further breaking down these 3 lakhs seafarers based on type of flagged vessel:

- Indian Flagged: 10-15% = 30,000 to 45,000
- Foreign Flagged: 90-85% = 2,55,000 to 2,70,000

Hence, we can observe that for these 30,000 to 45,000 Indian seafarers deployed on Indian flagged vessels are being penalized due to the TDS deduction which in return pushes them away to Foreign Flagged vessel prominent by huge difference in percentage of seafarers under Indian flagged & Foreign Flagged.

Estimated Rank-Wise Distribution of Indian Seafarers (2025)

Rank Category	Estimated % of Total	Monthly TDS	Total TDS Deduction Rank wise	Total TDS for Proposed TDS rate =5%
Captains (Masters)	~2-3%	2,15,000	193 cr	36 cr
Chief Officers	~3-4%	1,55,000	186 cr	36 cr
Second & Third Officers	~10-12%	1,15,000	414 cr	99 cr
Deck Cadets	~5-6%	7,500	22 cr	15 cr
Chief Engineers	~2-3%	2,15,000	193 cr	36 cr
Second, Third, Fourth Engineers	~10-12%	2,70,000	972 cr	207 cr
Junior Engineers & Engine Cadets	~5-6%	10,000	30 cr	22 cr
Electrical Officers	~3-4%	50,000	60 cr	15 cr
Ratings (Deck & Engine)	~35-40%	4,000	48 cr	12 cr
Total Deduction			2,119 cr	478 cr

Input from INSA

Study carried out of about 6.70 million DWT vessels carrying out FG voyages to ascertain how many qualified for NRI status in a FY 24. The table below illustrates the findings:

Representative DWT of INSA companies	Number of seafarers whose salary was withheld	Percentage of seafarers to attain NRI status after salary was withheld	Percentage of seafarers who did not attain NRI status after salary was withheld
6,708,514	2,355	85.69	14.3

Source: INSA companies

- It can be concluded that more than 85% of the seafarers finally obtain NRI status finally.
- The salaries paid to these 85% seafarers had to be withheld initially though they finally were eligible for exemption in terms of their residency outside India.

The revenue impact will be NIL reason being the seafarer would claim back the TDS according to the NRI status if they cross the threshold of 182 days the deduction would be zero. If they don't come under NRI status, they would pay according to the Income Tax slab while filing the ITR.

This would reduce the burden on the Indian companies of deduction of 30% from the salary of seafarer.

Lowering the TDS deduction would make the salary comparative, hence making Indian flag more lucrative.

Increase in Indian fleet would lead to benefits:

- (a) Modal shift of cargo from road and rail to sea.
- (b) Reduction of carbon emissions by India.
- (c) Increased employment opportunities for Indian seafarers.
- (d) Improvement in brand value and therefore demand by Charterers internationally.
- (d) Increase in Indian flag tonnage.
- (e) Increase in tax revenues within India due to larger fleet and higher revenues.
- (d) Savings in logistics costs by Indian industry.
- (f) Retention of freight revenues in India.

2. Crew Regulation and Manning for Indian Flag:

According to Safe Manning Documents (SMDs) and DGS Manning Scale Orders, it is mandated that at least 50% of the crew on Indian-flagged vessels must be Indian nationals.

Comparatively, for Foreign Flagged vessels there are no such regulation. This increases the drift of Indian seafarers to Foreign Flag more.

3. Foreign Flagged vessels enjoy the privilege of Flag of Convenience which helps them in following ways:

- a. Registration in countries with lenient regulations, lower taxes, and minimal labour laws (e.g., Panama, Liberia, Marshall Islands).
- b. These registries reduce operating costs and often do not require crew to be nationals of the flag state.

Comparatively, India does not permit FoC-style registration. Indian-flagged vessels must comply with:

- a. Indian maritime laws
- b. DGS manning orders (e.g., 50% Indian crew mandate)
- c. Indian income tax laws

Indian seafarers on Indian-flagged vessels face higher tax burdens despite similar or lower salaries compared to peers on FoC ships.

4. The issue of high tax slab for Indian seafarers prominently discourages provision for improving tonnage for Indian Flagged vessel. The problem is put under consideration for more than 10 years. Decreasing the tax slab would increase the Indian seafarer's employment on Indian Flagged vessels.

Withholding Taxation on Maintenance, Repairs & Overhaul (MRO) Services including Dry-Dock service:

Withholding tax serves as a critical tool in global tax frameworks, ensuring equitable taxation for non-residents benefiting from income generated within a country's boundaries.

Under Section 194J, services involving technical expertise (e.g., specialized marine engineering), TDS is 10%.

Repair and dry-docking services are part of the statutory compliance for ships. However, they are treated as “technical services” and Indian shipping company are forced to withhold 10% of drydocking and repair costs.

Constraints for India Flagged vessels are:

- This increases the cost of ship repair for ships.
- Dry-docking & Ship repair facilities for ships beyond 6400 DWT are not available in India.
- Since Foreign going ships trade worldwide, they cannot come to India specifically for ship repairs and dry-docking.

Illustrative Example:

Present Existing Taxation Provision		Proposed Provision
India - DTA	Global Maritime Scenario	Clarification on “Technical Services”
Assumption: Cost of MRO service = Rs 10 lakhs Applicable tax rate = 10% Tax to be paid = 10% of Rs 10 lakhs = Rs 1 lakh Extra burden on ship owners = Rs 1 lakh	Assumption: Cost of MRO service = Rs 10 cr Applicable tax rate = 0% Tax to be paid = 0% of Rs 10 cr = Rs 0 Extra burden on ship owners = Rs 0	Currently Repair and dry-docking services are considered “Technical Services”. Under this ambiguity withholding TDS of 10% is charged.

	Direct Tax Area (DTA)	Singapore	Flag of Convenience (FoC)	Disadvantage for
Applicable Rate	10% withholding TDS	0%	Almost No Tax	Indian Tonnage

Revenue Impact: Zero

Assuming Indian shipping company hires a foreign dry-dock facility for ship maintenance.

Cost of dry-docking service: ₹10,00,000

TDS rate applied: 10% (under Section 194J for technical services)

Scenario 1:

If the Vendor Is a Resident (Indian Entity)

- The vendor can claim the TDS as a credit when filing their income tax return.
- The ₹1,00,000 is not a loss, just a timing difference in cash flow.
- The vendor receives ₹9,00,000 but eventually gets credit for ₹1,00,000 against their tax liability.
- No permanent loss; just a temporary cash flow issue.

Scenario 2:

If the Vendor Is a Non-Resident (Foreign Entity)

- The ₹1,00,000 TDS cannot be claimed or refunded.
- The Indian company still owes ₹10,00,000 to the vendor but only pays ₹9,00,000.
- To maintain the relationship, the Indian company often grosses up the payment:

- Pays ₹11,11,111 so that after 10% TDS, the vendor still receives ₹10,00,000.
- Grossing up **increases cost** for the Indian company but there is zero impact on revenue for the government

According to the Directorate General of Shipping (DGS) and Merchant Shipping Act, 1958:

- Cargo ships must be dry-docked twice in a five-year period.
- Going through data from MOSPI, The **Indian fleet** comprises over **1,500 vessels**, including coastal and overseas ships. [\[Source\]](#)
- 20% of the vessels require dry-docking services annually = 300
- Average Cost of each MRO service = Rs 10 lakhs
- TDS rate = 10%
- TDS per MRO service = 10% of Rs 10 lakhs = Rs 1 lakhs
- Total Revenue through MRO services = Rs 1 lakhs x 300 = Rs 3 cr annually

But be it case of service provider is Indian Entity or Foreign TDS is collected by the government, reason being the vessel is Indian Flagged.

Hence Revenue loss is ZERO

Problems Due to current tax structure:

Reduced advantage for Indian companies reason being they are unable to save on withholding tax of 10% which is a large sum of money since drydocking is a costly exercise.

Ship repair and dry-docking services are a statutory duty that ships have to comply with. They are simple maintenance processes that are to be undertaken. It creates a compliance friction for ship owners.

This provision of the IT Act applies only for payment for the rendering of any managerial, technical or consultancy services (including the provision of services of technical or other personnel) but does not include consideration for any construction, assembly, mining or like project.

Indirect Taxation:

Tax on the Purchase / Import of ships:

Indian companies must pay 5% IGST on import of ships and it is governed by Integrated Goods and Services Tax (IGST) provisions under the CGST Act, 2017 and clarified through CBIC Circular No. 160/16/2021 - GST and Notification No.1/2017-Integrated Tax (Rate) , refer Annexure 2 for applicable rate.

The shipping industry must continuously replace its ships to meet Safety and Marine Pollution prevention laws, international and global best practices and economic viability due to technological advancement. Substantial investments would be required for replacement and renewal of existing Indian fleet which are more than 20 years old. Thus, import of ships forms an integral part of the shipping business. Taxing at rate of 5% affects the investments plan and thereafter affecting tonnage capabilities of Indian Flagged fleet.

Comparative structure

	Direct Tax Area (DTA)	Singapore	Flag Convenience (FoC) of	Disadvantage for
Applicable Rate	5% IGST	No Tax	No Tax	Indian Tonnage

Illustrative example:

Present Existing Taxation Provision		Proposed Taxation Provision
India - DTA	Global Maritime Scenario	Applicable Tax Rate = 0% (NIL)
Assumption: Cost of Vessel = Rs 100 cr	Assumption: Cost of Vessel = Rs 100 cr	Assumption: Cost of Vessel = Rs 100 cr
Applicable tax rate = 5% Tax to be paid = 5% of Rs 100 cr = Rs 5 cr Extra burden on ship owners = Rs 5 cr	Applicable tax rate = 0% Tax to be paid = 0% of Rs 100 cr = Rs 0 Extra burden on ship owners = Rs 0	Applicable tax rate = 0% Tax to be paid = 0% of Rs 100 cr = Rs 0 Extra burden on ship owners = Rs 0

Comparative study shows, with GIFT City that as GIFT City, enjoys SEZ status companies registered under IFSCA has competitive advantage of Tax Holiday where GIFT IFSC offers a 100% income tax exemption for 10 consecutive years out of a 15-year period.

Singapore Maritime has 0% tax on profit of sale of ship and on purchase of ship.

Revenue Impact: **Zero** primarily due to the availability of Input Tax Credit (ITC).

- **IGST Collected:** When a ship is imported, the importer pays 5% IGST on the CIF value.
- **Input Tax Credit (ITC):** This IGST is fully creditable, meaning the importer can offset it against future GST liabilities.
- **Net Revenue Effect:** Since this credit is eventually claimable, the net revenue gain for the government is negligible. It's more of a cash flow timing issue than a true revenue source.
- **Accumulation of unused Input Tax Credit (ITC):** An inverted tax structure under the Goods and Services Tax (GST) refers to a situation where the GST rate on inputs (raw materials or services) is higher than the GST rate on the final output (finished goods or services).

Inverted Tax Structure make ITC claim difficult due to the following reasons:

- Higher GST on Inputs Than Outputs**
Companies pay more GST on purchases (inputs) than they collect on sales (outputs).
- Limited ITC Utilization**
Since output GST is lower, companies can only use a portion of their ITC to offset tax liability.
- The remaining ITC accumulates and cannot be used unless refunded.**

Refund Restrictions

Refund of unutilized ITC is allowed only for goods, not for services under inverted structure.

Even for goods, refund is not allowed if:

- Output is nil-rated or exempt
- Export duty is applicable
- IGST refund or duty drawback is claimed

Input from INSA:

In the Notification No.1/2017-Integrated Tax (Rate) dated 28th June 2017, item number 246 has to be deleted where 5% IGST is prescribed for cruise ships, excursion boats, ferryboats, cargo ships, barges and similar vessels for the transport of persons or goods.

Problems Due to current tax structure:

- Reduces the available cash reserves for the companies affecting acquisition and modernization of fleet
- Disparity due to difference in tax structure in GIFT City
- Hindrance in improving upon the average age of Indian fleet

- In order to meet global decarbonisation targets, set by IMO the shipping industry needs to invest in newer technology

GST on (freight) transport of cargoes between two Indian ports

GST on freight transport between Indian ports under the 5% forward charge mechanism is detailed in CBIC Circular No. 177/09/2022-GST, dated 3rd August 2022, refer Annexure 1.

Shipping charges are applicable when goods are shipped (transported or delivered) to a buyer or an end-user. The seller adds this charge to the bill (to be borne/paid by the buyer). If the product in question is taxable, then there will be a tax on the shipping charges, too, depending on the rate of tax. While services of transportation of cargo by sea between two Indian ports by an Indian shipping company is liable to GST, similar service offered by foreign shipping companies are not liable to GST. Upon referring to Notification No 11/2017 - CGST (Rate) vide entry 9 (ii), the rate of GST applicable is 5%

Comparative study shows, with GIFT City that as GIFT City, enjoys SEZ status companies registered under IFSCA has competitive advantage of exemption from GST, hence there is no tax applicable for GIFT City.

Illustrative example:

Present Existing Taxation Provision		Proposed Taxation Provision
India - DTA	Global Maritime Scenario	Applicable Tax Rate = 0% (NIL)
Assumption: Cost of freight service= Rs 10 lakhs	Assumption: Cost of freight service= Rs 10 lakhs	Assumption: Cost of freight service= Rs 10 lakhs
Applicable tax rate = 5% Tax to be paid = 5% of Rs 10 lakhs = Rs 50,000 Extra burden on ship owners = Rs 50,000	Applicable tax rate = 0% Tax to be paid = 0% of Rs 10 lakhs = Rs 0 Extra burden on ship owners = Rs 0	Applicable tax rate = 0% Tax to be paid = 0% of Rs 10 lakhs = Rs 0 Extra burden on ship owners = Rs 0

Concluding we can see there is Rs 500cr in tax paid by a ship owner yearly if the vessel is flagged under Indian Flag and is voyaging on Indian ports, in comparison there is Rs 0 to be paid if registered under GIFT City and under foreign flag.

	Direct Tax Area (DTA)	Singapore	Flag Convenience (FoC)	Disadvantage for
Applicable Rate	5% GST	No Tax	No Tax	Indian Tonnage

For, Foreign Flagged vessels doing costal voyage, there is no obligation of GST on the freight service.

Revenue Impact: **Zero** primarily due to the availability of Input Tax Credit (ITC).

- Input Tax Credit (ITC): This IGST is fully creditable, meaning the importer can offset it against future GST liabilities.
- Net Revenue Effect: Since this credit is eventually claimable, the net revenue gain for the government is negligible. It's more of a cash flow timing issue than a true revenue source.

Problems Due to current tax structure:

- GST on coastal freight increases total logistics cost, making water transport less attractive.

- International freight often gets zero-rated or exempt status, domestic coastal freight is taxed, putting Indian operators at a relative disadvantage in their own market.
- The tax burden discourages cargo movement via coastal shipping, working against government efforts to promote multimodal transport.

GST is payable on maintenance, repair or overhaul (MRO) on Reverse Charge Mechanism (RCM) basis for services consumed overseas

Circular No. 225/19/2024-GST, refer **Annexure 3** covers the GST payable on MRO services. From June 2021, the Indian flag shipping industry must pay 5% GST on Reverse charge basis on the dry docking and repair services procured abroad.

If the place of supply is considered to be in India, then it qualifies as an import of service **under Section 2(11) of the IGST Act** and as per **Notification No. 03/2021- Integrated Tax**, any service received from a person in a non-taxable territory by a person in India (other than a non-taxable online recipient) is liable for GST under RCM.

The high GST rate served as a major impediment for Original Equipment Manufacturers (OEMs) looking to provide their MRO business to domestic operators, and so with this reduction, OEMs would be more willing to partner with such domestic operators whose costliness now reduces dramatically.

Illustrative Example:

Present Existing Taxation Provision		Proposed Taxation Provision
India - DTA	Global Maritime Scenario	Applicable Tax Rate = 0% (NIL)
Assumption: Cost of MRO service = Rs 10 lakhs	Assumption: Cost of MRO service = Rs 10 cr	Assumption: Cost of MRO service = Rs 10 cr
Applicable tax rate = 5% Tax to be paid = 5% of Rs 10 lakhs = Rs 5 lakhs Extra burden on ship owners = Rs 5 lakhs	Applicable tax rate = 0% (Tax Holiday) Tax to be paid = 0% of Rs 100 cr = Rs 0 Extra burden on ship owners = Rs 0	Applicable tax rate = 0% (Tax Holiday) Tax to be paid = 0% of Rs 100 cr = Rs 0 Extra burden on ship owners = Rs 0

Revenue Impact: **ZERO** due to the availability of Input Tax Credit (ITC).

Going through data from MOSPI, The **Indian fleet** comprises over **1,500 vessels**, including coastal and overseas ships. [\[Source\]](#)

20% of the vessels require dry-docking services annually = 300

Average Cost of each MRO service = Rs 10 lakhs

Custom rate = 5%

TDS per MRO service = 5% of Rs 10 lakhs = Rs 50,000

Total GST through MRO services = Rs 50,000 x 300 = Rs 1.5 cr annually

- Input Tax Credit (ITC): This IGST is fully creditable, meaning the importer can offset it against future GST liabilities.

Input from INSA:

- Levy of 5% IGST needlessly increases the cost of Indian ships and makes it non-competitive and should not be imposed even if input credit is available for the same. Needless funds of Indian shipping companies get blocked due to this.
- A study of other maritime nations such as Japan, Korea, Norway, Singapore, etc. which have large shipbuilding and ship repair capacities DO NOT impose any GST/VAT/Consumption tax on vessels imported from outside their country.
- EU does not impose this on any ships owned by its member nations.

Revenue Impact:

A revenue impact of **Rs. 112 crores** as on FY23-24 is expected. It would have no negative revenue impact on Indian shipyards as ships of these sizes are not easily repaired in India. However, it will greatly improve the competitiveness of Indian ships. The long-term benefits will far outweigh the small loss of GST to Gol.

Suggested Solution:

- The **Notification No. 03/2021- Integrated Tax**, refer **Annexure 2** dated 2nd June 2021 on Indian flag shipping companies has to be withdrawn.
- Then Section 13 (a) of IGST Act would be applicable which says that “The place of supply of the following services shall be the location where the services are actually performed, namely:- (a) services supplied in respect of goods which are required to be made physically available by the recipient of services to the supplier of services, or to a person acting on behalf of the supplier of services in order to provide the services.”

Inability to offset input GST on goods procured

As per **Section 10(1)(a) of the IGST Act**, the place of supply for goods is ‘location of the goods where the movement of goods terminates for delivery to the recipient’.

Based on the above, for goods such as furnace oil, lubes, spares, ship stores which are purchased by shipping companies at various ports/States, the place of supply shall be the respective State/port where goods are delivered.

5% of the value of the goods (Bunkers, stores, spares) gets blocked in the Indian shipping company.

Illustrative Example:

Present Existing Taxation Provision		Proposed Taxation Provision
India - DTA	Global Maritime Scenario	
Assumption: Cost of spares = Rs 1 cr	Assumption: Cost of spares = Rs 1 cr	Need of special dispensation through empowered committee
Applicable tax rate = 5% Tax to be paid = 5% of Rs 1 cr = Rs 5 lakhs Locked in money for ship owners = Rs 5 lakhs	Applicable tax rate = 0% Tax to be paid = 0% of Rs 1 cr = Rs 0 Locked in money for ship owners = Rs 0	

	Direct Tax Area (DTA)	Singapore	Flag of Convenience (FoC)	Disadvantage for
Applicable Rate	5% GST	No Tax	No Tax	Indian Tonnage

Revenue Impact: **ZERO**

No direct revenue loss to the government, but it leads to credit chain blockage, increasing operational costs and reducing competitiveness.

Problems Due to current tax structure:

- Indian companies are unable to offset GST on input over goods/services procured across states
- Blocked credits become a cost to the Indian shipping company.

GST on Cruise related services are charged @18%.

Since foreign cruise lines are not registered entities in India, they are unable to avail Input Tax Credit (ITC). This increases their operational cost by 18%, making India a less attractive destination. There is a need to consider reduction in GST rates along with a mechanism for ITC for foreign cruise lines.

3. Customs

IGST payable to Customs

Despite paying GST on Reverse charge basis on MRO services availed overseas, Customs require Indian ship to pay this amount again under IGST. 5% IGST payable to Customs on the sum of (a) dry docking expenditure incurred outside India, plus (b) cost of insurance (c) freight (to & fro).

This levy is payable a second time on the same MRO service on conversion of the vessel to coastal and this amounts to double taxation.

Illustrative Example:

Present Existing Taxation Provision		Proposed Provision
India - DTA	Global Maritime Scenario	Exemption from duties of customs on the vessel to the extent of MRO services
Assumption: Cost of MRO service = Rs 10 cr Applicable tax rate = 5% Tax to be paid = 5% of Rs 100 cr = Rs 50 lakhs Extra burden on ship owners = Rs 50 lakhs	Assumption: Cost of MRO service = Rs 10 cr Applicable tax rate = 0% (Tax Holiday) Tax to be paid = 0% of Rs 100 cr = Rs 0 Extra burden on ship owners = Rs 0	According to Goods & Services Act, 2017 IGST is applicable on services procured from outside India. Levy of Customs creates Double Taxation obligation.

	Direct Tax Area (DTA)	Singapore	Flag of Convenience (FoC)	Disadvantage for
Applicable Rate	5% IGST	No Tax	No Tax	Indian Tonnage

Revenue Impact

Going through data from MOSPI, The **Indian fleet** comprises over **1,500 vessels**, including coastal and overseas ships.

20% of the vessels require dry-docking services annually = 300

Average Cost of each MRO service = Rs 10 lakhs

Custom rate = 5%

TDS per MRO service = 5% of Rs 10 lakhs = Rs 50,000

Total Revenue through MRO services = Rs 50,000 x 300 = Rs 1.5 cr annually

If the government considers both levies valid, then removing one does reduce revenue hence, the ₹1.5 crores become a real revenue impact.

Input from INSA:

Revenue Impact is Null, reason being the charges are not valid under the law

Suggested Solution: In the Notification No.1/2017-Integrated Tax (Rate), refer Annexure 2 dated 28th June 2017, item number 252 has to be deleted where 5% IGST is prescribed for parts of goods of headings 8901, 8902, 8904, 8905, 8906, 8907.

Problems Due to current tax structure:

Results in dual implications under the GST legislations:

- (1) Payment of IGST by shipping companies upon receipt of the repair/improvement invoice by treating it as service; and
- (2) IGST demanded by customs authorities at the point of import by treating the repair services as import of goods and liable to Customs-IGST.



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

GOVERNMENT OF INDIA
Ministry of Ports, Shipping and Waterways
Directorate General of Shipping



Annexure D - Executive Summary

May 2026

Table of Contents

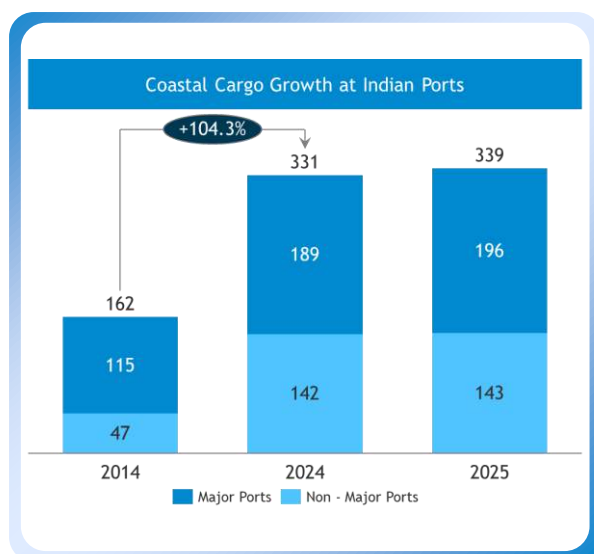
1. Explanatory Note Summary CCPS	3
1.1 Coastal Shipping in India	3
1.1.1 Coastal Shipping Throughput & Growth Trends	3
1.1.2 Coastal Cargo Movement across India	4
1.1.3 Coastal Cargo movement at Major Ports.....	7
1.1.4 Coastal Cargo movement at Non - Major Ports.....	8
1.2 Coastal Cargo Commodities	9
1.2.1 Coal	10
1.2.2 Iron Ore	11
1.2.3 POL.....	12
1.2.4 Steel	13
1.2.5 Cement	14
1.2.6 Fertilizer.....	15
1.2.7 Food Grains.....	15
1.2.8 Automobile	15
1.2.9 Salt	17
1.3 Key Structural Challenges in Coastal Shipping.....	18
1.4 Coastal Cargo Promotion Scheme.....	19
1.4.1 Addressable Cargo Market.....	19
1.4.2 Three Pillar Architecture	21
1.4.3 Cat A - Voyage Based Shipper Incentives	22
1.4.4 Cat B - Operator and Service Viability incentives	23
1.4.5 Recommendations for Port & Hinterland Infrastructure VGF.....	24
1.4.6 Recommendations for Regulatory and Policy Enablers.....	24
1.4.7 Recommendations for IWT and Multimodal Integration	24
1.4.8 Financial Outlay for the Scheme	24
1.4.9 Cargo Shift.....	25
1.4.10 Eligibility, Claims, and Disbursement.....	26
1.4.11 Disbursement Process under CCPS (MSW2.0 workflow)	27
1.5 CCPS Governance, Administration and Review Architecture.....	28
1.5.1 Governing Hierarchy	28
1.5.2 Review Cycle	28

1. Explanatory Note Summary CCPS

1.1 Coastal Shipping in India

Coastal shipping refers to the movement of domestic cargo and passengers by sea along a country's coastline, between ports located within national territorial waters. In the Indian context, coastal shipping constitutes a critical component of domestic logistics, leveraging the country's extensive coastline of more than 11,000 km, 12 Major Ports, and over 200 notified non-major ports.

1.1.1 Coastal Shipping Throughput & Growth Trends



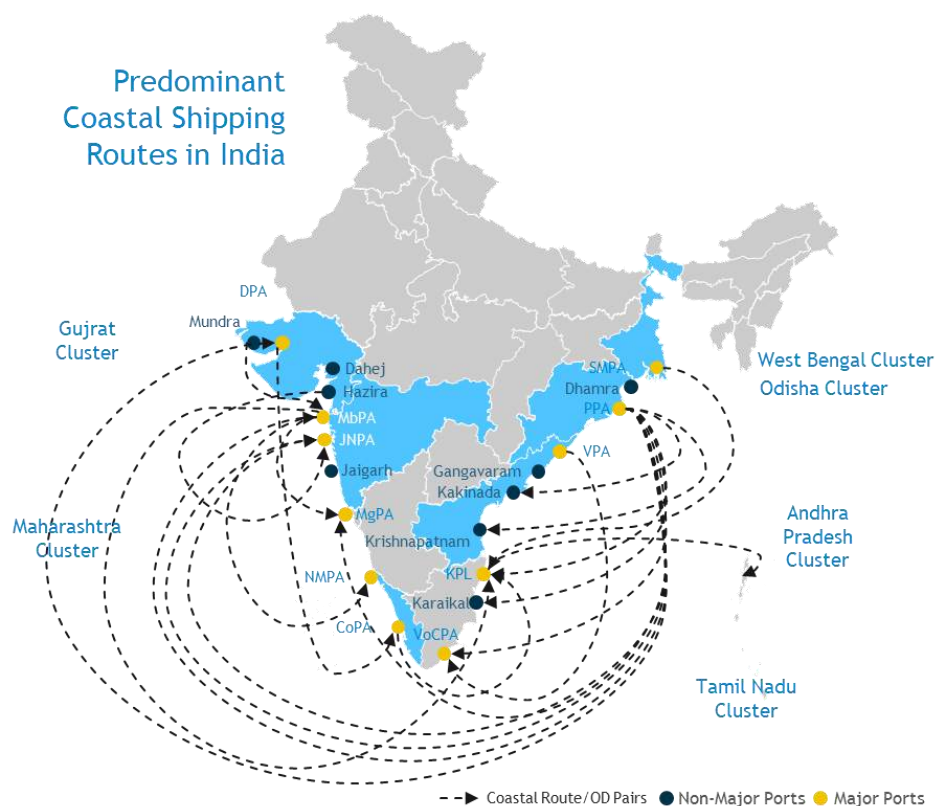
Coastal cargo at Indian ports has more than doubled over the last decade, increasing from 162 MTPA in 2014 to 331 MTPA in 2024 (+104.3%). The growth is broad-based across port types—major ports rose from 115 MTPA to 189 MTPA, while non-major ports expanded significantly from 47 MTPA to 142 MTPA, reflecting a meaningful scale-up in coastal throughput beyond traditional gateways. Momentum continues into 2025, with total coastal cargo at 339 MTPA, driven by incremental gains at both major ports (196) and non-major ports (143).

Coastal growth has also become increasingly differentiated across port types. While Major Ports continue to anchor the system in absolute terms, Non-Major Ports have expanded at a materially faster pace over the last decade, reflecting

the rise of private and industrial port clusters with stronger operating flexibility and closer linkage to coastal demand centres. This indicates that future coastal growth is likely to be increasingly shaped by a dual-port structure, wherein Major Ports remain the principal gateways for large-volume bulk flows while Non-Major Ports play a growing role in specialized and industrial cargo movements.

At the same time, the recent growth trajectory suggests that throughput expansion alone may not be sufficient to achieve India's long-term modal-share ambitions. Although coastal volumes have rebounded strongly since FY21, the latest trend indicates some moderation, while coastal + IWT modal share remains only ~6-6.4% of total freight. This underlines the need for the next phase of growth to be driven not only by port-side expansion, but by targeted action on cargo aggregation, multimodal competitiveness, fleet readiness, and corridor-level intervention

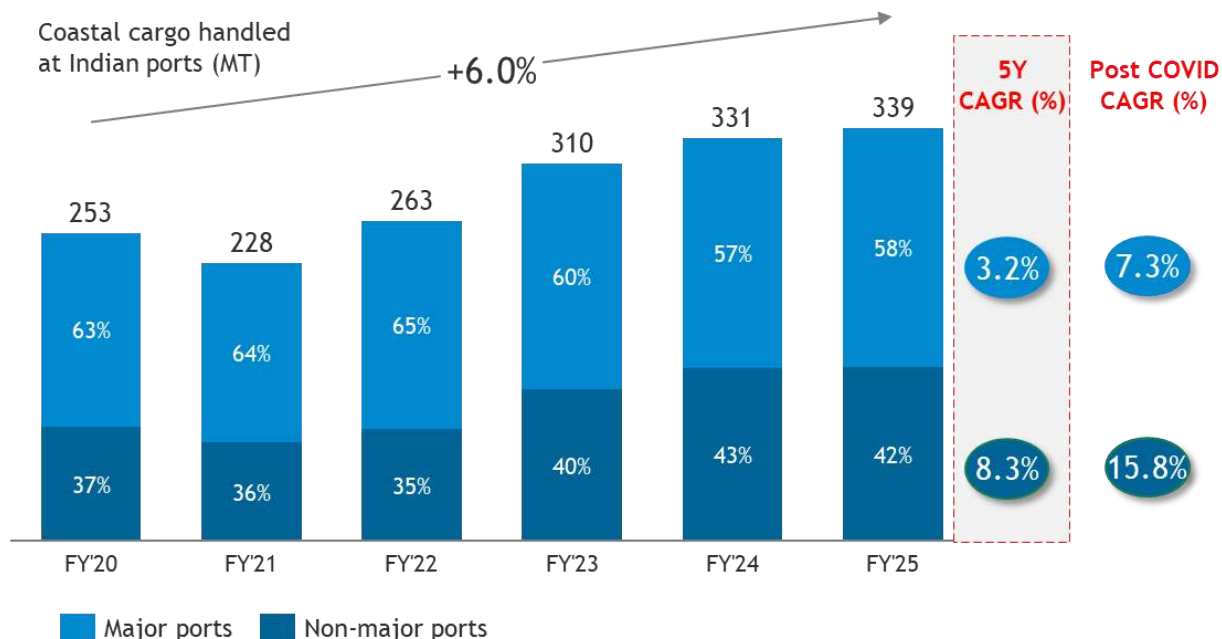
1.1.2 Coastal Cargo Movement across India



India's coastal shipping network is structurally anchored on bulk commodity origins on the East Coast, with high-volume flows moving predominantly East- West and East - South to serve large consumption and industrial demand centres. Coastal cargo is concentrated around a few port clusters, with the strongest economic rationale emerging on inter-coastal, long-haul corridors where scale benefits are most pronounced. East Coast is the primary source region while West Coast acts as both sink and redistribution node and South Coast acts as a net receiver.

Origin Port (s)	Destination Port (s)	Cargo Volume (MT in FY25)	Commodities
Paradip Port	Kamarajar Port	22-25	Coal, POL, Iron Ore
Paradip Port	Krishnapatnam Port	20-22	Coal, POL, Iron Ore, Fertilizers
Paradip Port	Tuticorin Port	12-15	Coal, POL
Paradip Port, Visakhapatnam Port, Dhamra, Gangavaram	Mumbai Port	4.8-5.0	Iron Ore

Origin Port (s)	Destination Port (s)	Cargo Volume (MT in FY25)	Commodities
Paradip Port	Hazira Port	4.3-4.5	Iron Ore
Vadinar Port, Cochin Port, Chennai Port, Sikka Port	Mumbai Port	3.8-4.0	POL
Paradip Port	Mormugao Port	3.7-4.0	Coal, POL, Iron Ore
Dhamra	Kamarajar Port	3.7-4.0	Coal
Mumbai Port	Chennai Port, Visakhapatnam Port, Vadinar	3.2-3.5	POL
Paradip Port	Kakinada	2.5-2.8	Coal, POL
Mumbai Port	New Mangalore Port	2.5-2.8	POL
Mumbai Port	Mormugao Port, Hazira, Dahej	2.4-2.5	POL
Deendayal Port	Cochin Port	2.4-2.5	Container, POL
Cochin Port	Kamarajar Port	2.2-2.5	POL
Paradip Port	Mumbai Port	2.0-2.5	Coal, POL, Iron Ore Fertilizers, Steel
Paradip Port	Karaikal	2.0-2.5	Coal, Iron Ore
Chennai Port	Andaman & Nicobar Islands	2.0-2.2	Container
Pipavav	Jawaharlal Nehru Port	1.8-2.0	Cement
Gangavaram	Tuticorin Port	1.5-1.8	Coal
Paradip Port	Dharamtar	1.5-1.8	Coal
			~95-105



India's coastal cargo has rebounded strongly post-FY21, rising from ~228 MT in FY21 to ~339 MT in FY25 (~6% CAGR over FY20-FY25), with the incremental growth disproportionately driven by non-major ports. Over the last five years, coastal volumes handled at non-major ports have expanded at a materially higher pace (~8%+ CAGR) versus major ports (~3% CAGR), reflecting faster capacity addition and execution agility at non-majors. Correspondingly, the mix has gradually shifted, with non-major ports increasing share from ~35-40% in the early years to ~42% in FY25, while major ports continue to handle the balance.

This outperformance of non-major ports is underpinned by a combination of policy support and improved last-mile connectivity (e.g., Sagarmala / PM Gati Shakti-led linkages), private capacity coming online through greenfield/brownfield expansions, and operational agility that enables quicker commissioning and turnaround time improvements. Major ports, while growing steadily through mechanization and efficiency upgrades, face more structural constraints particularly higher berth/yard/gate congestion for coastal vessels and a portfolio tilt towards EXIM cargo that can offer more attractive economics thereby moderating the pace of coastal cargo growth relative to non-majors.

1.1.3 Coastal Cargo movement at Major Ports

Port	Cargo Volume (MT)	Share (%)	Major Coastal Commodities
Paradip	63.7	33%	Coal, Iron Ore, IO Pellets, POL
Mumbai	22.3	11%	POL, Iron Ore and Cement & clinkers, Others
Kamarajar	19.7	10%	Thermal coal, POL, Containers, Others
Vishakhapatnam	19.3	10%	Iron ore & Pellets, POL, Thermal Coal, Containers, others
Deendayal	15.8	8%	Crude, POL, Salt, Containers, others
Cochin	12.5	6%	POL, Steel, cement, containers, Others
V.O Chidambaram	12	6%	Th. Coal, POL, salt and containers
New Mangalore	8.7	4%	Iron ore, Crude & POL, containers, others
Chennai	6.2	3%	POL, Containers, iron & steel products
Jawaharlal Nehru, Navi Mumbai	6.0	3%	POL, Cement, break-bulk, Containers, others
Syama Prasad Mookerjee	5.1	3%	SMPA-K: Gen. cargo, iron and steel, agro products, containers, Others
Mormugao	4.4	2%	SMPA-H: POL, Coal, Chem & Petrochem, Containers, Others
Total	195.7	100%	Coal, Iron Ore, POL, Bauxite, Coking Coal, Iron & Steel

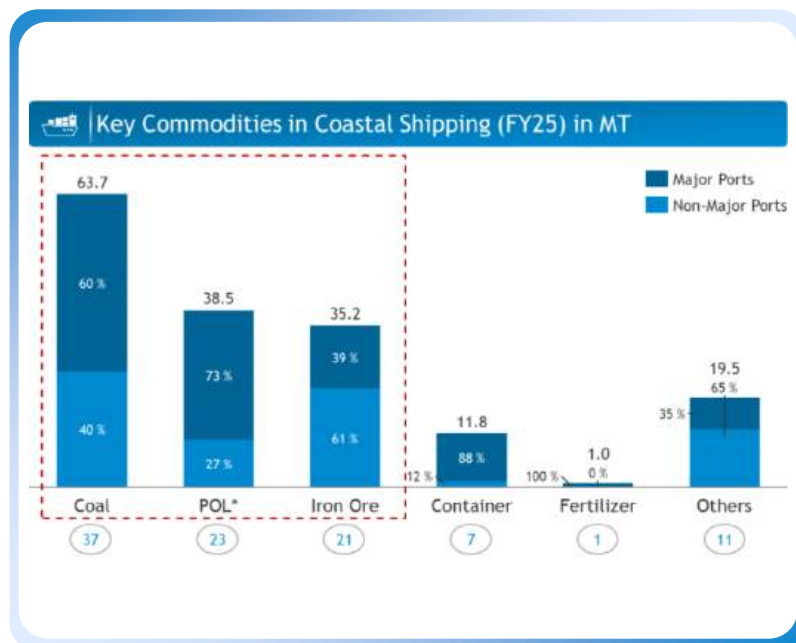
Major-port coastal cargo is concentrated in a handful of gateways and remains largely bulk/liquid-led. Paradip is the largest coastal hub (~64 MT; ~33% share), followed by Mumbai, Kamarajar and Visakhapatnam (~10-11% each), with the remaining volumes distributed across a long tail of ports. The commodity mix is dominated by coal/thermal coal, iron ore/pellets and POL/crude, while containers are a small, port-specific add-on rather than a primary driver of major-port coastal traffic.

1.1.4 Coastal Cargo movement at Non – Major Ports

State/UT (# Non Major Ports)	Coastal Cargo Volume (in MT)	Share (%)
Gujarat (48)	49.75	34.98%
Maharashtra (48)	42.21	29.68%
Andhra Pradesh (15)	33.45	23.52%
Odisha (14)	8.69	6.11%
Puducherry (3)	5.43	3.82%
Others (89)	2.67	1.88%
Total	142.22	100.00%

Non-major ports have emerged as the growth engine for India's coastal cargo, with volumes scaling from ~47 MT (FY14) to ~143 MT (FY25), i.e., >200% growth (~11% CAGR). FY25 non-major coastal volumes (~142 MT) are highly concentrated in a few industrial port clusters—Gujarat (~35% share), Maharashtra (~30%) and Andhra Pradesh (~24%) together account for ~91% of the market, with Gujarat + Maharashtra alone contributing ~65% (~92 MT). Beyond these clusters, the remaining states form a long tail with relatively small individual shares, indicating that scale outside the top coastal industrial corridors is currently limited.

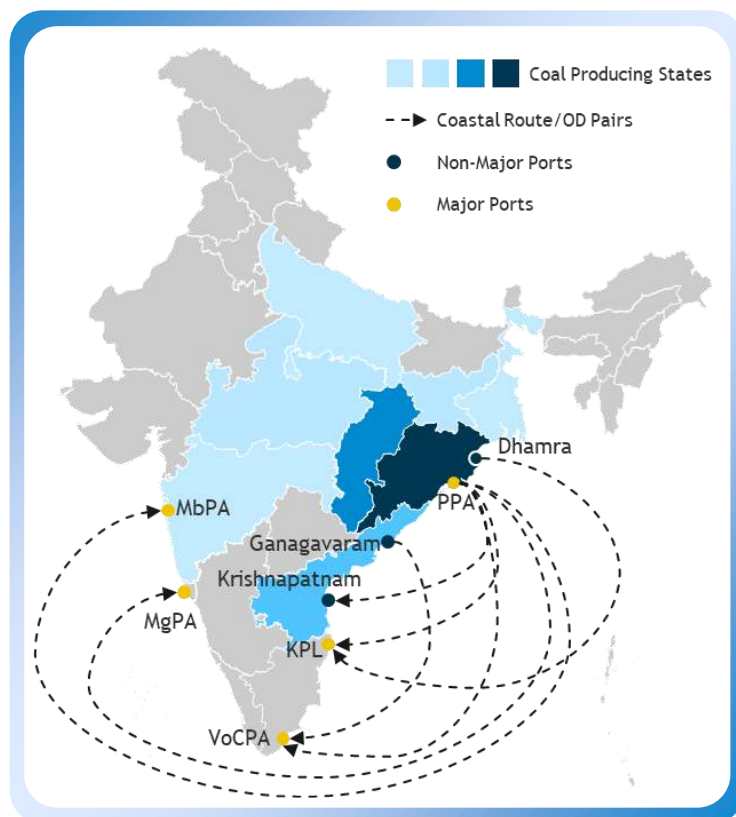
1.2 Coastal Cargo Commodities



FY25 coastal cargo in India is dominated by bulk and liquid commodities, with Coal (~63.7 MT), POL (~38.5 MT) and Iron Ore (~35.2 MT) together forming the clear majority of volumes. Major ports anchor Coal and POL movements (60% and 73% share respectively), while Iron Ore is skewed towards non-major ports (61% share), indicating a strong private / industrial corridor linkage for ore-led flows. Beyond this, containers remain a smaller component (~11.8 MT) and are predominantly handled at major ports (c. 88%), while the “Others” basket (~19.5 MT) is largely non-major led (65%). Overall, the commodity mix reinforces that coastal shipping remains bulk/liquid-heavy, with non-major ports playing a disproportionate role in select industrial commodities.

Sl. No.	Commodity	FY25 Volume (in MT)	Volume Share (%)
1	Coal	63.7	37.7
2	POL	38.5	22.8
3	Iron Ore	35.2	20.8
4	Container	11.8	7
5	Cement	1.6	0.9
6	Steel	1.3	0.8
7	Fertilizers	0.9	0.5
8	Others	16	9.5
	Total	169	100

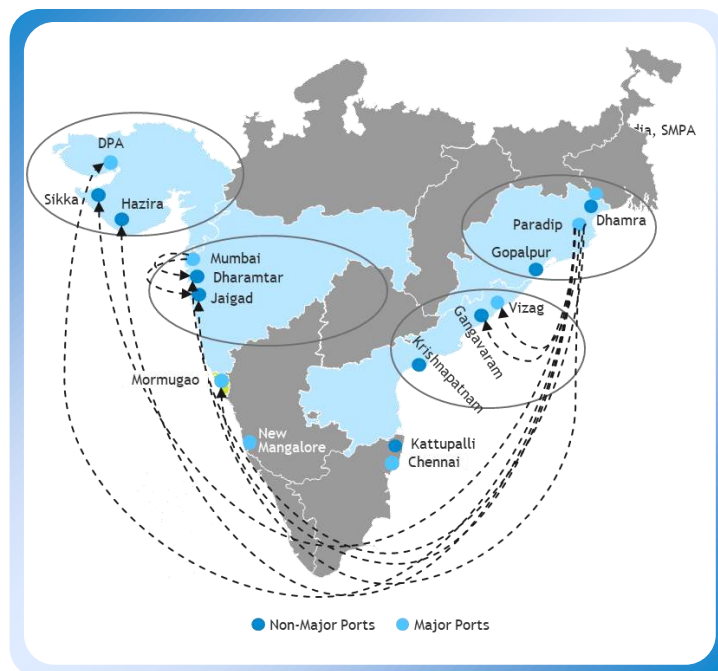
1.2.1 Coal



Coal coastal flows are highly corridor-led, anchored in East Coast coal-producing belts and moving on a limited set of long-haul OD pairs to West and South demand hubs. In FY25, a small set of OD pairs accounts for the vast majority of coastal coal volumes, with Paradip emerging as the dominant loading gateway. The three largest corridors are Paradip-Kamarajar (~23.6 MT), Paradip-Krishnapatnam (~18.8 MT), and Paradip-Tuticorin (~14.0 MT), together constituting the bulk of coastal coal movements. Beyond these, additional routes such as Dhamra-Kamarajar, Paradip-Mumbai/Dharamtar, Paradip-Mormugao, and Gangavaram-Tuticorin contribute smaller but material volumes—reinforcing that coal coastal shipping is structurally driven by a few high-volume East-to-West/South corridors rather than diffuse, short-haul flows.

Loading Port	Unloading Port	FY25 Volume (in MT)	Volume Share (%)
Paradip Port	Kamarajar Port	23.56	37%
Paradip Port	Krishnapatnam Port	18.79	29%
Paradip Port	Tuticorin Port	13.95	22%
Dhamra Port	Kamarajar Port	3.73	6%
Paradip Port	Mumbai Port/ Dharamtar Port	3.18	5%
Paradip Port	Mormugao Port	1.75	3%
Gangavaram Port	Tuticorin Port	1.67	3%

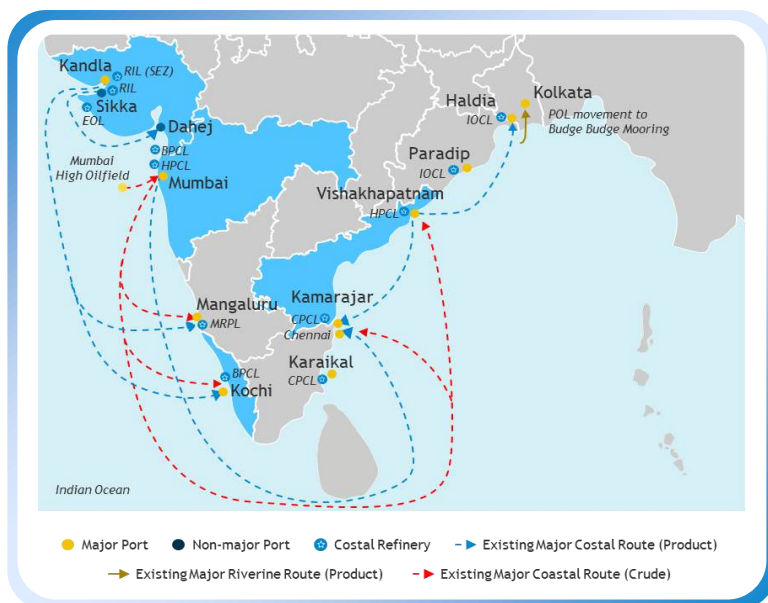
1.2.2 Iron Ore



Iron ore coastal flows are highly concentrated on Odisha / North Andhra origin corridors, with volumes moving largely east-to-west toward a few West Coast discharge hubs. In FY25, the mapped OD pairs account for ~22.7 MT (~64%) of coastal iron ore volumes, led by Visakhapatnam-Hazira (~7.6 MT; 22%), followed by Visakhapatnam-Mumbai/Dharamtar (~4.5 MT; 13%) and Paradip-Hazira (~4.4 MT; 13%) highlighting Hazira and Mumbai/Dharamtar as the primary western receivers. Secondary flows extend to other West Coast nodes such as Jaigad (from both Visakhapatnam and Paradip) and further down the coast via Gangavaram-New Mangalore, indicating that while the market is corridor-led, additional discharge routes are emerging beyond the top gateways.

Loading Port	Unloading Port	FY25 Volume (in MT)	Volume Share (%)
Visakhapatnam Port	Hazira Port	7.57	22%
Visakhapatnam Port	Mumbai Port/Dharamtar Port	4.51	13%
Paradip Port	Hazira Port	4.44	13%
Paradip Port	Mumbai Port/Dharamtar Port	1.92	5%
Visakhapatnam Port	Jaigad Port	1.49	4%
Paradip Port	Krishnapatnam	1.1	3%
Gangavaram Port	New Mangalore Port	0.87	2%
Paradip Port	Jaigad Port	0.82	2%
		22.72	64%

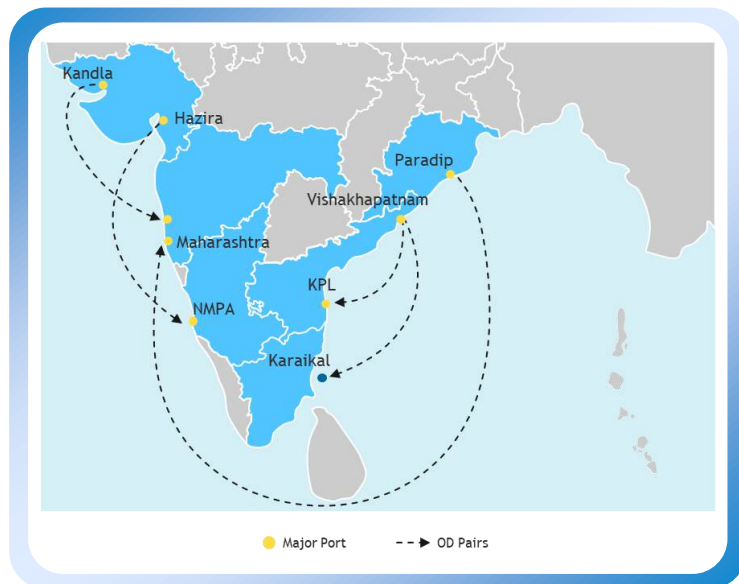
1.2.3 POL



Current coastal movement of POL and petroleum products is anchored around a few refinery-linked corridors, with flows concentrated along West-South and East-South routes. The major OD pairs highlighted account for ~17.5 MT (~52% of FY25 POL coastal volumes), led by Mumbai → Southern ports (NMPA/ Chennai/ Visakhapatnam / Cochin) at ~7.4 MT (~22%). This is complemented by west-coast aggregation into Mumbai (Gujarat ports → Mumbai: ~3.8 MT; 11%, and Bombay High → Mumbai: ~0.9 MT; 3%) and select balancing flows across the network (Cochin → Kamarajar: ~2.3 MT; 7%, Cochin → Haldia: ~1.6 MT; 5%, Visakhapatnam → Mundra: ~1.4 MT; 4%), reinforcing Mumbai and key southern ports as the primary redistribution hubs for coastal POL.

Loading Port	Unloading Port	FY25 Volume (in MT)	Volume Share (%)
Mumbai Port	Southern Ports (NMPA, Chennai, Visakhapatnam, Cochin)	7.41	22%
Western Ports (Gujarat)	Mumbai Port	3.84	11%
Cochin Port	Kamarajar Port	2.27	7%
Cochin Port	Haldia Port	1.59	5%
Visakhapatnam Port	Mundra Port	1.42	4%
Bombay High Fields	Mumbai Port	0.94	3%
		17.47	52%

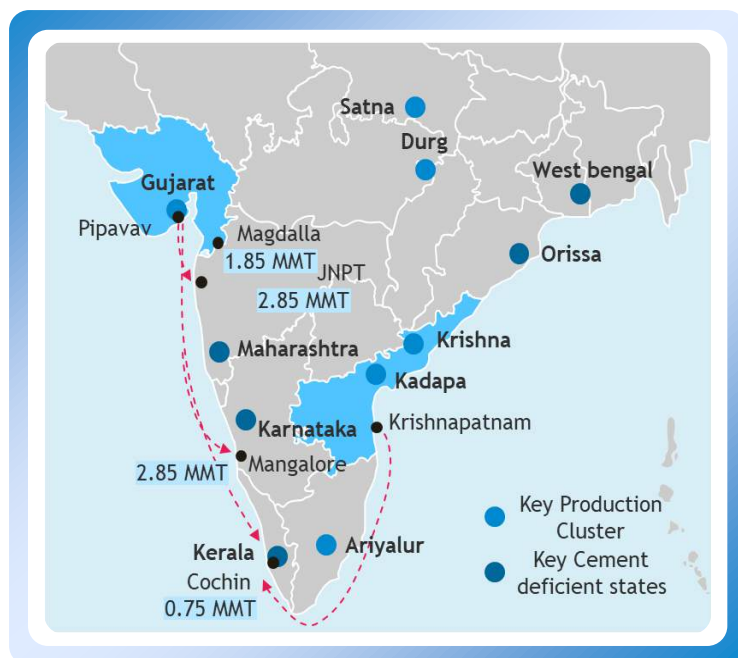
1.2.4 Steel



Coastal steel movement remains small-scale and corridor-concentrated, with volumes distributed across a limited set of OD pairs and the largest lane only at ~0.44 MT in FY25. The most material flow is Dhamra/Paradip → ports in Maharashtra (~0.44 MT), followed by east-coast movements into the south such as Visakhapatnam → KPL (~0.23 MT) and Visakhapatnam → Karaikal (~0.18 MT). West-coast flows are relatively smaller and more point-to-point, including Hazira → NMPA (~0.15 MT) and Dharamtar → Kandla (~0.13 MT). Overall, the pattern indicates that coastal steel is currently not a high-volume, multi-corridor market, but rather a set of select lanes driven by specific source-destination linkages.

Loading Port	Unloading Port	FY25 Volume (in MT)
Dhamra Port/Paradip	Ports in Maharashtra	0.44
Vishakhapatnam	KPL	0.23
Vishakhapatnam	Karaikal	0.18
Hazira	NMPA	0.15
Dharamtar	Kandla	0.13

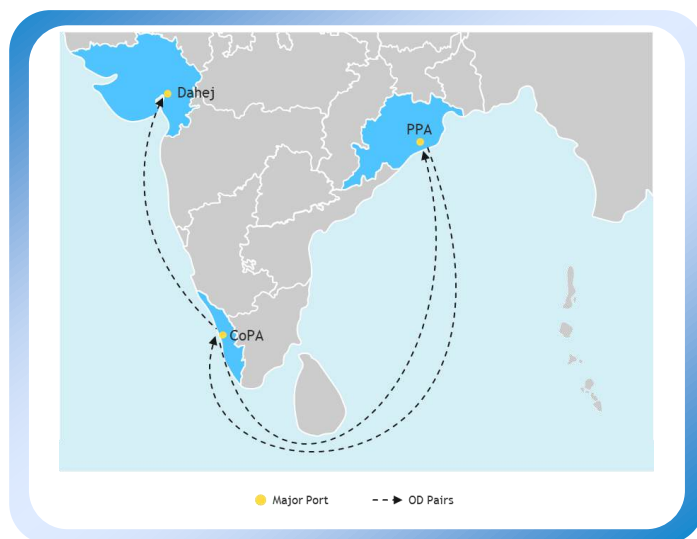
1.2.5 Cement



Coastal cement movement is highly corridor- and port-concentrated, with a few OD pairs accounting for the bulk of volumes and largely linking Gujarat / Andhra Pradesh production clusters to West Coast demand hubs. In FY25, Pipavav → JNPA is the dominant lane at ~0.9 MT (55% share), followed by Pipavav → CoPA at ~0.34 MT (21%)—together contributing ~three-fourths of tracked coastal cement flows. The remaining movement is fragmented across smaller lanes such as Pipavav → NMPA and Krishnapatnam → CoPA / NMPA (~0.04-0.08 MT each), with limited long-tail flows (e.g., Porbandar → MbPA, Visakhapatnam → Port Blair). Overall, the pattern reinforces a port-led, corridor-based market structure, anchored by select gateways serving cement-deficit regions on the West Coast.

Loading Port	Unloading Port	FY25 Volume (in MT)	Volume Share (%)
Pipavav	JNPA	0.9	55%
Pipavav	CoPA	0.34	21%
Pipavav	NMPA	0.08	5%
Krishnapatnam	CoPA	0.08	5%
Krishnapatnam	NMPA	0.04	5%
Porbandar	MbPA	0.04	2%
Visakhapatnam	Port Blair	0.03	2%
		1.51	95%

1.2.6 Fertilizer



Coastal fertilizer movement remains limited and lane-specific, reinforcing that the category continues to be predominantly rail-led with only a small set of coastal OD pairs seeing meaningful volumes. In FY25, flows are concentrated around a Dahej-CoPA-PPA circuit, with Dahej → CoPA the largest lane at ~0.088 MT (9% share), followed by CoPA → PPA at ~0.074 MT (8%) and PPA → CoPA at ~0.044 MT (5%). Overall, the low absolute volumes and narrow corridor footprint indicate coastal shipping for fertilizers is currently an opportunistic supplement rather than a scaled national movement pattern.

Loading Port	Unloading Port	FY25 Volume (in MT)	Volume Share (%)
Dahej	CoPA	0.088	9%
CoPA	PPA	0.074	8%
PPA	CoPA	0.044	5%

1.2.7 Food Grains

Coastal movement of food grains remains limited despite India's large production base and persistent inter-regional imbalances between surplus northern / central states and deficit southern and eastern markets. The category continues to be dominated by the Food Corporation of India (FCI) and state agencies, whose logistics model is structurally rail-led through established procurement, storage and distribution networks. Under the current operating model, multimodal coastal shipping is estimated to be materially costlier than rail on key long-haul corridors, primarily due to high first-mile and last-mile costs, multiple handling points, and empty container repositioning. As a result, coastal movement of food grains is likely to remain a niche opportunity under the present system, with potential largely restricted to selective private-sector shipments or specific corridors where port-side aggregation and multimodal economics improve meaningfully.

1.2.8 Automobile

India's automobile industry is concentrated in a few large production clusters across the North, West and South, while consumption is geographically dispersed across major urban and industrial centres. This creates a natural case for long-haul coastal Ro-Ro / Ro-Pax movement, especially on West-South and North-South corridors. However, coastal automobile movement remains small in scale due to fragmented OEM volumes, high empty-return voyage costs, limited availability of dedicated Indian-flag Ro-Ro vessels, and insufficient terminal infrastructure at most ports. While ports such as Paradip, VOCPA, KPL / Chennai and

NMPA are either developing or already have Ro-Ro capabilities, large-scale adoption will require cargo aggregation, predictable vessel schedules, enabling customs and cabotage flexibility, and targeted viability support to make coastal automobile logistics commercially competitive with road and rail.

1.2.9 Salt



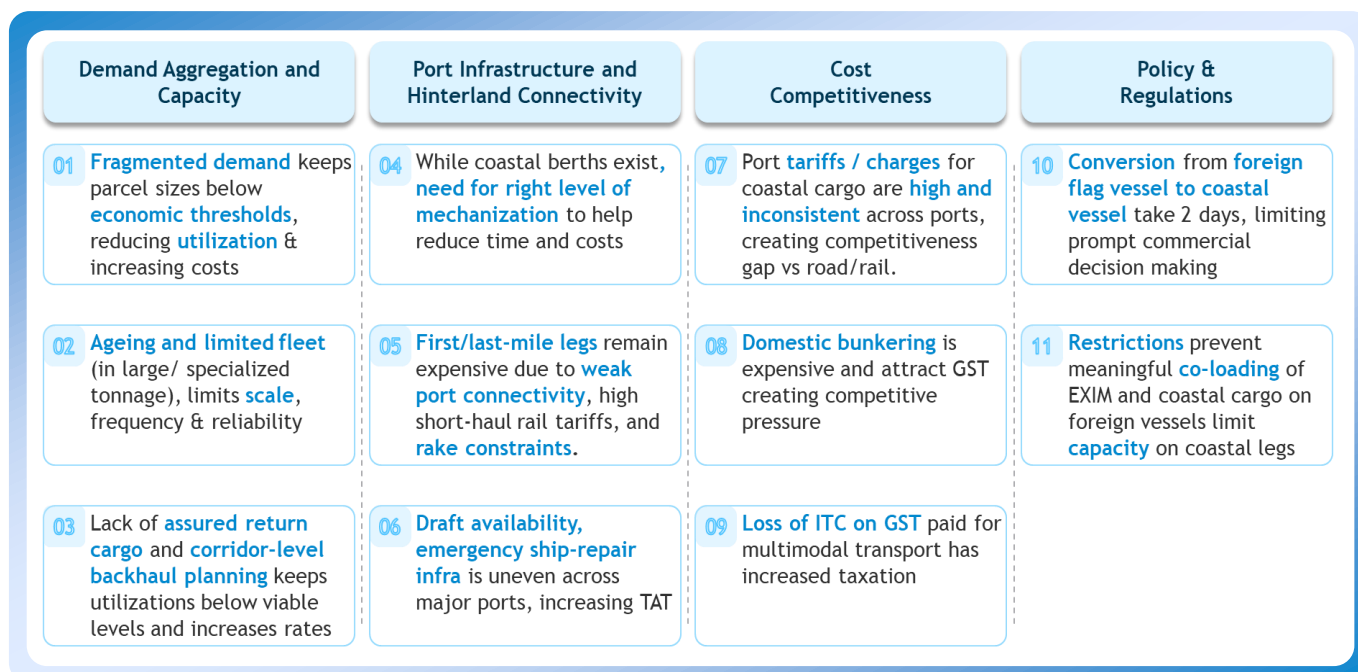
Salt is a large-volume, low-value bulk commodity with strong natural suitability for coastal shipping, particularly given the concentration of production in Gujarat and its non-perishable, moisture-tolerant characteristics. Despite this physical suitability, current coastal movement remains fragmented and below potential because of high first-mile and last-mile logistics costs, limited parcel aggregation at ports, and the absence of dedicated cargo-consolidation mechanisms. Based on port inputs, Kandla has emerged as the primary origin for potential coastal salt movement, with identified routes linking western India to both east coast and southern demand centres. Overall, the category

presents a credible but aggregation-dependent opportunity, where coastal scale-up will require port-led consolidation, tariff rationalization, and a more structured cargo-pooling model.

Potential OD Pairs

Origin Port - Destination Port	Coastal Volume (MT)
Kandla - Chennai	0.13
Kandla - Cochin	0.13
Kandla - Okha	0.67
Kandla - Gopalpur	0.09
Kandla - Kakinada	0.11
Kandla - Tuticorin	0.16

1.3 Key Structural Challenges in Coastal Shipping



Coastal shipping in India is constrained by a set of structural bottlenecks across demand, infrastructure, costs and regulations, which together suppress scale, utilization and service reliability. As a result, coastal logistics remains corridor-led and episodic, rather than evolving into a broad-based, high-frequency mode of freight movement.

- **Demand aggregation & capacity:** Fragmented, sub-scale parcels and limited backhaul planning keep utilization below viable thresholds; this is compounded by an ageing / limited fleet (especially in specialized tonnage), restricting frequency and reliability.
- **Port infrastructure & hinterland connectivity:** While coastal berths exist, uneven mechanization and weak first/last-mile connectivity (including rail rake and short-haul tariff constraints) increase TAT and end-to-end costs; gaps in draft availability and ship-repair infra further constrain operational continuity.
- **Cost competitiveness:** Port tariffs/charges for coastal cargo are often high and inconsistent across ports, while expensive domestic bunkering (with GST incidence) and loss of ITC on GST for multimodal movement increase the effective cost of coastal vs. road/rail.
- **Policy & regulations:** Administrative frictions such as vessel conversion timelines and restrictions that limit meaningful co-loading of EXIM and coastal cargo on foreign vessels reduce agility and constrain capacity availability on coastal legs.

1.4 Coastal Cargo Promotion Scheme

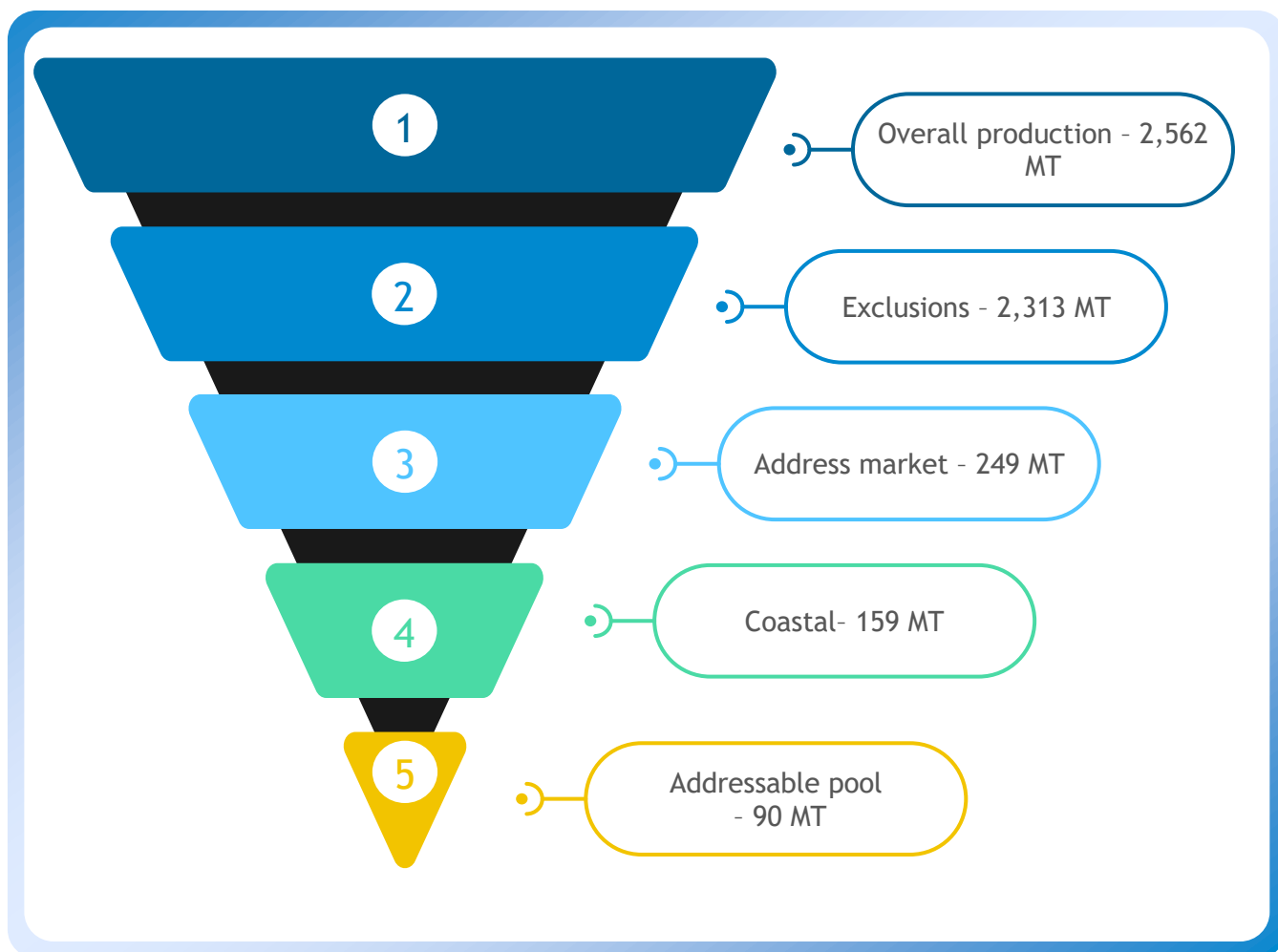
The Coastal Cargo Promotion Scheme (CCPS) is designed as a comprehensive, multi-layered framework to catalyse a structural modal shift in India's freight transport ecosystem - from road and rail to coastal shipping and inland waterways. The scheme translates the vision articulated in the Union Budget 2026-27 into an operationally grounded, fiscally accountable, and administratively feasible set of interventions spanning financial incentives, infrastructure support, and regulatory reform.

1.4.1 Addressable Cargo Market

Aggregating across all eleven commodity segments, the total national freight market stands at approximately 2,562 MT per annum, of which approximately 159 MT (6.2%) is already moving by coastal shipping on a net basis. After applying the three-layer structural filter, the addressable market available to CCPS is approximately 248.5 MT - representing 9.7% of the national freight market. The summary table below captures the full picture.

Commodity	National Total (MT)	Existing Coastal (MT)	Coastal Share (%)	Excluded (MT)	Addressable Market (MT)
Coal (Thermal + Coking)	1,047	64	6.1%	947	100
Iron Ore & Pellets	285	35	12.3%	235	50
POL & Petroleum	239.2	38.5	16.1%	231.2	8
Steel Products	140	6	4.3%	125	15
Cement & Clinker	467	1.6	0.3%	445	22
Fertilisers & FRM	69.5	0.95	1.4%	59.5	10
Automobiles (Ro-Ro)	1.5	0.075	5.0%	1.0	0.5
Foodgrains (FCI)	65	1.5	2.3%	60	5
Containers	22	1	4.5%	17	5
Misc Bulk & Break-Bulk	220	10	4.5%	190	30
IWT River-Sea Cargo	5	0.5	10.0%	2	3
TOTAL ALL COMMODITIES	2,561.7	159.2	6.2%	2,313.2	248.5

**Excluded denotes structurally ineligible volumes removed from the CCPS market build-up, including cargo with no viable port access, short-haul movements, and volumes already locked into pipeline, captive rail, or other permanent logistics chains*



The addressable opportunity is concentrated in a few large commodity groups, with coal and iron ore forming the core of the near-term modal-shift potential, while steel, cement / clinker, fertilizers, containers and selective IWT-linked cargo provide additional headroom. This reinforces that CCPS should be deployed in a targeted, commodity- and corridor-led manner, rather than as a broad-based undifferentiated logistics subsidy.

1.4.2 Three Pillar Architecture

The CCPS is structured around three interlocking pillars, each addressing a distinct category of market failure that has historically constrained coastal shipping in India. The three pillars operate simultaneously - Pillar I addresses cost competitiveness, Pillar II addresses physical infrastructure, and Pillar III addresses the regulatory and policy distortions that have imposed structural disadvantages on the mode. No single pillar is effective in isolation; the combined effect is essential to catalysing durable modal shift.

Pillar	Instrument Category	Mechanism	Target Beneficiary
Pillar I Financial Incentives	Category A - Voyage-Based Shipper Incentives	Direct per-tonne / per-TEU / per-vehicle rebate to shippers on completion of coastal voyage	Shippers / Cargo Owners / FMEs
	Category B - Operator & Service Viability Incentives	Route launch grant + service frequency bonus + empty-leg offset for new/underserved routes	Coastal Vessel Operators / Shipping Lines
Pillar II Infrastructure Support	Recommendations for Port & Hinterland Infrastructure VGF	Viability Gap Funding for dedicated coastal berths, mechanisation, hinterland rail/road links	Major Port Authorities / SPVs
Pillar III Regulatory Enablers	Recommendations for Policy & Regulatory Reform	Cabotage, GST ITC restoration, RSR telescopic freight, bunker rationalisation	All Stakeholders (cross-cutting)
Cross-Cutting	Recommendations for IWT & Multimodal Integration	Seamless RSV/IWT extension of CCPS incentives; last-mile IWT link grants	IWT Operators / IWAI / Shippers

Covered by CCPS

Not covered by CCPS

Note:

- Recommendations for Port & Hinterland Infrastructure VGF is additive to Sagarmala project funding, not a substitute and its funding will not be part of the scope of CCPS.
- Recommendations for Policy & Regulatory reforms require coordination through the Inter-Ministerial Coordination Cell (IMCC) chaired by MoPSW
- Funding for the recommendations will not be from the Coastal Cargo Promotion Scheme

1.4.3 Cat A - Voyage Based Shipper Incentives

Cargo Segment	Incentive Structure	Key Conditions
Thermal & Coking Coal - Rail-Sea-Rail (RSR)	₹1.00/T-NM	Max 800 NM; per-tonne cap ₹800; Indian-flag / RSV; min 10,000 T
Iron Ore & Pellets - Coastal Bulk	₹1.00/T-NM	Max 1,000 NM; per-tonne cap ₹1,000; Indian-flag bulker; min 5,000 T
Steel Products (HR Coils, Plates, Rebar, TMT)	₹1.00/T-NM	Max 1,000 NM; per-tonne cap ₹1,000; Indian-flag bulker; min 5,000 T
Cement & Clinker - Hub-Spoke Coastal	₹1.50/T-NM	Max 1,400 NM; per-tonne cap ₹2,100; min 5,000 T per voyage
Fertilisers - Containerised (FCL / TEU)	₹3,200/TEU	Per voyage; uncapped on TEU count; FME / importer; CCPC-registered route
Automobiles / Ro-Ro (Four-wheelers & LCVs)	₹6,000/vehicle	Max 1,200 NM; no cap on vehicle count; purpose-built Ro-Ro vessel
POL & Petroleum Products - Coastal Tanker	₹0.75/T-NM	Max 1,200 NM; per-tonne cap ₹1,500; Indian-flag tanker; min 5,000 KL
Foodgrains (FCI + Private) - Coastal Bulk	₹2.00/T-NM	Max 1,800 NM; per-tonne cap ₹2,000; FCI / licensed grain trader; covered / bagged cargo
Containers - Domestic Coastal (All Commodities, FCL)	₹3,000/TEU	Flat rate; uncapped on TEU count; CCPC-registered route; scheduled service
General Break-Bulk (Misc. Cargo)	₹0.80/T-NM	Max 1,500 NM; per-tonne cap ₹1,600; min 500 T; pre-declared commodity list
IWT River-Sea Integrated Movement (RSV)	₹1.50/T-NM	Max 1,000 NM coastal leg; per-tonne cap ₹3,000; min IWT leg 100 km; IWAI endorsement required

The financial estimate for Category A has been derived by applying the above incentive rates to the cargo volumes across eligible commodity segments over the scheme horizon. On this basis, Category A emerges as the principal expenditure block within CCPS, with a cumulative outlay of ₹16,994 crores in moderate scenario, driven primarily by coal and iron ore and supplemented by steel, cement / clinker, foodgrains and other eligible cargo categories.

1.4.4 Cat B - Operator and Service Viability incentives

Incentive Type	Applicable To	Quantum/Support	Key Conditions
New Route Launch Grant (NRLG)	Vessel operators / shipping lines launching a new O-D coastal route	₹1.5 Cr per new route (first year only)	Min 2 sailings/week for 6+ months; no prior scheduled service; CCPC-registered route
Service Frequency Bonus (SFB)	Established operators maintaining additional sailings above baseline	₹12 lakh per additional sailing above baseline	Applicable from Year 2; vessel >3,000 GRT; not concurrent with NRLG
Empty Return Leg Offset	Ro-Ro and container vessel operators on imbalanced coastal routes	50% of documented empty-leg cost; capped at ₹25 lakh per empty voyage	Return-direction cargo imbalance <30%; verified by CCPC
Feeder Connectivity Grant	Feeder operators linking non-major / minor ports to major hubs	₹500 per TEU moved on approved feeder leg	At least one non-major port; min 50 TEU/sailing; Indian-flag feeder vessel
Indian-Built Vessel Premium	Operators deploying Indian-built coastal vessels (<15 years old) on CCPS routes	Additional 5% premium on vessel construction cost	Vessel built at Indian yard; certificate from IRS / IRClass; applied once at commissioning
Green Vessel Incentive	Coastal fleet vessels certified EEXI-compliant or deployed with LNG / methanol dual-fuel	₹1 Cr per qualifying green vessel per year	Valid compliance / dual-fuel certification; annual renewal
RSV Coastal Extension	RSV operators integrating IWT + coastal legs on NW-1 / NW-5 routes	₹10 lakh per round trip on approved integrated route	Valid DGS coastal run permission; min IWT leg 100 km; IWAI endorsement

The expenditure under Category B has been computed by aggregating the cost of the individual operator-side instruments outlined above including route launch grants, service frequency bonuses, empty-return support, feeder connectivity support, Indian-built vessel premium, green vessel incentive and RSV coastal extension support over the implementation period. The cumulative outlay under Category B is estimated at ₹1,222 crores, representing the cost of de-risking new and underserved services, improving route reliability and supporting fleet-side capacity creation required for sustained modal shift.

1.4.5 Recommendations for Port & Hinterland Infrastructure VGF

Pillar II addresses the physical infrastructure deficits identified across India's major and non-major ports - particularly the absence of mechanised dedicated coastal berths, inadequate rail and road connectivity from berths to hinterland networks, and limited bunkering infrastructure on the east coast. The analysis identified that the absence of these facilities is the single most frequently cited deterrent by large-volume shippers (coal, iron ore, cement) considering coastal shift.

Category C deploys Viability Gap Funding (VGF) for identified infrastructure projects with demonstrated demand. Unlike Sagarmala, which supports general port infrastructure, Category C VGF is specifically ring-fenced for coastal cargo infrastructure - berths, mechanisation equipment, coastal rail sidings, coastal cargo storage yards, and alternative fuel bunkering. Projects are selected through a transparent pipeline managed by CCPC, with milestone-based disbursement to ensure accountability. The detailed list of identified projects, along with their phasing and prioritization, is set out in the detailed report.

1.4.6 Recommendations for Regulatory and Policy Enablers

Category D addresses the structural distortions that financial incentives and infrastructure support alone cannot resolve. Key barriers such as residual cabotage restrictions, denial of GST input tax credit on multimodal coastal logistics chains, absence of telescopic rail freight for Rail-Sea-Rail movements, constraints on co-loading of EXIM and coastal cargo, and documentary frictions continue to impose a cost burden on coastal shipping that no feasible voyage incentive can fully offset. Category D therefore functions as a system-level multiplier within the CCPS architecture, aimed at improving the structural competitiveness of the mode rather than merely subsidizing individual movements. These reforms are expected to generate incremental coastal traffic over the medium term, over and above the traffic unlocked through direct incentives

1.4.7 Recommendations for IWT and Multimodal Integration

Category E is designed as the cross-cutting bridge between inland waterways and coastal shipping, with the objective of unlocking inland demand into coastal corridors through integrated river-sea and multimodal logistics chains. The strongest near-term opportunity lies in linking the National Waterway network, particularly NW-1, with coastal ports through River-Sea Vessels (RSVs), enabling cargo such as food grains, coal, fertilizers and containers to access the coast through a single seamless movement. This category is based on the premise that IWAI's infrastructure investments alone will not be sufficient unless they are supported by vessel-side viability, terminal connectivity and digital integration. Accordingly, Category E is intended to make integrated IWT-coastal movements commercially bankable through a combination of RSV-linked support, last-mile connectivity at interchange nodes, and closer operational alignment between CCPC, IWAI and the coastal digital claims architecture.

1.4.8 Financial Outlay for the Scheme

Metric	Value
Category A - Shipper Incentives	₹16,994 Crores
Category B - Operator Incentives	₹1,222 Crores

Metric	Value
Total	₹18,216 Crores

The CCPS scheme outlay is primarily demand-led, with Category A (Shipper Incentives) accounting for ₹16,994 crore (~93% of total funding) to directly catalyze cargo shift and build sustained coastal volumes. Category B (Operator Incentives) is relatively smaller at ₹1,222 crore (~7%), providing targeted support to operators to enable service availability and reliability. Overall, the funding mix (total ₹18,216 crore) indicates a clear emphasis on creating market pull through shippers, while using operator-side support as a complementary lever to keep capacity and service levels aligned with corridor demand.

1.4.9 Cargo Shift

Metric	FY25	FY27	FY28	FY29	FY30	FY31	FY32	Total
Organic Coastal Volume	145.4	152.6	160.2	168.3	176.8	185.8	195.4	49.9
CCPS Induced Shift		9.2	17.2	35.2	54.7	63.3	67.1	57.9
Total Coastal Volume	145.4	161.8	177.4	203.4	231.4	249.1	262.5	10.3%
From Road		1.7	3.5	7.9	13	15.4	16.3	57.9
From Rail		7.5	13.7	27.3	41.6	47.9	50.8	188.8

**Volumes denoted in the above table are in MTPA*

**The above calculations includes only the following commodities - Coal, Iron Ore, Petroleum, Steel, Cement, Fertilizers, Automobiles, Containers and Food Grains*

The cargo-shift outlook shows steady organic growth in coastal volumes, with CCPS acting as an incremental accelerator over the period. Organic coastal volume increases from ~145 MT (FY25) to ~195 MT (FY32) (an uplift of ~50 MT), while CCPS-induced shift ramps up materially from ~9 MT (FY27) to ~67 MT (FY32). As a result, total coastal volume scales to ~263 MT by FY32 (~10% CAGR over the period), with CCPS contributing ~26% of FY32 volumes. The induced shift is predominantly rail-led: by FY32, ~51 MT of the ~67 MT shift is expected from rail (vs ~16 MT from road), and cumulatively across FY27-FY32, ~189 MT of shift is from rail vs ~58 MT from road—reinforcing that the program's impact is driven mainly by rail-to-coastal substitution rather than road diversion.

1.4.10 Eligibility, Claims, and Disbursement

Category	Who Claims	Documentation	Disbursement	Verification
Category A	Shipper / Cargo Owner / FME	Coastal Bill of Lading; Port Entry / Departure Certificate; Weigh Bridge / Draft Survey Certificate; Voyage Completion Certificate from IPA/MSW	Direct Bank Transfer within 30 days of verified claim; quarterly disbursement for high-volume claimants (>10 MT/qtr)	IPA / CCPC primary verification; DGS Coastal Shipping Cell cross-check; random audit by CAG-empanelled firm (10% sample)
Category B	Vessel Operator / Shipping Line	CCPC Route Registration Certificate; Service log (sailing dates, cargo, ports); GRT certificate; Coastal run permission (DGS); Fuel log (for green premium)	Quarterly disbursement against verified service log; NRLG as monthly advance with reconciliation at end of route-year	CCPC Operations Desk monthly verification; IPA Route Registry; MSW voyage data cross-reference
Recommendation	Who Claims	Documentation	Disbursement	Verification
Port & Hinterland Infrastructure	Port Authority / SPV / Developer	DPR + Techno-Economic Feasibility Study; Board / Ministry approval of project; Physical completion certificate; Third-party inspection report	Milestone-based: 30% on FC+award, 40% on 50% physical progress, 30% on commissioning; held by MoPSW in escrow	CCPC Infrastructure Desk; MoPSW Project Management Unit; CAG audit on completion
Regulatory & Policy Enablers	Not a direct monetary claim - regulatory notification by concerned ministry	Not applicable (regulatory, not fiscal)	CCPC Policy Desk monthly tracking; NCSMC quarterly review; MoPSW MIS dashboard	Not applicable (regulatory, not fiscal)
IWT & Multi-modal Integration	RSV Operator / IWAI / IWT Operator	Direct Bank Transfer within 45 days; co-ordination between IPA (coastal) and IWAI (IWT leg) for verification	IWAI regional office + CCPC joint verification; MSW integration for seamless coastal-IWT manifest	Direct Bank Transfer within 45 days; co-ordination between IPA (coastal) and IWAI (IWT leg) for verification

The Maritime Single Window 2.0 (MSW 2.0) coastal module is envisaged as a key precursor and the digital backbone for implementation of the Coastal Cargo Promotion Scheme (CCPS). All scheme-related

functions, including processing of shipper and operator claims, VGF disbursement tracking, and Coastal Cargo Aggregation (CCA) performance monitoring, shall be undertaken through this platform. In view of the requirement for integration with the Public Financial Management System (PFMS) and adherence to Direct Benefit Transfer (DBT) protocols, the module will require an estimated development and stabilization period of nine months (June 2026 to February 2027), covering system design, development, integration, and User Acceptance Testing (UAT) with selected stakeholders. Accordingly, rollout of the CCPS shall be aligned with the timely operationalization of the MSW 2.0 coastal module.

1.4.11 Disbursement Process under CCPS (MSW2.0 workflow)

Stage	Activity	Responsible Entity	Timeline	System
Registration	Beneficiary & vessel registration on MSW2.0	Beneficiary	≥ 5 working days before first voyage	User ID generated; records created in NDCS
Voyage Registration	Submission of voyage details with route validation	Beneficiary	≥ 3 working days before movement	Transaction Number generated; auto-validation
Load Certification	Verification of cargo details at loading port	Port/IWAI Nodal Officer	Within 1 working day of departure	Certification recorded and transmitted to NDCS
Discharge Certification	Verification at discharge port	Port/IWAI Nodal Officer	Within 1 working day of discharge	Certification transmitted; forwarded for claim
Claim Submission	Upload of documents and claim filing	Beneficiary	Within 5 working days of discharge	Documents stored in NDCS; forwarded for review
Claim Review	Scrutiny of claim; queries (if any)	Disbursement Nodal Officer	Decision within 5 working days of final response	Incentive auto-computed in MSW2.0
Disbursement	Authorisation and release of incentive	Nodal Officer / PFMS	Within 2 working days of approval	Manual: Port/IWAI account; Automated: DBT via PFMS
Monitoring	Tracking and audit trail	CCPC / MoPSW	Continuous	Real-time visibility on MSW2.0/NDCS

1.5 CCPS Governance, Administration and Review Architecture

1.5.1 Governing Hierarchy

The CCPS is governed through a three-tier institutional architecture anchored in the MoPSW ecosystem:

- **Tier 1 - National Coastal Shipping & Maritime Committee (NCSMC):** Chaired by the Secretary, MoPSW; includes DGS, CMD-IPA, IWAI Chairman, and representatives of commodity ministries; provides annual strategic oversight, approves CCA targets, and reviews budget performance. Meets bi-annually.
- **Tier 2 - Inter-Ministerial Coordination Cell (IMCC):** Technical working group comprising Director-level officers from MoPSW, MoF (Revenue), MoR, Dept. of Fertilisers, FCI, Ministry of Steel, Ministry of Coal, and Ministry of Petroleum. IMCC drives the Category D regulatory reform agenda, tracks CCA performance quarterly, and coordinates inter-ministerial data sharing.
- **Tier 3 - Coastal Cargo Promotion Centre (CCPC) under IPA:** The operational nerve centre of the CCPS. CCPC is the single-window agency for route registration, claims verification, CCA management, infrastructure project facilitation, and the CCPS digital platform. CCPC's 35-member structure (as recommended in the Coastal Committee Report) covers: Cargo Aggregation & Market Development; Service Operations & Port Interface; Digital Platform & Analytics; Policy & Incentives; Finance, Legal & Risk; and Administration.

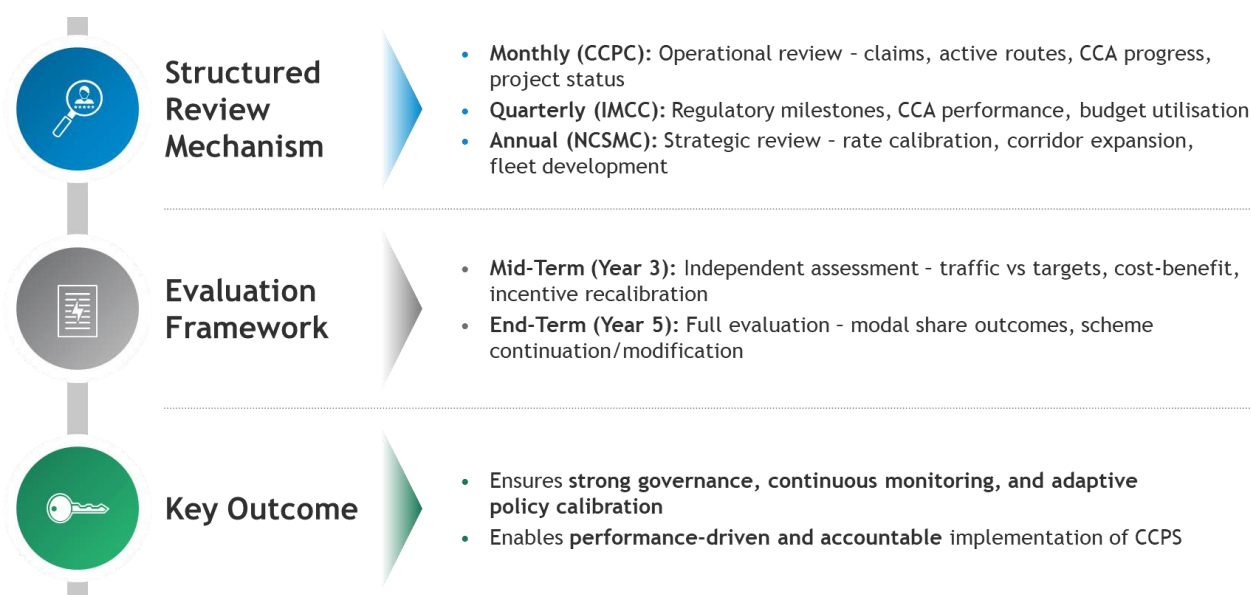
 Tier 1: National Coastal Shipping & Maritime Committee (NCSMC)	• Chaired by Secretary, MoPSW • Members: DGS, IPA, IWAI, Commodity Ministries • Role: Strategic oversight, approval of CCA targets, annual performance review • Frequency: Bi-annual
 Tier 2: Inter-Ministerial Coordination Cell (IMCC)	• Director-level representation across key ministries (MoPSW, MoF, MoR, Coal, Steel, Fertilisers, Petroleum, FCI) • Role: Regulatory reforms (cabotage, GST, RSR), CCA monitoring, inter-ministerial coordination • Frequency: Quarterly
 Tier 3: Coastal Cargo Promotion Centre (CCPC) - under IPA	• Single-window operational agency • Functions: Route registration, claims processing, CCA management, digital platform, infrastructure facilitation • Structure: ~35-member specialised divisions (operations, policy, analytics, finance, legal, administration)

1.5.2 Review Cycle

The CCPS review cycle ensures continuous course correction without disrupting operational stability:

- **Monthly:** CCPC operations review - claims processed, routes active, CCA performance, infrastructure project status.

- Quarterly: IMCC regulatory reform tracking - Category D milestones; CCA performance against tonnage targets; budget utilisation report to MoF.
- Annual: NCSMC strategic review - rate calibration assessment; corridor expansion; CCA renewal or revision; fleet development report from IRS.
- **Mid-Term (Year 3): Comprehensive independent evaluation - traffic generation vs. targets; cost-benefit assessment; rate recalibration; sunset review for B-1 and B-2 instruments; decision on Ambitious Scenario trigger for enhanced budget provision.**
- End-of-Scheme (Year 5): Full evaluation - modal share achievement vs. 12% by 2047 trajectory; scheme continuation, modification, or graduation to next-generation coastal shipping programme





GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

Annexures

COASTAL CARGO PROMOTION SCHEME (CCPS)

O.M. No. SR-23011/1/2026-MG (379345) dated 17 February 2026

1. Annexures

Annexure 1: Official Memorandum and Full Terms of Reference

O.M. No. SR-2301 1/1/2026-MG (379345) dated 17 February 2026.

No. SR-23011/1/2026-MG (379345)
Government of India
Ministry of Ports, Shipping and Waterways
CS & ML Section

Transport Bhawan, 1,
Parliament Street, New Delhi-110001
Dated: 17 February 2026

OFFICIAL MEMORANDUM

Subject: Constitution of a Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping.

In pursuance of the announcement in the Union Budget 2026-27 regarding the launch of a **Coastal Cargo Promotion Scheme** aimed at incentivizing a modal shift of freight transport from road and rail to coastal shipping, and in alignment with the national target of increasing the modal share of coastal and inland waterway transport from the existing approximately 6% to 12% by 2047, a Committee is hereby constituted to formulate a comprehensive scheme framework through targeted incentives, infrastructure support, regulatory measures, and stakeholder coordination.

2. The Committee shall be headed by the **Director General of Shipping**, Directorate General of Shipping, and comprise representatives from the following entities/organizations:

- i. Chairpersons of the following Major Port Authorities
 - a. Paradip Port Authority
 - b. Mumbai Port Authority
 - c. Deendayal Port Authority
 - d. Kamarajar Port Limited
- ii. MD, Indian Ports Association
- iii. **Director (Shipping)**, Ministry of Ports, Shipping and Waterways as Member Secretary:

Note: Secretarial assistance to the committee shall be provided by the Directorate General of Shipping (DGS).

3. The **Terms of Reference** of the Committee shall be as under:

- i. To design, develop, and recommend a comprehensive **Coastal Cargo Promotion Scheme** framework, including financial incentives for cargo movement, infrastructural support, cargo commitments, etc.
- ii. To align the scheme with the national target of increasing the modal share of coastal and inland waterway transport from the existing approximately 6% to 12% by 2047, as announced in the Union Budget 2026-27, while ensuring integration with broader national goals of reducing logistics costs, decongesting road and rail networks etc.

iii. To review and incorporate the inputs after consulting with the coastal cargo handling Ministries (including listed below) with regard to type, volume, location of cargo and other relevant inputs to promote coastal cargo:

- Ministry of Petroleum and Natural Gas
- Department of Fertilizers
- Ministry of Steel
- Ministry of Consumer Affairs, Food and Public Distribution
- Ministry of Coal
- Ministry of Power

iv. To review and incorporate stakeholder inputs through regular consultations and discussions with Major Ports, State Maritime Boards, key industry players, including but not limited to:

- Indian Ports Association
- Indian National Shipowners' Association
- Indian Coastal Conference Shipping Association
- Multimodal logistics solution providers
- Major cargo owners/shippers
- Other relevant stakeholders (e.g., exporters/importers, state governments, and industry associations) from time to time.

v. To develop a detailed **implementation roadmap and strategy** for the Coastal Cargo Promotion Scheme, including:

- Phased timelines and milestones
- Clear allocation of responsibilities among ministries, ports, state maritime boards, and other entities
- Resource and budgetary requirements
- Monitoring, evaluation, and impact assessment mechanisms
- Risk mitigation and contingency plans.

vi. To ensure the scheme's alignment with related national initiatives (e.g., climate commitments, sustainable development goals etc.) and to recommend any complementary measures for long-term sustainability, scalability, and periodic review.

vii. The Committee may take into account earlier studies on the subject and draft scheme prepared earlier.

viii. The Chairman may coopt other members as and when required.

4. The Committee shall commence its work immediately and submit its recommendations within 45 days from the date of the first meeting.

5. To facilitate the work of committee, the recently conducted study on "Implementation Guidelines For Scheme For Incentivising Modal Shift Of Cargo (SIMSC)" (**Annexure - I**) and a report dated February, 2026 of Committee on "Costal Shipping Ports, Shipping and Waterways" (**Annexure - II**) under PPA Chairman are also attached herewith.

6. This issues with the approval of the Competent Authority.

Encl. as above.


17/2/26

(Vivek Pahwa)

Under Secretary to the Govt. Of India

Tele.: 011-23714714

E-mail: usml-psw@gov.in

somg-ship@nic.in

To,

1. Director General of Shipping, Directorate General of Shipping (Head of Committee)
2. Heads of All concerned Major Port Authorities (as listed)
3. Director (Shipping), MoPSW
4. Managing Director, IPA

Copy for information to:

PPS to Secretary (PSW) / Special Secretary, MoPSW

Annexure 2: Official Memorandum and Additional Terms of Reference

O.M. No. SR-23011/1/2026-MG (C. No. 379345) dated 15 April 2026.

No. SR-23011/1/2026-MG (C. No. 379345)
Government of India
Ministry of Ports, Shipping and Waterways
(ML Section)

Transport Bhawan,
1, Parliament Street,
New Delhi - 110001

Dated the April 15th, 2026

To

The Director General,
Directorate General of Shipping,
9th Floor, Beta Building, i-Think Techno Campus,
Kanjur Marg (East), Mumbai - 400042.

Subject: Addition to the Terms of Reference (TOR) to the committee constituted to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg.

The undersigned is directed to refer to this Ministry's OM dated 17.02.2026 regarding constitution of a Committee under the Chairmanship of DGS to design, develop and recommend a Coastal Cargo Promotion Scheme.

2. In this regard, DGS is requested that the following points, as suggested in the PM Sector Review (2024-25) Meeting held on 01.01.2026 under the chairmanship of Hon'ble Prime Minister, may be added to the ToR of the Committee and the recommendations of the Committee may be given accordingly:-

S.No.	Area	Action Suggested
1	Multimodal Logistics and Rail-Sea-Rail Integration	a. A detailed study may be conducted on the cost savings and efficiency gains achieved through Rail-Sea-Rail logistics.
		b. The analysis should also estimate the number of trucks that would have been required in the absence of such multimodal solutions.
2	Coastal and Urban Water-Based Transport Solutions	The potential benefits of transporting food grains and other bulk commodities through coastal shipping and inland waterways may also be assessed.

3. This issues with the approval of competent authority.

Yours faithfully,



(Vivek Pahwa)

Under Secretary to the Govt. Of India

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Annexure 3: Commodity-Wise OD Pair and Cost Comparison Tables

Detailed OD pair matrices and logistics cost comparisons (rail vs. road vs. coastal) for all commodity categories.

Cost Component	Mode / Scenario	First Mile (INR/T)	Origin Port Handling (INR/T)	Main Haul / Sea Freight (INR/T)	Dest. Port Handling (INR/T)	Last Mile (INR/T)	Other / Misc (INR/T)	TOTAL (INR/T)
A. COAL – Talcher/Jharsuguda to South Coast & West Coast								
Route: Talcher → Tuticorin (NTPL/TANGEDCO) [Highest Saving]								
All-Rail Route (ARR)	Rail	3,080.00	-	-	-	-	-	3,080
Rail-Sea-Rail (RSR)	Coastal+Rail	673.00	190.00	500.00	370.00	-	-	1,733
Route: Talcher → Ennore KPL (TANGEDCO/NTECL)								
All-Rail Route (ARR)	Rail	2,463.00	-	-	-	-	-	2,463
Rail-Sea-Rail (RSR)	Coastal+Rail	673.00	190.00	410.00	313.00	-	-	1,586
Route: Talcher → Vijayawada (APGENCO)								
All-Rail Route (ARR)	Rail	1,790.00	-	-	-	-	-	1,790
Rail-Sea-Rail (RSR)	Coastal+Rail	673.00	190.00	595.00	220.00	255.00	-	1,933
Route: Talcher → Krishnapatnam (APDDCL/Sembcorp)								
All-Rail Route (ARR)	Rail	2,294.00	-	-	-	-	-	2,294
Rail-Sea-Rail (RSR)	Coastal+Rail	673.00	190.00	637.00	510.00	-	-	2,010
Route: Jharsuguda → Tuticorin VoCPA (NTPL)								
All-Rail Route (ARR)	Rail	3,058.00	-	-	-	-	-	3,058
Rail-Sea-Rail (RSR)	Coastal+Rail	926.00	190.00	500.00	370.00	-	-	1,986
Route: Talcher → Wanakbori TPS Gujarat (via Kandla) Table 11								
All-Rail Route (ARR)	Rail	2,827.00	-	-	-	-	-	2,827
RSR – Split Fare	Coastal+Rail	672.00	210.00	850.00	345.00	1,055.00	-	3,132

Cost Component	Mode / Scenario	First Mile (INR/T)	Origin Port Handling (INR/T)	Main Haul / Sea Freight (INR/T)	Dest. Port Handling (INR/T)	Last Mile (INR/T)	Other / Misc (INR/T)	TOTAL (INR/T)
RSR – Telescopic Fare	Coastal+Rail	-	210.00	850.00	345.00	-	1,399.00	2,804
Route: Talcher → Ukai TPS Gujarat (via Dahej) Table 12								
All-Rail Route (ARR)	Rail	2,706.00	-	-	-	-	-	2,706
RSR – Split Fare	Coastal+Rail	672.00	210.00	765.00	430.00	672.00	-	2,749
RSR – Telescopic Fare	Coastal+Rail	-	210.00	765.00	430.00	-	1,054.00	2,459

Source: Primary data from Major Ports. ARR = All-Rail Route; RSR = Rail-Sea-Rail. Telescopic fare introduced by Indian Railways w.e.f 01.04.2025 (Rates Circular 03/2025).

B. IRON ORE PELLETS – Paradip (Odisha) to Hazira (Gujarat)								
Full TLC Structure – Paradip Palletisation Plant → Hazira Steel Plant								Sub-total
Ex-mines	Coastal	5,000.00	600.00	100.00	300.00	30.00	1,700.00	7,730
Origin Port Charges + Sea Freight + Dest. Port	Coastal	-	320.00	720.00	300.00	-	-	1,340
TOTAL – Coastal Route	Coastal	-	-	-	-	-	-	9,070
TOTAL – Rail Route	Rail	5,000.00	600.00	2,920.00	300.00	-	1,700.00	10,520

Source: Table 19, p.45. Rail freight = haulage only; other charges may be additional. Coastal = 16% cheaper.

C. STEEL – Kalinganagar (Odisha) to Khopoli (Maharashtra)								
Coastal – Scenario 1 (Rail first mile)	Coastal+Rail	456	650	1,300	450	575	-	3,431
Coastal – Scenario 2 (Road first mile)	Coastal+Road	1,300	650	1,300	450	575	-	4,275
All-Rail Route (ARR)	Rail	3,190	-	-	-	-	661	3,851

Source: All-Rail: Basic freight 3,190 + Surcharge 478 + Other charges 183 = 3,851 INR/T.

D. CEMENT/CLINKER – Gujarat Plants to Karnataka & Kerala Grinding Units

Cost Component	Mode / Scenario	First Mile (INR/T)	Origin Port Handling (INR/T)	Main Haul / Sea Freight (INR/T)	Dest. Port Handling (INR/T)	Last Mile (INR/T)	Other / Misc (INR/T)	TOTAL (INR/T)
			<i>Terminal handling & loading / unloading</i>	<i>Rail freight (long haul)</i>	<i>Discharge port charges & handling</i>	<i>Last-mile handling to CGU</i>	<i>Sub-total</i>	
RAIL – Gujarat → Karnataka (₹/MT range)								
Rail freight (long haul)	Rail		175	1,600		125		1,900
COASTAL – Gujarat → Karnataka (₹/MT range)								
Sea freight + Port charges + Last mile	Coastal		475	650	375	125		1,625
RAIL – Gujarat → Kerala (₹/MT range)								
Rail freight long haul + handling + last mile	Rail		175	1,800		150		2,125
COASTAL – Gujarat → Kerala (₹/MT range)								
Sea freight + Port charges + Last mile	Coastal		475	850	375	150		1,850

Source: Midpoints of ranges used. Coastal saves ₹200–300/T vs rail. Potential OD shift: 8-9 MTPA (ADB report referenced in Annexure II).

E. FERTILIZER – Kakinada to Hoogly (Containerised)								
Coastal Shipping (containerised)	Coastal	150.00	250.00	500.00	-	750.00	300.00	1,950.00
Rail Freight (Basic + Surcharge + Other)	Rail	-	-	-	-	-	-	2,018.10

Source: Coastal cost 1,950 INR/T vs Rail 2,018 INR/T (coastal 3.4% cheaper). Freight subsidy under NBS/UFS policy further enhances coastal competitiveness.

F. FOOD GRAINS – Moga (Punjab) to Shivamogga (Karnataka) – Containerised								
Coastal Shipping (containerised)	Coastal	2,000.00	250.00	550.00	900.00	500.00	1,350.00	5,550.00
Rail Freight (Basic + Surcharge + Other + Last Mile)	Rail	-	-	2,708.00	-	500.00	582.10	3,790.10

Source: ADB Report. Coastal TLC 5,550 INR/T vs Rail 3,791 INR/T. Coastal is ~46% MORE expensive due to empty container repositioning and first-mile costs.

G. AUTOMOBILE – Chennai (Sriperumbudur) to Pune (Chakan)								
Note: Coastal Ro-Ro pilot (Chennai–Kandla) was DISCONTINUED – coastal TLC exceeded road & rail.								
Road Transport	Per unit	~₹8,000–9,000 per unit (car carrier)					Transit: 3–4 days	

Cost Component	Mode / Scenario	First Mile (INR/T)	Origin Port Handling (INR/T)	Main Haul / Sea Freight (INR/T)	Dest. Port Handling (INR/T)	Last Mile (INR/T)	Other / Misc (INR/T)	TOTAL (INR/T)
Rail Transport (RORO/end-loading wagon)	Per unit	~₹10,500–11,500 per unit					Transit: 5–6 days	
Coastal Ro-Ro (discontinued pilot)	Per unit	Higher than road/rail (unquantified)					Transit: 6–8 days (est.)	
Empty return cost = ~37% of total voyage cost → makes coastal Ro-Ro uncompetitive without VGS support								

Source: Pilot discontinued. Report recommends Viability Gap Support (VGS) mechanism.

COST SAVINGS & MODAL COMPARISON							
Commodity / Route	Coastal/RSR Total (INR/T)	Road/Rail Total (INR/T)	Saving (+) / Penalty (–) (INR/T)	Saving as % of Road/Rail	Assessment	Key Qualitative Considerations & Quantifiable Metrics	
COAL – RSR vs All-Rail Route (ARR)							
Talcher → Tuticorin (NTPL/TANGEDCO)	1,733	3,080	1,347	43.73%	Yes	RSR saves ₹1,347/T (43.7%). Largest saving in entire report. Zero last-mile rail. Sea freight only ₹500/T. Decongests highly saturated Talcher–South India all-rail corridor. Effective shore power and mechanised berths at VoCPA enhance turnaround. Modal shift potential: 13.95 MT (FY24-25 baseline).	
Jharsuguda → Tuticorin (NTPL)	1,986	3,058	1,072	35.06%	Yes	RSR saves ₹1,072/T (35.1%). Second highest saving. Jharsuguda mines route via PPA to VoCPA. Beneficiary: NTPL plant directly on port with zero last-mile distance.	

COST SAVINGS & MODAL COMPARISON						
Commodity / Route	Coastal/RSR Total (INR/T)	Road/Rail Total (INR/T)	Saving (+) / Penalty (-) (INR/T)	Saving as % of Road/Rail	Assessment	Key Qualitative Considerations & Quantifiable Metrics
Talcher → Ennore KPL (TANGEDCO/NTECL)	1,586	2,463	877	35.61%	Yes	RSR saves ₹877/T (35.6%). Zero last-mile rail distance from KPL. Strong case for coastal adoption.
Talcher → Krishnapatnam (APDDCL/Sembcorp)	2,010	2,294	284	12.38%	Yes	RSR saves ₹284/T (12.4%). Zero last-mile distance. Viable at current freight levels.
Talcher → Vijayawada (APGENCO)	1,933	1,790	(143)	-7.99%	Marginal Savings	RSR costs ₹143/T MORE than ARR. Last-mile rail 255/T erodes sea leg savings. Only viable with telescopic fare or port-to-plant conveyor.
Talcher → Wanakbori TPS Gujarat (Split Fare)	3,132	2,827	(305)	-10.79%	No	RSR (split fare) costs ₹305/T more than ARR. Coastal was UNCOMPETITIVE without telescopic freight.
Talcher → Wanakbori TPS Gujarat (Telescopic Fare)	2,804	2,827	23	0.81%	Yes (Telescopic)	Telescopic rail freight (w.e.f. 01.04.2025, MoR Rates Circular 03/2025) saves ₹23/T. RSR now cost-competitive. Q1 FY2025-26 RSR offtake 15.238 MT (+8.21% YoY). Logistics cost reduction: ~₹218 crore in FY25-26 (up to Nov 2025).
Talcher → Ukai TPS Gujarat via Dahej (Telescopic)	2,459	2,706	247	9.13%	Yes (Telescopic)	RSR saves ₹247/T. Sea distance 2,187 nm Paradip→Dahej (USD 9/T ocean freight). Telescopic fare = single combined distance calculation for both rail legs.

COST SAVINGS & MODAL COMPARISON						
Commodity / Route	Coastal/RSR Total (INR/T)	Road/Rail Total (INR/T)	Saving (+) / Penalty (-) (INR/T)	Saving as % of Road/Rail	Assessment	Key Qualitative Considerations & Quantifiable Metrics
IRON ORE PELLETS – Paradip → Hazira						
Paradip Palletisation Plant → Hazira Steel (Gujarat)	9,070	10,550	1,480	14.03%	Yes	Coastal saves ₹1,480/T (16%). Full TLC coastal ₹9,070 vs Rail ₹10,550. Sea freight only ₹720/T vs rail freight ₹2,820/T. JSW moves ~9–10 MTPA Paradip/Vizag → Mumbai by coastal. Iron ore pipeline (AM/NS, 253 km Dabuna–Paradip, 12 MTPA) enables first-mile aggregation. Coastal is optimal for lead distances >1,200–1,300 km. Coastal currently ~10% of total iron ore movement (rest: 90% rail for large players, 30-40% road for smaller players).
STEEL – Kalinganagar (Odisha) → Khopoli (Maharashtra)						
Coastal (Rail First Mile, Scenario 1)	3,431	3,851	420	10.91%	Yes	Coastal saves ₹420/T (10.9%). Rail first mile (₹456/T) vs road first mile (₹1,300/T) makes coastal marginally competitive. Multimodal coastal is 10–11% cheaper than direct rail (per stakeholder/shipper data). Key constraint: parcel sizes 1,000–3,000T vs vessel optimum 8,000–12,000T. Port-based steel aggregation yards (SMPA, PPA, VOCPA) needed.

COST SAVINGS & MODAL COMPARISON						
Commodity / Route	Coastal/RSR Total (INR/T)	Road/Rail Total (INR/T)	Saving (+) / Penalty (-) (INR/T)	Saving as % of Road/Rail	Assessment	Key Qualitative Considerations & Quantifiable Metrics
Coastal (Road First Mile, Scenario 2)	4,275	3,851	(424)	-11.01%	No	Coastal with road first mile costs ₹424/T MORE than direct rail. High road first-mile (₹1,300/T vs rail ₹456/T) eliminates coastal advantage entirely. Critical policy intervention required: dedicated rail sidings at origin plants.
CEMENT/CLINKER – Gujarat → Karnataka & Kerala						
Gujarat Clinker Plants → Karnataka Grinding Units	1,625	1,900	275	14.47%	Yes	Coastal saves ₹200–300/T (typical range). Report midpoints: Coastal ₹1,625/T vs Rail ₹1,900/T. Potential modal shift: 8–9 MTPA (ADB report). Port-based clinker hubs proposed at Pipavav (production-side), Krishnapatnam (east), Cochin & New Mangalore (demand-side). Clinker is dense, bulk-friendly, non-perishable – ideal for coastal.
Gujarat Clinker Plants → Kerala Grinding Units	1,850	2,125	275	12.94%	Yes	Coastal saves ~₹275/T on longer haul. Kerala is cement-deficit state with strong coastal demand. Cochin Port identified as consumption-side hub. Coastal scales better for >800 km corridors.
FERTILIZER – Kakinada → Hoogly (Containerised)						

COST SAVINGS & MODAL COMPARISON						
Commodity / Route	Coastal/RSR Total (INR/T)	Road/Rail Total (INR/T)	Saving (+) / Penalty (-) (INR/T)	Saving as % of Road/Rail	Assessment	Key Qualitative Considerations & Quantifiable Metrics
Coastal (containerised) vs Rail	1,950	2,018	68	3.37%	Marginal Savings	Coastal 1,950 INR/T vs Rail 2,018 INR/T. Coastal is 3.4% cheaper. NBS Freight Subsidy & Urea Freight Subsidy (UFS) extended to coastal = major enabler. Subsidy = notional railway freight from plant to nearest railhead of delivery point. Companies availing: IFFCO, KRIBHCO, SPIC, FACT, IPL (Kakinada/other ports → VoCPA). Total potential modal shift: up to 2 MTPA on identified OD pairs.
FOOD GRAINS – Moga (Punjab) → Shivamogga (Karnataka)						
Coastal (containerised) vs Rail	5,550	3,791	(1,759)	-46.40%	No	Coastal 5,550 INR/T vs Rail 3,791 INR/T. Coastal is 46.4% COSTLIER than rail. Main culprits: First mile plant-to-port ₹2,000/T + empty container repositioning ₹1,050/T (these two alone = ₹3,050/T = 55% of total coastal TLC). Sea voyage itself is only ₹550/T. Coastal uncompetitive under current FCI depot/handling setup. Policy needed: reduce first-mile cost via rail-port connectivity; address empty repositioning.
AUTOMOBILE – Chennai (Sriperumbudur) → Pune (Chakan)						

COST SAVINGS & MODAL COMPARISON						
Commodity / Route	Coastal/RSR Total (INR/T)	Road/Rail Total (INR/T)	Saving (+) / Penalty (-) (INR/T)	Saving as % of Road/Rail	Assessment	Key Qualitative Considerations & Quantifiable Metrics
Coastal Ro-Ro (Pilot discontinued)	N/A – pilot discontinued	N/A – pilot discontinued	N/A – pilot discontinued	N/A – pilot discontinued	N/A – pilot discontinued	Chennai–Kandla coastal Ro-Ro pilot discontinued: TLC exceeded road & rail. Empty return cost = ~37% of total voyage cost → No return cargo from West→South. Road/rail operators can divert for return cargo; coastal cannot. Chennai–Sriperumbudur → Pune corridor: Monthly volumes: Chennai–West India ~8,000–10,000 vehicles/month. Maharashtra–South/East India ~2,000–3,000 vehicles/month. Recommended fix: Viability Gap Support (VGS) + minimum revenue guarantee + centralised aggregation platform for return cargo (west→south circuits).
ENVIRONMENTAL – Quantifiable Green Advantages of Coastal Shipping						
Shore Power / Cold Ironing (port electrification)	CO2 reduction					10–25% reduction in total port-area CO2 emissions; eliminates diesel auxiliary engine use at berth. Table 77 & Annexure II p.133-140. Green Tug Transition Programme (GTTP): 100% green tugs at Major Ports by 2040

COST SAVINGS & MODAL COMPARISON						
Commodity / Route	Coastal/RSR Total (INR/T)	Road/Rail Total (INR/T)	Saving (+) / Penalty (-) (INR/T)	Saving as % of Road/Rail	Assessment	Key Qualitative Considerations & Quantifiable Metrics
Coastal vs Road: CO2 per tonne-km	~30% lower GHG					Coastal PTPK ₹1.80 vs Road ₹3.78 (NCAER). Coastal is lowest-carbon per unit of freight after rail. Modal shift 170→270 MT coastal by 2030 = significant national emission reduction.
Modal shift reducing road congestion	Systemic benefit					Every 1 MT shifted from road saves ~35,000+ truck trips annually. Long-haul road decongestion also reduces fuel spillover, highway maintenance, and accident risk.
Coal RSR vs All-Rail (carbon efficiency)	Sea leg is cleaner					Sea freight ₹500–850/T covers 1,700–2,400 nm at bulk vessel efficiency of ~3–5 gCO2/tonne-km vs diesel locomotive ~20–30 gCO2/tonne-km. RSR significantly reduces total carbon for east→south/west coal routes.

Source: Coastal Committee Report 05 Feb 2026. Saving = Rail/Road TLC – Coastal TLC.

Annexure 4: Port Infrastructure Plan - Coastal Berths and Mechanisation

Port-wise coastal berth plan, mechanisation requirements, estimated capex, and timeline for all 12 Major Ports and selected non-major ports.

CCPS - COASTAL INFRASTRUCTURE PROJECTS															
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGFE Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase	
P-001	SMPA (HDC)	Mechanisation of Berth No. 2 at Haldia Dock Complex (HDC)	Ongoing/Planned	Berth Mechanisation	2025	2026	₹298.26		East Coast Coal / Iron Ore	Coal; Iron Ore; General Cargo	Syama Prasad Mookerjee Port Authority	Port Own Resources / Sagarmala	DPR Approved - Under Implementation	Phase I	
P-002	NMPA	Mechanisation of Berth No. 14 - Phase 2 (New Mangalore Port)	Ongoing/Planned	Berth Mechanisation	2025	2026			West Coast Iron Ore / Cement	Iron Ore; Cement; General Cargo	New Mangalore Port Authority	Port Own Resources	Under Implementation - Construction commenced Dec 2025	Phase I	
P-003	NMPA	Strengthening of Berth No. 8 for Coastal Iron Ore Imports	Ongoing/Planned	Berth Strengthening	2024	2026			West Coast Iron Ore	Iron Ore	New Mangalore Port Authority	Port Own Resources	Work re-invited after termination (Dec 2025) - Balance work under risk & cost	Phase I	
P-004	NMPA	5,000 MT Capacity Enhancement - UltraTech Cement Silo Addition	Ongoing/Planned	Capacity Enhancement	2024	2026			West Coast Cement	Cement	NMPA / UltraTech Cement	Private Investment	Under Construction - Target 20 Feb 2026	Phase I	
P-005	VoCPA	NCB-III Mechanisation (6.96 MTPA) - V.O. Chidambaranar Port	Ongoing/Planned	Berth Mechanisation	2024	2027			East Coast Coal / Fertiliser	Coal; Fertiliser; Bulk Cargo	V.O. Chidambaranar Port Authority	Port Own Resources / Sagarmala	Under Progress - Target Q1 FY 2026-27	Phase I	
P-006	JNPA	Coastal Berth Upgrade by NSDTPL - PPP-based (JSW Infra Liquid Berths LB-3 & LB-4)	Ongoing/Planned	Berth Upgrade / New Berths	2024	2026			West Coast POL / Containers	POL; Petroleum Products	Jawaharlal Nehru Port Authority / JSW Infra / NSDTPL	PPP - Private Investment	Under Construction - COD May 2026 (NSDTPL); LB-3/4 operational Feb 2026	Phase I	

CCPS - COASTAL INFRASTRUCTURE PROJECTS														
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGFE Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase
P-007	ChPA	Coastal Berth PPP Mechanisation Award (FY 2025-26)	Ongoing/Planned	Berth Mechanisation	2026	2027			East Coast Containers	General Cargo; Containers	Chennai Port Authority	PPP - Private Investment	PPP tender process underway - Award FY 2025-26	Phase I
P-008	KPL	Coal Berths 3 & 4 Mechanisation by TNPGL - Kamarajar Port	Ongoing/Planned	Berth Mechanisation	2024	2027			East Coast Coal RSR	Coal	Kamarajar Port Limited / TNPGL	State Utility Investment (TNPGL)	Constructed - Mechanisation in progress by TNPGL	Phase I
P-009	MbPA	Semi-Mechanisation of Indira Dock Berths - O&M Tender	Ongoing/Planned	Berth Semi-Mechanisation	2025	2027			West Coast General Cargo / POL	General Cargo; POL	Mumbai Port Authority	O&M Concession - Operator Deploys Equipment	O&M Tender Floated - Operator to deploy handling equipment post-award	Phase I
P-010	PPA	3rd & 4th Railway Line - Jarapada to Budhapank with Flyover at Talcher (47 km)	Ongoing/Planned	Rail Connectivity	2022	2027			East Coast Coal RSR	Coal (Rail-Sea-Rail)	Ministry of Railways / ECOR / PPA	Railway Ministry / Central Budget	Under Implementation - Target March 2027	Phase I
P-011	PPA	3rd & 4th Railway Line - Budhapank to Salegaon via Rajatgarh (86 km)	Ongoing/Planned	Rail Connectivity	2022	2026			East Coast Coal RSR	Coal	Ministry of Railways / PPA	Railway Ministry / Central Budget	Under Implementation - Target December 2026	Phase I
P-012	PPA	Bhadrak-Nergundi 3rd Railway Line	Ongoing/Planned	Rail Connectivity	2023	2030			East Coast Coal RSR	Coal; Iron Ore	Ministry of Railways / PPA	Railway Ministry / Central Budget	Under Implementation - Target September 2030	Phase II-III
P-013	ChPA	Double Decked Elevated Corridor - Chennai Port to Maduravoyal	Ongoing/Planned	Road Connectivity	2021	2027			East Coast Containers	Containers; General Cargo	Chennai Port Authority / NHAI	Central Funds / Port Authority	Under Construction - <15% progress across packages as of Dec 2025; Target Feb 2027	Phase I

CCPS - COASTAL INFRASTRUCTURE PROJECTS															
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGf Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase	
P-014	SMPA (KDS)	Reconstruction of Berth No. 8 and Mechanisation of Berths 7 & 8 - KDS	Ongoing/Planned	Berth Reconstruction & Mechanisation	2025	2028	₹698.84		East Coast Coal / Steel	Coal; Steel; Iron Ore	Syama Prasad Mookerjee Port Authority	Port Own Resources / Sagarmala	DPR Approved - Under Implementation	Phase I-II	
P-015	SMPA (HDC)	Mechanisation of Berth No. 5 at HDC	Ongoing/Planned	Berth Mechanisation	2025	2028	₹343.58		East Coast Coal / Iron Ore	Coal; Iron Ore	Syama Prasad Mookerjee Port Authority	Port Own Resources	DPR Approved - Under Implementation	Phase I-II	
P-016	MgPA	Dedicated Coastal Cargo Berth at Vasco Bay (2 MTPA, ₹203 Crore) - Mormugao Port	Planned	New Coastal Berth	2026	2031	₹203.00		West Coast Iron Ore / Goa Cargo	Iron Ore; Cement; General Cargo	Mormugao Port Authority	VGf (Sagarmala) + Port Own Resources	Under EIA - DPR in preparation; target award Sep 2030; COD 2030-31	Phase I-II	
P-017	MgPA	Berth-9 Development (4.71 MTPA) under Sagarmala - Mormugao	Planned	New Multi-purpose Berth	2026	2029			West Coast Bulk Cargo	Iron Ore; Coal; General Cargo	Mormugao Port Authority	Sagarmala Programme Grant	Proposed under Sagarmala - Target 2028-29	Phase II	
P-018	NMPA	Construction of Berth No. 17 - New Berth at New Mangalore Port	Planned	New Coastal Berth	2026	2028			West Coast Bulk / POL	General Cargo; POL	New Mangalore Port Authority	Port Own Resources / Sagarmala	Proposal estimate under preparation - Target December 2028	Phase II	
P-019	NMPA	Deepening & Reconstruction of Berth No. 9 for Deep-Draft Oil Tankers	Planned	Berth Deepening / Reconstruction	2026	2029			West Coast POL	POL; Crude Oil	New Mangalore Port Authority	Sagarmala Scheme Grant (applied)	Proposal forwarded to MoPSW for Sagarmala grant - Target FY 2028-29	Phase II	
P-020	PPA	Development of Additional Berth and Upgradation of Inner Oil Berth (IOB) - Paradip	Planned	New Berth + Berth Upgrade	2026	2030			East Coast Coal RSR	Coal; Iron Ore; POL	Paradip Port Authority	Port Own Resources / Sagarmala / VGf	Planned by 2030 - DPR status not confirmed	Phase II	

CCPS - COASTAL INFRASTRUCTURE PROJECTS														
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGFE Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase
P-021	PPA	Doubling of Haridaspur-Paradip Rail Line (82 km)	Planned	Rail Connectivity	2023				East Coast Coal RSR	Coal; Iron Ore	Ministry of Railways / ECOR / PPA	Railway Ministry / Central Budget	Under Development - Target date not confirmed	Phase II-III
P-022	KPL	Development of Common User Railway Siding - General Cargo, MV End Loading & Road	Planned	Rail Connectivity	2026	2027			East Coast Coal / Automobile	Coal; Automobiles	Kamarajar Port Limited / Southern Railway	Port Own Resources + Railway Contribution	In-principle approval from Southern Railway (14 Jan 2026); DPR in preparation - Target Sep 2027	Phase I-II
P-023	SMPA (KDS)	Integrated Mechanisation of 1-5 NSD and Outer Terminal Construction - KDS	Planned	Berth Mechanisation + New Terminal	2026	2029	₹832.25		East Coast Coal / Steel / General Cargo	Coal; Steel; Fertiliser	Syama Prasad Mookerjee Port Authority	Port Own Resources / Sagarmala	DPR Status Not Confirmed - Indicative cost from SMPA plan	Phase II
P-024	SMPA (HDC)	Mechanisation of Berths 9 & 10 at HDC	Planned	Berth Mechanisation	2026	2030	₹679.58		East Coast Coal / Iron Ore	Coal; Iron Ore	Syama Prasad Mookerjee Port Authority	Port Own Resources	Indicative cost confirmed - DPR status not confirmed	Phase II
P-025	SMPA (HDC)	Integrated Development - Berths 11 & 12 and Outer Terminal at HDC	Planned	New Berths + Terminal	2027	2030	₹697.00		East Coast Bulk / General Cargo	Coal; Iron Ore; General Cargo	Syama Prasad Mookerjee Port Authority	Port Own Resources / PPP	Indicative cost confirmed - DPR status not confirmed	Phase II-III
P-026	SMPA (KDS)	Development of Cement Storage Bulk Terminal at KPD-II (West)	Planned	New Commodity Terminal	2027	2030	₹487.36		East Coast Cement / Clinker	Cement; Clinker; Fly Ash	Syama Prasad Mookerjee Port Authority	Port Own Resources / PPP	Indicative cost confirmed - DPR status not confirmed	Phase II-III

CCPS - COASTAL INFRASTRUCTURE PROJECTS														
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGf Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase
P-027	SMPA (KDS)	Extended Port at Balagarh - KDS	Planned	Port Extension	2027	2030	₹538.20		East Coast Multi-commodity	Coal; Containers; General Cargo	Syama Prasad Mookerjee Port Authority	Port Own Resources / PPP	Indicative cost confirmed - DPR status not confirmed	Phase II-III
P-028	SMPA (KDS)	Multimodal Terminal at KPD II (East) - KDS	Planned	Multimodal Terminal	2027	2030	₹215.00		East Coast IWT-Coastal Integration	Coal; Containers; General Cargo	Syama Prasad Mookerjee Port Authority	Port Own Resources / PPP	Indicative cost confirmed - DPR status not confirmed	Phase II-III
P-029	SMPA (KDS)	Rejuvenation of KPD Phase 2 - Berths 8, 10, 12	Planned	Berth Rehabilitation	2028	2032	₹86.15		East Coast Multi-commodity	Coal; General Cargo	Syama Prasad Mookerjee Port Authority	Port Own Resources	Indicative cost confirmed - DPR in preparation	Phase III-IV
P-030	DPA	Bandar Area Jetty Conversion to Coastal Berth	Planned	Berth Conversion	2026	2028			West Coast POL / Containers	POL; General Cargo	Deendayal Port Authority	Port Own Resources	DPR / Planning Stage - Proposal pending approval	Phase II
P-031	DPA	CJ-17 Multipurpose Berth Development - Deendayal Port	Planned	New Multi-purpose Berth	2026	2029			West Coast Multi-commodity	Containers; General Cargo; POL	Deendayal Port Authority	PPP / Port Own Resources	Approval awaited - Conceptual stage	Phase II
P-032	VoCPA	Capital Dredging - VOC III & IV Berths to 15.5m Draft	Planned	Dredging / Berth Deepening	2025	2028			East Coast Coal RSR	Coal; Iron Ore	V.O. Chidambaram Port Authority	Port Own Resources	Planned - Target completion June 2028	Phase I-II
P-033	KPL	Capital Dredging Phase VI - (-)18m Deep Draft in Basin and Channel	Planned	Dredging	2024	2026			East Coast Coal RSR	Coal; Iron Ore; POL	Kamarajar Port Limited	Port Own Resources	Action initiated - Target June 2026	Phase I
P-034	VoCPA	Ro-Ro Facility Development (0.6 MMT) at VoCPA - Tuticorin	Proposed (Strategic)	RoRo Terminal	2026	2029			East Coast Automobiles / RoRo	Automobiles; Trailers	V.O. Chidambaram Port Authority	VGf / PPP	At planning stage - No DPR	Phase II

CCPS - COASTAL INFRASTRUCTURE PROJECTS														
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGf Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase
P-035	NW-1 / IWAI-SMPA	IWT-Coastal Integration Hub at Haldia - NW-1 (Ganga) Coastal Extension	Proposed (Strategic)	IWT-Coastal Multimodal Hub	2027	2031			NW-1 Ganga IWT-Coastal	Coal; Fertiliser; General Cargo	IWAI + Syama Prasad Mookerjee Port Authority	IWAI Budget + Sagarmala + VGf	No DPR - Strategic need documented; IWAI should be joint DPR owner	Phase II-III
P-036	NW-5 / IWAI-PPA	IWT-Coastal Hub at Paradip - NW-5 (Brahmani-Mahanadi-Matai) Integration	Proposed (Strategic)	IWT-Coastal Multimodal Hub	2028	2031			East Coast Coal / Iron Ore IWT	Coal; Iron Ore	IWAI + Paradip Port Authority	IWAI Budget + Sagarmala + VGf	NW-5 partially operational - IWT-coastal hub DPR not initiated	Phase III
P-037	SMPA (KDS)	Floating LNG Terminal (FSRU) at Haldia Dock Complex - SMP	Proposed (Strategic)	LNG / Alternative Fuel Infrastructure	2025	2027			East Coast LNG / Green Shipping	LNG; Alternative Fuels	SMP / FSRU Consortium	Long-term Licence / Private Investment	Long-term licence awarded; ~1.5 MMTPA regasification ; target H2 2027	Phase I-II
P-038	SMPA (KDS)	Development of Concrete Jetty for Liquid Cargo Handling at Budge Budge	Proposed (Strategic)	Liquid Cargo Jetty	2025	2027			East Coast POL	POL; LPG; Chemicals	Syama Prasad Mookerjee Port Authority	Port Own Resources	Planned in FY 2025-26	Phase I
P-039	KPL	LNG Bunkering Terminal at Kamarajar Port (East Coast Green Corridor)	Proposed (Strategic)	LNG Bunkering Infrastructure	2027	2029			East Coast Coal RSR Green Corridor	LNG; Bunkering; Coastal Fleet	Kamarajar Port Limited / MoPNG	VGf (CCPS Cat C) + MoPNG + PPP	No DPR - Strategic need identified in green fleet transition pathway	Phase II-III
P-040	PPA	LNG Bunkering Terminal at Paradip Port (East Coast)	Proposed (Strategic)	LNG Bunkering Infrastructure	2027	2029			East Coast Multi-commodity Green	LNG; Marine Fuel	Paradip Port Authority / MoPNG / IOCL	VGf (CCPS Cat C) + MoPNG + PPP	IOCL estimated ~8 VLCCs/month demand; No DPR	Phase II-III
P-041	DPA	Ro-Ro Passenger Ferry at Muldwarka - Deendayal Port	Proposed (Strategic)	RoPax Terminal	2027	2029			West Coast RoPax	Passengers; Automobiles	Deendayal Port Authority / Private Operator	PPP	Held up - NOC from Ambuja Cement Ltd not received; 8+9 month	Phase II

CCPS - COASTAL INFRASTRUCTURE PROJECTS														
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VG Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase
													construction timeline	
P-042	DPA	Ro-Ro Passenger Ferry at Pipavav - Deendayal Port	Proposed (Strategic)	RoPax Terminal	2027	2029			West Coast RoPax	Passengers; Automobiles	Deendayal Port Authority / Private Operator	PPP	Held up - NOC from Swan Defence & Heavy Industries not received	Phase II
P-043	ChPA	Satellite Port at Pondicherry for Coastal Containers	Proposed (Strategic)	Satellite Coastal Container Port	2026	2029			East Coast Containers	Containers	Chennai Port Authority / Pondicherry Port	MOU / PPP	MoU expired Feb 2024; extension sought till Feb 2026 - Pending response	Phase II
P-044	KPL	Dedicated RoRo Terminal for Automobile Coastal Services - Kamarajar Port	Suggested (Stakeholder)	RoRo Terminal	2027	2030			East-West Automobile Corridor	Automobiles (2W, 3W, 4W)	Kamarajar Port Limited / BCSL	VGf (CCPS Cat C) + PPP	Stakeholder-confirmed gap - No formal DPR; RoRo facility explicitly absent	Phase II
P-045	JNPA	Dedicated Coastal Container Terminal at JNPT	Suggested (Stakeholder)	Coastal Container Terminal	2027	2030			West Coast Containers	FCL Containers ; TEU	Jawaharlal Nehru Port Authority	VGf (CCPS Cat C) + PPP	No DPR - Gap identified from container coastal analysis; JNPA has existing semi-mechanised berth upgrade ongoing	Phase II

CCPS - COASTAL INFRASTRUCTURE PROJECTS														
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGf Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase
P-046	MbPA	Dedicated RoRo Facility at Mumbai Port for Automobile Coastal	Suggested (Stakeholder)	RoRo Terminal	2028	2031			West Coast Automobile Corridor	Automobiles	Mumbai Port Authority / BCSL	VGf / PPP	No DPR - Stakeholder-identified need; MbPA has no RoRo facility	Phase III
P-047	MgPA	Dedicated Iron Ore Storage Yards and Mechanised Stacking/Reclaiming - Mormugao	Suggested (Stakeholder)	Storage Yard + Material Handling	2027	2030			West Coast Iron Ore	Iron Ore; Pellets	Mormugao Port Authority	Port Own Resources + Industry Co-investment	Industry stakeholders raised need - No DPR	Phase II
P-048	INSA / Ports	Coastal Vessel Repair Berths at Identified Ports	Suggested (Stakeholder)	Vessel Repair Infrastructure	2027	2031			All Coastal Corridors	All coastal cargo types	MoPSW + Port Authorities + INSA	Sagarmala / VGf / Industry	Stakeholder recommendation - Specific ports not designated; DPR not initiated	Phase II-III
P-049	VPA	West Quay Extension / Coastal Berth Expansion - Visakhapatnam Port	Suggested (Stakeholder)	Berth Extension	2027	2030			East Coast Coal / Steel	Coal; Steel; Iron Ore	Visakhapatnam Port Authority	Port Own Resources / VGf	NOTE: VPA stated no project currently proposed - This is a Committee-recommended gap to explore; No DPR	Phase III
P-050	Ports / CSL	LNG / Alternative Fuel Bunkering at Additional Coastal Ports (Phase III)	Suggested (Stakeholder)	LNG Bunkering Infrastructure	2029	2032			West Coast Green Corridor	LNG; Methanol; Green Hydrogen	MoPSW + MoPNG + Port Authorities	Sagarmala / CCPS Cat C / MoPNG	Long-term planning stage - MAKV 2047 alignment; No DPR	Phase III-IV
Proposed (Strategic - CCPS Uptake)														

CCPS - COASTAL INFRASTRUCTURE PROJECTS														
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGf Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase
P-051	IPA / CCPC / DGS - All Ports	CCPS-NDCS Digital Monitoring Platform (MSW2.0 CCPS Module)	Proposed (Strategic - CCPS Uptake)	Digital Infrastructure / IT Platform	2026	2027	-	5	All coastal corridors - scheme-wide enabler	All coastal cargo types (scheme operational infrastructure)	IPA / CCPC / NIC / DGS - MoPSW	CCPS Budget (Category A - Operational Expenditure)	Framework scoped in CCPS Draft; Technology RFP to be issued by CCPC upon scheme notification	Phase I
P-052	AP IWT Authority / IWAI / Machilipatnam Port	AP NW-4 IWT-Coastal Integration Link - Muktyala to Machilipatnam (PPP)	Proposed (Strategic - CCPS Uptake)	IWT-Coastal Multimodal Link	2027	2029	-		NW-4 / River Krishna - Andhra Pradesh Coastal (Muktyala → Machilipatnam Port)	General coastal cargo; agricultural produce; containers	AP IWT Authority / IWAI (PPP Concessionaire)	PPP - State Government + Private Concessionaire; GoI clearance of RFP sought	RFP prepared and approved by AP State Government; GoI (IWAI) clearance awaited; PPP concessionaire selection pending GoI approval	Phase II
P-053	Captain of Ports, Government of Goa	COP Goa Riverine Coastal Infrastructure - Zuari Mini Harbour Jetty + Mandovi C-type Breakwater	Proposed (Strategic - CCPS Uptake)	Coastal Berthing / Riverine Infrastructure	2026	2028	-		Goa Coastal Cluster - Mandovi / Zuari river system	Iron ore; met coke; coal; bentonite; general coastal cargo	Captain of Ports, Government of Goa	100% Sagarmala 2.0 Grant (requested); State Government of Goa co-funding	Concept identified; 100% Sagarmala 2.0 funding request submitted; separate from MgPA Vasco Bay berth (P-016). Maximum vessel draft constraint (3.2m) and air draft limits from bridge heights identified as	Phase I-II

CCPS - COASTAL INFRASTRUCTURE PROJECTS															
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGFE Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase	
													primary drivers.		
P-054	FCI / MoCA-DFPD / Kakinada; Mangalore; Paradip; Chennai Ports	FCI Coastal Foodgrain Infrastructure Package - Covered Storage, Conveyors, Bagging at Key Ports	Proposed (Strategic - CCPS Uptake)	Cargo Handling + Warehousing - Foodgrains	2027	2029	-		FCI national distribution corridors - Kakinada; Mangalore; Paradip; Chennai coastal nodes	Foodgrains (wheat; rice) - FCI inter-regional distribution	FCI / Port Authorities / CCPC	CCPS Category C (VGFE) + FCI Capital Budget; FCI-MoPSW MoU required	MoCA/FCI questionnaire confirmed infrastructure need; FCI cited infestation, moisture risk, transit time as barriers to coastal shift; FCI pilot (Patna-Pandu, Feb 2022) documented ₹2,747/MT extra cost vs. rail (NCAER); no DPR; requires FCI-MoPSW coordination agreement	Phase II	
P-055	HPCL / KPL / VoCPA / ChPA / PPA - East Coast POL	West-to-East POL Coastal Terminal Enhancement - East Coast Liquid Berth Readiness (post-HRRL Structural Shift)	Proposed (Strategic - CCPS Uptake)	Liquid Cargo Terminal Enhancement	2026	2028	-		West Coast (Mundra / Hazira) to East Coast (KPL / Vizag / Chennai / Paradip) - POL coastal	Petroleum products (MS; HSD; ATF; FO; VLSFO; Bitumen)	HPCL / KPL / VoCPA / ChPA / PPA / Port Authorities	Oil PSU Capital Budget + CCPS Category B/C support for berth upgrades	HPCL confirmed structural demand shift post-HRRL commissioning (Rajasthan Refinery): West Coast	Phase I-II	

CCPS - COASTAL INFRASTRUCTURE PROJECTS														
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGf Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase
													will have product surplus requiring east coast coastal redistribution . Terminal readiness assessment required at receiving ports. No DPR. Does not conflict with P-006 (JNPA liquid berths, west coast) or P-019 (NMPA POL deepening, west coast).	
P-056	VoCPA; PPA; KPL; NMPA - Select Cargo Aggregation Nodes	Coastal Cargo Aggregation Infrastructure - Multimodal Aggregation Hubs at Key Node Ports	Proposed (Strategic - CCPS Uptake)	Cargo Aggregation / Multimodal Logistics Infrastructure	2027	2030	-		All major coastal corridors - aggregation nodes at VoCPA; PPA; KPL; NMPA	General coastal cargo; cement; fertilisers; steel; breakbulk	Port Authorities / Private Logistics Operators / CCPC	CCPS Category C (VGf) + Private Investment (PPP)	Strategic need documented in VoCPA, PPA, and KPL questionnaire responses; NCAER study identifies cargo aggregation as key missing link in coastal logistics cost competitiveness; pre-feasibility	Phase II-III

CCPS - COASTAL INFRASTRUCTURE PROJECTS														
ID	Port / Entity	Project Name	Category	Type	Start Year	End Year	Total Project Cost	VGFE Estimate	Primary Corridor	Commodity Focus	Implementation Authority	Funding Mechanism	DPR Status	CCPS Phase
													required per port node; no DPR. Complements but does not duplicate P-026 (SMPA cement bulk terminal) and P-047 (MgPA iron ore storage) which are commodity-specific at specific ports.	
TOTAL PROJECTS: 56							1340.68	5						

Annexure- 4: STAKEHOLDER CONSULTATIONS

Consultation meetings with Stakeholders:

Round	Stakeholder Category	Date	Time
1st Round	Non-Major Ports & Maritime Boards	07.04.2026	1630 hrs
	Major Ports	08.04.2026	1600 hrs
	Other Stakeholders (Industry associations, charterers etc)	09.04.2026	1400 hrs
2nd Round	Non-Major Ports	15.04.2026	1600 hrs
	Major Ports	15.04.2026	1430 hrs
	Other Stakeholders (Industry associations, charterers etc)	15.04.2026	1200 hrs
3rd Round	Non-Major Ports	21.04.2026	1300 hrs
	Major Ports	21.04.2026	1200 hrs
	Other Stakeholders (Industry associations, charterers etc)	21.04.2026	1015 hrs

Consultation meetings with Ministries:

Date	Format	Ministry Meetings
20.04.2026	Online	First Consultation with Ministries
27.04.2026	Physical	Meeting with IWAI
28.04.2026	Physical	Ministry of Coal (first half); Ministry of Power (second half)
29.04.2026	Physical	Meeting with DPIIT (Ministry of Commerce)
29.04.2026	Online	Second Consultation with ministries

COASTAL CARGO PROMOTION SCHEME (CCPS)

Chronological Record of Consultations with Ministries & Stakeholders

Status as of: 01 May 2026

#	Date	Event / Meeting	Participants / Stakeholders	Key Agenda / Outputs	Status	Stakeholder Category
1	17-Feb-26	Issue of OM and Initial Circulation	MoPSW, DGS, Major Ports, IPA	Committee constituted; Terms of Reference circulated; consultation process initiated	Completed	Ministry; Port; Association
2	21-Feb-26	Committee Formation Notification and OM Circulation	DGS, Major Port members, IPA, MoPSW	Formal notification; member confirmation; circulation of OM, annexures, and background material	Completed	Ministry; Port; Association
3	25-Feb-26	First Committee Meeting	DGS, Chairpersons of Paradip, Mumbai, Deendayal and Kamarajar Ports, MD IPA, Director (Shipping), MoPSW	Discussed scheme objectives, consultation plan, outreach strategy, and initial framework	Completed	Ministry; Port; Association
4	10-11 Mar 2026	Circulation of First Draft CCPS Framework	Committee members, Major Ports, IPA	Draft framework, questionnaires, and background documents circulated for comments	Completed	Ministry; Port; Association
5	20-Mar-26	Ministry Outreach - SPOC Nomination Exercise	Ministry of Coal, Petroleum & Natural Gas, Power, Steel, Food, Fertilisers, Commerce and allied ministries	Requested SPOC nominations, preliminary comments, commodity data, and structured feedback	Completed	Ministry
6	20-Mar-26	Receipt of Ministry SPOC Nominations	Nominated SPOCs from Coal, Petroleum, Power, Steel, Food, Fertilisers, Commerce and DPIIT	Nodal contacts identified for continued consultation, questionnaire routing, and review of draft framework	Completed	Ministry
7	Mar-Apr 2026	Major Port Authority Consultation Round	All 13 Major Port Authorities, Indian Ports Association	Ports asked to provide cargo data, current coastal traffic, infrastructure readiness, constraints, and project suggestions	Completed	Port; Association
8	Apr-26	Detailed Port Responses - Group 1	Paradip Port Authority, Kamarajar Port, NMPA, SMPA, VOCPA, Mormugao Port, Chennai Port	Submitted port-specific responses on cargo trends, berth and draft constraints, mechanisation needs, and coastal opportunities	Response received	Port

#	Date	Event / Meeting	Participants / Stakeholders	Key Agenda / Outputs	Status	Stakeholder Category
9	Apr-26	State Maritime Board Outreach	Maharashtra, Andhra Pradesh, Tamil Nadu, Gujarat, Goa, West Bengal, Kerala maritime authorities	Inputs sought from non-major port ecosystem on cargo, infrastructure, feeder connectivity, and support needs	Completed	Port
10	06-Apr-26	Detailed State-Level Submission - Goa	Captain of Ports, Goa	Detailed response on operational bottlenecks, infrastructure requirements, and funding support needs	Response received	Port
11	22-Apr-26	Detailed State-Level Submission - Andhra Pradesh	Andhra Pradesh Maritime Board	Detailed response on port ecosystem, infrastructure readiness, and support requirements for modal shift	Response received	Port
12	25-Mar-26	Interim Committee Meeting	DGS, Major Ports, IPA, MoPSW	Reviewed feedback received so far; consolidated port inputs; agreed next outreach steps	Completed	Ministry; Port; Association
13	20-Mar-26	Industry and Shipper Outreach Launch	INSA, ICCSA, SCI, BPCL, IOC, HPCL, ONGC, JSW Steel, Tata Steel, UltraTech, Maruti, Tata Motors, Maersk, CMA CGM, CIL, FICCI, ASSOCHAM and others	Broad industry consultation launched; questionnaires shared to capture shipper and logistics-sector perspectives	Completed	Industry; Association
14	Mar-Apr 2026	Shipping Association Consultation	INSA, ICCSA, SCI	Discussed direct benefit transfer to shippers, infrastructure support, GST reforms, compliance simplification, and incentive architecture	Completed	Association
15	Apr-26	INSA Structured Feedback and SPOC Coordination	INSA and nominated SPOCs	Detailed comments coordinated on shipper incentives, infrastructure gaps, and regulatory reforms	Response received	Association
16	07-20 Apr 2026	Multi-Wave Outreach to Minor, Intermediate and Private Ports	100+ minor, intermediate and private ports; terminal operators	Four outreach waves conducted to widen consultation coverage and capture private and non-major port perspectives	Completed	Private Port
17	21-Apr-26	Detailed Private Port Submission	JSW Dharamtar Port	Completed questionnaire and recommendations submitted on port	Response received	Private Port

#	Date	Event / Meeting	Participants / Stakeholders	Key Agenda / Outputs	Status	Stakeholder Category
				operations, coastal cargo potential, and scheme mechanics		
18	08-09 Apr 2026	Formal Stakeholder Consultation - Round 1	Ministries, Major Ports, State Maritime Boards, Industry Associations, Shipping Lines, Cargo Owners, IPA, IWAI	First formal consultation round on draft framework; discussed incentive principles, cargo targeting, route viability, and process	Completed	Ministry; Port; Industry; Association; Agency
19	13-Apr-26	DO Letters to Ministry Secretaries	Secretaries of Coal, Power, Petroleum, Steel, Fertilisers, Food, Commerce and related ministries	Escalation for timely response; sought commodity data, policy comments, modal shift potential, and implementation considerations	Completed	Ministry
20	15-Apr-26	Formal Stakeholder Consultation - Round 2	Ministries, port ecosystem, industry and logistics stakeholders	Revised draft discussed; clarifications sought on incentives, eligibility, infrastructure bottlenecks, anti-abuse checks, and implementation	Completed	Ministry; Port; Industry; Association; Agency
21	21-Apr-26	Formal Stakeholder Consultation - Final Round	Ministries, Ports, State Boards, Industry Associations, Shipping Lines, Major Shippers, Private Ports	Final validation round before scheme finalisation; synthesis of feedback and broad alignment on CCPS direction	Completed	Ministry; Port; Industry; Association; Agency; Private Port
22	21-Apr-26	JSW Steel Detailed Consultation and Submission	JSW Steel, Committee members	Recommendations on scheme structure, cargo economics, operational barriers, and preferred incentive approach for bulk coastal movement	Detailed input received	Industry
23	27-29 Apr 2026	In-Person Consultation Meetings with Key Ministries and Agencies	Ministry of Coal, Ministry of Power, Department of Food and Public Distribution, IWAI, DPIIT	Discussed commodity movement, modal split, corridor potential, logistics barriers, regulatory challenges, and implementation needs	Completed	Ministry; Agency
24	29-Apr-26	FCI Inputs and Submission	Food Corporation of India, Department of Food and Public Distribution	Shared modal split and freight-related data; discussed coastal movement potential for foodgrains and operational constraints	Detailed input received	Agency
25	27 Apr 2026	IWAI Consultation on River-Sea and IWT Integration	IWAI, Committee members	Discussed river-sea integration, vessel issues, infrastructure gaps, inland-	Completed	Agency

#	Date	Event / Meeting	Participants / Stakeholders	Key Agenda / Outputs	Status	Stakeholder Category
				coastal linkages, and role of waterways in CCPS		
26	27-29 Apr 2026	DPIIT Consultation on Industrial and Logistics Constraints	DPIIT, Committee members	Discussed cost competitiveness, regulatory friction, industrial logistics bottlenecks, data constraints, and multimodal integration	Completed	Ministry
27	Feb-Apr 2026	Structured Questionnaire-Based Consultation	Ministries, regulators, ports, State Maritime Boards, private ports, industry associations, shippers, shipping lines, logistics providers	Standardised questionnaires used to collect responses on cargo, corridor potential, policy barriers, infrastructure, and incentives	Completed	Ministry; Port; Industry; Association; Agency; Private Port
28	Feb-Apr 2026	Apex Body and Corporate Outreach Programme	Industry apex bodies, corporates, global shipping lines, exporters, importers, multimodal providers	Expanded consultation beyond government and ports; sought commercial viability inputs, route potential, fleet constraints, and logistics pain points	Completed	Industry; Association
29	Feb-Apr 2026	Stakeholder Synthesis and Integration into Draft Framework	Committee, MoPSW, DGS, IPA, participating ministries, ports, industry and associations	Inputs consolidated under financial incentives, infrastructure, regulatory reforms, institutional mechanism, sustainability, and multimodal integration	Completed	Ministry; Port; Industry; Association; Agency; Private Port
30	25-30 Apr 2026	Compilation and Finalisation of Consultation Register	Committee Secretariat	Consultation register compiled; documentation completed; responses synthesised; pending inputs noted where applicable	Completed	Ministry
31	Mar-26	Major Port SPOC Nomination Process	13 Major Ports and IPA	Ports nominated SPOCs for questionnaire handling, data submission, and coordination with the Committee	Completed	Port; Association
32	Apr-26	State Maritime Board Response Consolidation	State Maritime Boards and maritime authorities	State-level responses consolidated on infrastructure gaps, non-major port role, feeder connectivity, and support mechanisms	Completed	Port

#	Date	Event / Meeting	Participants / Stakeholders	Key Agenda / Outputs	Status	Stakeholder Category
33	Mar-Apr 2026	Steel, Cement and Manufacturing Shipper Consultations	JSW Steel, Tata Steel, SAIL, Jindal, UltraTech, ACC and other manufacturers	Collected feedback on bulk and break-bulk movement, freight economics, infrastructure constraints, and incentive calibration	Completed	Industry
34	Mar-Apr 2026	Automobile and Container Supply Chain Consultations	Maruti, Tata Motors, Hyundai, container logistics stakeholders, shipping lines	Discussed Ro-Ro viability, return cargo, vessel support, schedule reliability, and container coastal movement opportunities	Completed	Industry
35	Mar-Apr 2026	Industry Chamber and Trade Association Consultations	CII, FICCI, ASSOCHAM, FIEO, INSA, ICCSA and related bodies	Broader policy feedback captured on competitiveness, compliance, taxation, logistics simplification, and demand aggregation	Completed	Association

Annexure 9: Record of Meetings and Stakeholder Consultations

Background : In recognition of the strategic importance of coastal shipping and the need for a focused review, the Ministry of Ports, Shipping and Waterways (MoPSW), Government of India, constituted a committee to design, develop and recommend a coastal cargo promotion scheme for incentivizing modal shift to coastal shipping under the chairmanship of Director general of Shipping. In this regard , the Directorate General of Shipping, under the Ministry of Ports, Shipping and Waterways (MoPSW), convened a series of stakeholder consultations in from Feb 2026 till 8th May 2026 to deliberate on the draft scheme framework of coastal cargo promotion scheme.

List of Members of the Committee:

S. No.	Role	Designation	Organization
1	Chairman	Director General of Shipping	Directorate General of Shipping (DGS)
2	Member	Chairperson	Paradip Port Authority
3	Member	Chairperson	Mumbai Port Authority
4	Member	Chairperson	Deendayal Port Authority
5	Member	Chairperson	Kamarajar Port Limited
6	Member	Managing Director (MD)	Indian Ports Association
7	Member	Director (Shipping)	Ministry of Ports, Shipping and Waterways

A. STAKE HOLDER CONSULTATION MEETINGS

1st round of Stakeholder Consultation:

1. A stakeholder consultation meeting was convened on **08 April 2026 at 02:30 PM** with participation from the Directorate General of Shipping, the Coastal Shipping Branch PMU and SEEED teams, and key industry stakeholders from Major ports and IPA.

During the meeting, participants stressed the importance of direct engagement with industry bodies such as CII, ASSOCHAM, and FICCI to ensure wider dissemination of information and awareness of the coastal shipping scheme among cargo owners and industry members.

An overview of the proposed scheme was presented, noting that the Union Budget has increased the modal shift target for coastal shipping from 6% to 12%. It was also highlighted that a committee under the Directorate General of Shipping was constituted on 17 February, comprising four chairpersons along with representatives from the Indian Ports Association (IPA).

It was informed that Deloitte has been appointed as the Project Management Unit (PMU) to design the new scheme. The scheme formulation is based on a 2018 draft, which was not implemented earlier due to budgetary limitations. The revised scheme incorporates recent advancements in port infrastructure, improvements in hinterland connectivity, and changes in coastal weather patterns, supported by extensive analytical and data-driven studies.

Reference was also made to a separate committee chaired by Paradip Port, which submitted a comprehensive report in December on coastal shipping development, drawing upon ADB and other international studies.

To facilitate stakeholder feedback, two documents were circulated:

Annexure A: Background Study

Annexure B: Draft Scheme Framework

These were accompanied by a detailed questionnaire aimed at collecting structured inputs from cargo owners, industry associations, and ship owners.

It was stated that stakeholder consultations would be undertaken across four key groups:

- Major Ports
- Minor Ports and State Maritime Boards
- Cargo Owners and Industry Associations
- Relevant Line Ministries, including Coal, Petroleum, Steel, and Commerce

The **objectives of the scheme** were reiterated as increasing the share of coastal shipping, reducing logistics costs, decongesting highways and railways, and promoting environmentally sustainable transportation.

The scheme proposes direct financial incentives for the movement of bulk cargo, oil, containerized cargo, and rural cargo, in addition to support for investments in coastal berths, mechanized cargo handling systems, storage facilities, and first- and last-mile connectivity infrastructure.

Decisions taken during the meeting included compiling and sharing the names and sign-in details of CII, ASSOCHAM, and FICCI representatives for wider circulation; circulating an email with Annexure A, Annexure B, and the questionnaire, with the Project Lead copied; and sending a formal communication to all identified stakeholders requesting review of documents and submission of inputs.

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2. The **stakeholder consultation meeting with Minor Ports and State Maritime Boards** on the **Coastal Cargo Promotion Scheme (CCPS)** was held on **08 April 2026 at 04:30 PM**. The meeting was attended by representatives from the **Directorate General of Shipping**, the **Coastal Shipping Branch PMU and SEED teams**, and stakeholders from **minor ports, State Maritime boards**.

The consultation followed a structured approach as part of a wider engagement plan, under which stakeholder consultations are being conducted across **four groups**: Major Ports; Minor Ports and State Maritime Boards; Cargo Owners and Industry Associations; and six key ministries including **Coal, Petroleum, Steel, Commerce**, among others.

The objectives of the CCPS were reiterated, with the scheme aiming to **increase the share of coastal shipping in domestic freight (currently around 6%)**, reduce overall **logistics costs**, decongest **highways and railways**, and promote **environmentally sustainable transport**.

The proposed scheme provides **direct financial incentives** for movement of **bulk, oil, containerized, and rural cargo**, along with infrastructure and service-related support for **coastal berths, mechanized cargo handling systems, storage facilities**, and improvements in **first- and last-mile connectivity**.

The **draft scheme framework** is structured around **three core pillars**:

1. **Financial incentives**, including voyage-based shipper rebates
2. **Service and infrastructure viability**, covering new routes, increased sailing frequencies, offsets for empty legs, and port infrastructure upgrades
3. **Multimodal integration**, particularly integration with **Inland Waterways**

Eight key **design principles** guiding the scheme were presented, which include a combination of **financial incentives and regulatory enablers**, simplified eligibility and claims through the **Maritime Single Window (MSW)**, **technology-enabled verification**, **cross-ministerial coordination**, **commodity-specific route incentives**, **fleet development support including interest subvention**, recognition of **environmental co-benefits**, and the inclusion of **sunset clauses and performance-based monitoring**.

Indicative **tentative incentive rates** were discussed, including an example of **INR 1 per ton per nautical mile for dry bulk cargo**, subject to a **minimum parcel size of 10,000 tons**, applicable on approved routes.

Stakeholders raised several concerns and suggestions, including the **shortage of Indian-flag vessels**, with a proposal to allow **temporary incentives for foreign-flag vessels for a period of two years**. Additional issues highlighted were the **need for Ro-Ro and vehicle carriers**, challenges related to **first-mile and last-mile logistics for automobile movement**, and requests for **subsidies, tax concessions, and green logistics certification** for scheme users.

Operational and policy challenges were also discussed, particularly the **need for regulatory relaxation** to enable foreign-flag vessels to transport vehicles and the importance of **close coordination with the six key ministries** to align cargo availability, policy support, and demand aggregation.

A tentative timeline was shared, indicating that the **scheme draft is targeted for finalization by end of April**. Ports and stakeholders were requested to **submit questionnaire responses by Monday**, and a **follow-up consultation meeting has been scheduled for Tuesday** to deliberate on the inputs received.

Decisions taken during the meeting included mandatory submission of stakeholder inputs by Monday after reviewing the background note, draft framework, and questionnaire; holding a follow-up consultation on Tuesday; incorporation of stakeholder feedback into a revised scheme framework to be presented to **DG Shipping and subsequently to the Ministry for approval**; acknowledgment of a **temporary two-year incentive mechanism for foreign-flag vessels** as a transitional solution; reaffirmation of the need for **ministerial coordination**; and confirmation that the **Maritime Single Window (MSW)** will serve as the single platform for beneficiary identification, claim submission, verification, and incentive disbursement.

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3. The **Stakeholder Consultation Meeting with Other Stakeholders** on the **Coastal Cargo Promotion Scheme (CCPS)** was held on **09 April 2026 at 02:00 PM**. The meeting was attended by representatives from the **Directorate General of Shipping**, the **Coastal Shipping Branch PMU and SEEED teams**, and a wide spectrum of industry stakeholders including representatives from **SCI, INSA, ASSOCHAM, MSC**, and other sector experts.

The Committee presented an overview of the **Coastal Cargo Promotion Scheme**, emphasizing its core objective of **increasing the share of coastal shipping in domestic freight movement** by encouraging a modal shift of cargo from **road and rail to coastal routes**. It was highlighted that despite India having an extensive **coastline of approximately 11,000 km**, coastal shipping currently accounts for only **around 6% of domestic freight movement**, reflecting significant untapped potential.

The Committee shared key learnings from the earlier **SISME Scheme (2016)**, which could not be operationalized due to **budgetary and policy constraints**, and explained how the proposed CCPS addresses these gaps through improved scheme design, clearer incentive structures, and institutional coordination mechanisms.

Reference was made to the **background study** prepared based on the report of the **Paradip Port Committee**, which served as the **analytical foundation** for the draft scheme framework.

The key objectives of the CCPS were discussed, which include:

- **Reduction of logistics costs**
- **Promotion of domestic shipping and shipbuilding**
- **Enhancement of the modal share of coastal cargo**
- **Strengthening multimodal logistics integration**

The proposed scheme framework was explained in detail, highlighting the provision of **financial incentives for bulk, containerized, POL, and food cargo**. Two distinct categories of incentives were proposed:

- **Voyage-based incentives** targeted at cargo owners and shippers
- **Serviceability incentives** aimed at encouraging services on **underserved coastal routes**

It was clarified that while the scheme would help **identify infrastructure gaps** affecting coastal cargo movement, **funding for infrastructure development** would be addressed through **other government programs such as Sagarmala**, and not directly through CCPS.

The **design principles**, derived from international benchmarking and best practices, were discussed and include:

- **Simple, transparent eligibility criteria and claim processes**

- Digital and technology-driven implementation
- Commodity-specific incentive structures
- Emphasis on environmental co-benefits
- Performance-based monitoring mechanisms
- Strong multi-stakeholder and inter-ministerial coordination

The Committee proposed the use of a **Maritime Single Window (MSW)** digital platform to enable **end-to-end processing of incentives**, covering claim submission, verification, and **direct benefit transfer (DBT)**.

The need for **robust inter-ministerial coordination** was strongly emphasized. A proposal was made to establish an **Apex Coordination Body at the Cabinet Secretary level** to facilitate coordination among key ministries and agencies such as **Finance, Railways, GST authorities**, and other concerned departments.

The **stakeholder consultation roadmap** was presented, indicating that **four structured consultation meetings** are planned, covering **major ports, minor ports and state maritime boards, sector ministries**, and other relevant stakeholder groups.

Decisions taken during the meeting included conducting structured consultations across stakeholder groups; collecting inputs through **structured questionnaires, written email submissions, and follow-up consultation discussions**; and consolidating all stakeholder feedback into a **revised draft CCPS framework**.

It was agreed that the scheme will formally provide financial incentives under two heads—**voyage-based incentives for cargo owners/shippers** and **serviceability incentives for underserved routes**. The Committee reaffirmed that infrastructure funding would be pursued through existing initiatives such as **Sagarmala**, and not under CCPS.

The use of the **Maritime Single Window** was approved as the single digital platform for incentive claims, verification, and disbursement through DBT. The proposal to establish an **Apex Coordination Body at Cabinet Secretary level** was endorsed in principle.

It was decided that the **revised draft of the scheme** would be presented for review in a **third-week meeting (around the 20th)**. Subject to Committee approval, the **final report will be submitted to the Ministry of Ports, Shipping and Waterways by 30 April**. All presentations and supporting documents will be **circulated to participants after the meeting** for further review and feedback.

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2nd round Stakeholder Consultation:

1. The **second stakeholder consultation meeting with other stakeholders** on the **Coastal Cargo Promotion Scheme (CCPS)** was held on **15 April 2026 at 12:00 PM**. The meeting was chaired by the **Directorate General of Shipping (DGS)** and attended by the PMU and SEEED teams, along with representatives from **INSA, SCI, TCI Seaway, MSC, Reliance Industries, JSW Steel**, and other private-sector stakeholders.

During the meeting, the **Committee structure under DGS and the Ministry of Ports, Shipping and Waterways (MoPSW)** was outlined. It was noted that **three committee meetings have already been held**, and that **two draft documents** have been prepared and circulated to stakeholders:

- **Annexure A - Background of Draft Scheme Assessment Report**
- **Annexure B - Draft Scheme Framework**

These were accompanied by a detailed questionnaire aimed at collecting structured inputs from cargo owners, industry associations, and ship owners.

Stakeholders were requested to **review both documents** and submit **written feedback via email by Friday**, or **at the latest by Monday**, to facilitate timely consolidation.

The **objectives of the CCPS** were reiterated, with particular emphasis on **shifting cargo from road and rail to coastal shipping, reducing logistics costs, improving environmental outcomes**, and **doubling the modal share of coastal shipping by 2047** in line with long-term national transport goals.

The Committee explained that the scheme is being developed using a **five-step framework**, comprising:

1. Review of literature and past schemes
2. Global best-practice benchmarking
3. Identification of India-specific constraints and opportunities
4. Development of design principles and incentive structures
5. Stakeholder consultation and validation

Key **design principles** highlighted during the discussion included:

- A combination of **financial and regulatory incentives**
- **Digital eligibility and claim processing** through the Maritime Single Window
- **Pan-India applicability** with strong multi-ministerial coordination
- **Commodity-specific and route-specific incentives**
- Alignment with **Net Zero and sustainability commitments**

The Committee presented **four incentive categories** proposed under the scheme:

- **Category A:** Voyage-based incentives for shippers
- **Category B:** Operator and service viability incentives
- **Category C:** Port and hinterland infrastructure support through Viability Gap Funding (VGF)

- **Category D:** Multimodal integration with Inland Waterways (IWT), including associated rate schedules

It was informed that inputs have already been received from **INSA and ICCSA**; however, further responses are awaited from **cargo owners, charterers, private-sector participants, and other industry associations**. To ensure comprehensive coverage, **separate consultations** are being conducted for:

- Major Ports
- Minor and State Ports
- Industry bodies and cargo owners

A **final consolidated stakeholder consultation** is planned for **next Monday or Tuesday**.

The Committee also informed participants that the **Prime Minister's Office (PMO)** has added **two additional Terms of Reference (ToRs)** to the Committee's mandate, which will be duly incorporated into the revised scheme draft. Parallely, **engagements are underway with six key ministries—Petroleum, Coal, Steel, Fertilizers, Food, and Commerce—to evolve a Coastal Cargo Commitment Agreement**.

It was clarified that **infrastructure bottlenecks and regulatory/taxation issues** will be addressed through **separate annexures**, linked with **Sagarmala and other relevant schemes**.

Stakeholders raised several **practical concerns**, including **non-receipt of certain documents**, the **use of EXIM containers for coastal trade**, and the need for **effective demand-generation mechanisms** to promote coastal shipping.

Decisions taken during the meeting included a directive for all stakeholders to **review Annexure A and Annexure C and submit written inputs by Friday**. The Project Team will **consolidate feedback, revise the scheme framework, and circulate the updated draft** to all participants. The Committee will **finalize and submit its report to the Ministry by 31 April**, following incorporation of all stakeholder inputs.

It was decided to hold a **final stakeholder consultation meeting next Monday or Tuesday** to validate the revised draft. The **PMO's additional Terms of Reference** will be integrated prior to re-circulation. All presentations and documents will be **re-circulated to stakeholders who may not have received them**, using the shared email details.

Formal engagement with the **six identified ministries** will commence during the week to develop the **coastal cargo commitment framework**. Further, detailed analyses on **infrastructure gaps and regulatory bottlenecks** will be consolidated into separate annexures and **shared with stakeholders within ten days for comments**.

The meeting reaffirmed that the **Maritime Single Window (MSW)** will be adopted as the **standard digital platform for eligibility verification, claim processing, and incentive disbursement**, ensuring transparency and efficiency in scheme implementation.

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2. The **second stakeholder consultation meeting with Major Ports** on the **Coastal Cargo Promotion Scheme (CCPS)** was held on **15 April 2026 at 02:30 PM**. The meeting was attended by officials from the **Directorate General of Shipping**, PMU and SEEED teams, and senior representatives from **major ports including Paradip, Visakhapatnam, Chennai, Kandla, Goa, Kolkata, and Mumbai**, among others.

The Committee informed participants that **Annexure A (Background Study)** and **Annexure B (Draft Scheme Framework)**, along with a **structured questionnaire**, had been circulated to major ports. Ports were requested to carefully examine the documents and submit **written comments and completed questionnaires by Friday, or at the latest by the following Monday**.

The **overall project timeline** was reiterated, with the Committee aiming to **collate all stakeholder inputs by 28 April** and **submit the final scheme report to the Ministry of Ports, Shipping and Waterways (MoPSW) by 1 May**.

The stakeholder consultation process was explained as being conducted in **three structured phases**:

- Major Ports
- Minor Ports and State Maritime Boards
- Other stakeholders, including **INSA, ICCSA, ship owners, charterers, and cargo owners**

To capture comprehensive and final feedback, a **physical stakeholder consultation meeting in Mumbai**, coordinated through the **Indian Ports Association (IPA)**, was proposed prior to final submission.

The **scheme development methodology** was outlined, including:

- Benchmarking against 8–10 comparable international jurisdictions
- Identification of eight core design principles
- Structuring the scheme around three key pillars:
 - Financial incentives
 - Infrastructure support
 - Policy and taxation reforms

Specific **incentive components** discussed during the meeting included:

- Demand-side rate cards for coastal cargo movement
- Operator service viability incentives
- Infrastructure support for first-mile and last-mile connectivity
- Multimodal integration with Inland Water Transport (IWT)
- Identification and resolution of regulatory and taxation constraints

Initial concepts related to **claims processing, incentive disbursement, and verification mechanisms** were presented as **tentative** and subject to further validation through stakeholder feedback.

Major ports shared operational and sector-specific observations. **Chennai Port** highlighted substantial potential for coastal cargo such as **iron ore pallets, steel coils, sand, salt, and POL**, and flagged a **rate discrepancy** between the PPT presentation and the draft report. Ports also raised concerns regarding the **availability of small-parcel vessels for coastal Ro-Ro operations** and **first-mile/last-mile logistics challenges for automobile cargo**.

Kandla Port Limited (KPL) suggested organizing a **separate workshop for shipping agents and liners** to obtain more granular operational inputs. Representatives from **Visakhapatnam and Kolkata** identified **draft depth limitations** as a key operational constraint and emphasized the importance of **fixed sailing schedules and long-term cargo commitments** for sustaining coastal services.

Reference was made to the **comprehensive 200-page report prepared by Paradip Port**, with clarification that the current CCPS framework builds upon that work while incorporating **new Terms of Reference (ToRs) introduced by the PMO Secretary**.

It was reiterated that:

- **Infrastructure requirements** will be documented in a **separate annexure** linked with the **Sagarmala scheme**
- **Regulatory and taxation issues** will be addressed through a **dedicated annexure**, separate from the core incentive framework

Decisions taken during the meeting included a directive for all major ports to **submit their questionnaire responses and comments on Annexure A and Annexure B by Monday**. The Project Team will **collate all stakeholder inputs by 28 April** and finalize the scheme report for **submission to MoPSW by 1 May**.

It was agreed that **three rounds of stakeholder consultations** will be undertaken—covering **major ports, minor/state maritime ports, and other industry stakeholders**. A **physical stakeholder consultation meeting in Mumbai**, coordinated with IPA, will be held prior to final submission. The presentation will be **re-run briefly** for participants who may have missed earlier sessions.

The **rate discrepancy highlighted by Chennai Port** (₹2 per tonne-mile in the report versus ₹1 per tonne-mile in the PPT) will be **corrected** in the updated documents. The **additional ToRs introduced by PMO** will be incorporated into the final scheme report.

Updated versions of **Annexure A, Annexure B, and the questionnaire** will be **re-sent to ports and stakeholders upon request**. A **separate annexure** on infrastructure support under **Sagarmala** and another **dedicated annexure on regulatory and taxation bottlenecks** will be prepared. The Project Team will also provide **written responses to all formal submissions**, including those from **Kolkata Port Trust** and other participants.

The **overall timeline for completion of consultations and finalization of the CCPS report** has been set at **two weeks**.

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3. The **second stakeholder consultation meeting with Minor Ports and State Maritime Boards** on the **Coastal Cargo Promotion Scheme (CCPS)** was held on **15 April 2026 at 04:00 PM**. The meeting was attended by representatives from the **Directorate General of Shipping**, the PMU and SEEED teams, and senior officials from **State Maritime Boards**, port authorities, port operators, and district administration.

At the outset, the Committee reviewed the three documents circulated to stakeholders for consultation:

- **Annexure A: Background Study**
- **Annexure B: Draft Scheme Framework**
- **Questionnaire**

It was reiterated that the **Committee—comprising representatives from Sagarmala, INRDA, DG Shipping, and the Ministry of Ports, Shipping and Waterways (MoPSW)**—has been constituted to **design, develop, and recommend the Coastal Cargo Promotion Scheme**, including suitable **financial and non-financial incentives**. The scheme is aligned with **national logistics objectives, modal shift targets, and India's climate and decarbonisation commitments**.

The Committee informed stakeholders that the **Prime Minister's Office (PMO)** has added **two additional items to the Terms of Reference (ToR)**:

- **Multimodal logistics, and**

- **Coastal and urban water-based transport of bulk commodities, including food grains and agricultural produce.**

These additional ToRs will be **fully incorporated into the revised scheme framework.**

The **scheme design approach** was explained, noting that it is based on **benchmarking of eight international jurisdictions** and guided by **eight key design principles**:

- Combination of **financial incentives and structural enablers**
- **Simplified eligibility and claims** through a **Maritime Single Window (MSW)**
- **Technology-driven verification and monitoring**
- Strong **multi-ministerial coordination**
- **Commodity-specific incentive structures**
- **Fleet development and availability support**
- Recognition of **environmental and decarbonisation benefits**
- **KPI-based evaluation and sunset clauses**

The **draft scheme framework** was presented as being organised around **three core pillars**:

1. **Financial Incentives**, including shipper incentives and operator/service viability incentives
2. **Infrastructure Support**, covering ports, jetties, first-mile/last-mile connectivity, and inland connectivity
3. **Policy and Taxation Issues**, including integration with **Inland Waterways**

An overview of the **stakeholder consultation process undertaken so far** was provided, highlighting **four stages of engagement**:

- Major Ports (based on an earlier committee report)
- Cargo charterers and industry bodies
- Minor Ports and State Maritime Boards (current round)
- Engagement with **line ministries** such as Coal, Petroleum, Steel, Commerce, Food, and Textiles to enable cargo commitment agreements and resolve regulatory bottlenecks

The **proposed timeline** was shared, under which:

- Stakeholders are required to **submit their inputs by the upcoming Monday**
- A **third stakeholder consultation meeting** will be held **before the end of the month**
- The **final committee report** is targeted to be **submitted to the Secretary by 31 April**

Infrastructure-related discussions focused on requirements such as **jetties, silos, mechanised cargo handling systems, and Vessel Traffic Management (VTM) systems**. It was agreed that these infrastructure needs will be **prioritised based on cargo volume data submitted by ports**, and funding for such infrastructure will be pursued through **Sagarmala and allied schemes**, rather than directly under CCPS.

Decisions taken during the meeting included conducting a **brief re-run of the presentation in subsequent meetings** to allow additional stakeholder inputs. The **PMO-added ToRs** will be incorporated into both the **Terms of Reference and the draft scheme framework**.

It was agreed that **infrastructure projects** highlighted by ports—such as those indicated by **JSW, Dharamtar Port and others**—will be **prioritised based on submitted cargo volume data** and appropriately reflected in the final report. The **incentive structure of the scheme** will primarily focus on:

- **Shippers, and**
- **Vessel operators / service providers,**

while broader **infrastructure gaps and regulatory or taxation issues** will be addressed through **Sagarmala and separate policy reform mechanisms**.

All stakeholders were requested to **review Annexures A and B and the Questionnaire** and submit their **comments and additional information by Monday**. A **third and final stakeholder consultation meeting** will be conducted the following week.

Following this final consultation, the **consolidated report** will be presented to the **main Committee**, including **DG Shipping and the four port authorities (with IPA participation)**. The Committee agreed to **submit the final CCPS report to the Ministry by 31 April**.

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3rd round of Stakeholder Consultation:

1. The **3rd stakeholder consultation meeting on the Coastal Cargo Promotion Scheme (CCPS)** was held on **21 April 2026 at 10:30 PM** with representatives from DGS, the PMU/SEED team, and industry stakeholders including **INSA, SCI, SAIL, and CSLA**. The meeting reviewed the status and outcomes of **six stakeholder consultations** held across industry, major ports, minor/state ports, and a **multi-ministry meeting** (Coal, Petroleum, Wood, Fertilizers, and Commerce), with particular focus on **cargo commitment agreements**.

Inputs received from **ten key stakeholders** through structured questionnaires were discussed, covering **cargo profiles, infrastructure gaps, operational and tariff issues, incentives, PPP projects, and inland-coastal integration**, alongside **commodity-specific concerns** such as coal handling at **Kamarajar Port** and inland waterway linkage at **Mormugao**. The absence of a **dedicated budget announcement** for the scheme was noted, underscoring the need for robust **financial modelling**, and alignment with the **2018 Draft Scheme for Incentivizing Modal Shift of Cargo** was reviewed. The need for a **standardized stakeholder submission format** was emphasized, and timelines for **report finalization, further consultation, and Cabinet approval** were reviewed.

It was decided that the **final CCPS report will be submitted by 1 May**, an additional **stakeholder consultation will be held by the Ministry before Cabinet approval**, and all remaining stakeholder inputs must be submitted **by Friday**, after which compiled views will be shared with the lead and an **internal review meeting** will be held before circulating the updated scheme document with annexures for senior-level review.

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2. The **3rd stakeholder consultation meeting** on the **Coastal Cargo Promotion Scheme (CCPS)** was held on **21 April 2026 at 12:00 PM** with participation from the **Directorate General of Shipping**, the PMU and SEED teams, and representatives from **Major ports**. The meeting reviewed **cargo planning, projected volumes, and KPIs** for future cargo commitments, and acknowledged inputs from the **Automobile Manufacturers Association** and several ports, with stakeholders requested to submit detailed reports by **Friday** and any additional inputs by **24 April 2026**.

Key discussions focused on the need for **pan-India tax and VAT concessions**, particularly to address **bunker fuel taxation**, which constitutes nearly **30% of operating costs**, with consensus to consider **temporary hand-holding concessions** rather than permanent measures. The meeting also identified **priority infrastructure projects** emphasizing **first- and last-mile connectivity, employment generation, and emissions management**, to be compiled into a **master infrastructure list** for submission under **Sagarmala or allied schemes**.

Regulatory and operational challenges, including **draft restrictions limiting barge capacity to 2,500 tonnes**, the **minimum size requirement of 10,000 tonnes**, and **Goa Port-specific barge constraints**, were discussed, with proposed solutions such as **cargo aggregation models and inland waterway connectivity**. It was noted that **budget estimates are under preparation**, ministry approvals may take **up to six months**, and a **stakeholder workshop is scheduled for 28 April 2026**. The Committee agreed to consolidate all inputs received by **24 April**, finalise budget estimates and scheme parameters thereafter, and submit the **final CCPS report to the Ministry of Ports, Shipping and Waterways by 1 May 2026**.

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3. The **3rd stakeholder consultation meeting** on the **Coastal Cargo Promotion Scheme (CCPS)** was held on **21 April 2026 at 01:00 PM** with participation from the **Directorate General of Shipping**, the Coastal Shipping Branch PMU and SEED teams, and representatives from **private ports, State Maritime Boards, and other maritime stakeholders**.

During the meeting, the **Background Study** and **Draft Scheme Framework** were reviewed in detail, and it was noted that extensive stakeholder consultations have already been conducted with **major ports, minor ports and maritime boards, industry bodies, cargo owners, and seven key cargo-handling ministries**. Inputs

received to date were discussed, covering **infrastructure gaps, tariff and incentive-related issues, coastal–inland waterway integration**, and **sector-specific concerns such as automotive logistics**.

Additional inputs are being sought from **maritime and minor ports, private ports, and State Maritime Boards**, with a submission deadline of **24 April 2026**. It was agreed to add **three annexures** to the main scheme documents addressing **infrastructure priorities, taxation issues, and regulatory matters**. The finalized scheme will be presented to a **DG Shipping-chaired committee**, comprising **major port chairpersons and representatives from the Ministry of Ports, Shipping and Waterways (MoPSW)**.

As the scheme did not receive budgetary allocation in the previous Union Budget, a **financial outlay and budget estimate** will be prepared based on consolidated stakeholder inputs. The overarching objective of the scheme—to **facilitate modal shift of cargo from road to rail and coastal shipping through removal of bottlenecks and provision of targeted incentives**—was reiterated, and the **target date for submission of the final consolidated report to MoPSW was confirmed as 1 May 2026**.

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B. CONSULTATION MEETINGS WITH CARGO SPECIFIC MINISTRIES

1st Consultation meeting with Cargo specific Ministries:

1. The **first stakeholder consultation meeting with cargo-owning and line ministries** on the **Coastal Cargo Promotion Scheme (CCPS)** was held on **20 April 2026 at 11:30 AM**. The meeting was attended by senior officials from the **Ministry of Ports, Shipping and Waterways (MoPSW)**, **Directorate General of Shipping (DGS)**, the PMU and SEEED teams, and representatives from key cargo-owning ministries including **Coal, Power, Food Corporation of India (FCI)**, and the **Central Electricity Authority (CEA)**.

The discussion focused on the **objectives, structure, and implementation framework** of the CCPS, which aims to **promote coastal cargo transportation** and significantly **increase its modal share** within India's domestic freight movement.

It was noted that a **committee chaired by the Additional Secretary**, comprising **four Major Port Chairmen** and supported by the **Director of Shipping as Member Secretary**, has been constituted to design and steer the scheme. The Committee has already conducted **extensive multi-round stakeholder consultations** with ports, shipping companies, and industry bodies.

The **key objectives of the CCPS** were reiterated, including:

- Increasing the **modal share of coastal cargo**
- Promoting **domestic shipping and shipbuilding**
- Reducing **logistics costs** for key commodities
- Enabling **green and environmentally sustainable transport**
- Integrating **coastal shipping with inland waterways**

The **proposed incentive framework** was presented, structured across **four pillars**:

1. **Voyage-based shipper incentives**
2. **Operator and service viability incentives**
3. **Port and hinterland infrastructure support**
4. **Integration with inland waterways**

Indicative **financial incentives** were proposed for different **cargo categories and vessel types**, expressed as **₹ per tonne-nautical mile or ₹ per container load**, noting that these rates are **indicative and subject to final stakeholder validation**.

The Committee outlined that scheme implementation will be fully **digitised through the Maritime Single Window (MSW)**, which will serve as the central platform for:

- Submission of incentive claims
- Verification of eligible movements
- Disbursement of incentives through **Direct Bank Transfer (DBT)**

The **proposed governance architecture** for the scheme was presented, comprising:

- A **National Coastal Shipping and Maritime Committee** chaired by the **Secretary, MoPSW**
- An **Inter-Ministerial Coordination Cell**
- A **Coastal Cargo Promotion Centre** to be housed within the **Indian Ports Association (IPA)**

A **structured questionnaire** has been circulated to **cargo-owning ministries** such as **Coal, Petroleum & Natural Gas, Steel, Fertilisers, and Public Distribution**, seeking inputs on:

- Cargo profiles and demand outlook
- Existing logistics constraints
- Infrastructure gaps
- Policy measures and cargo commitment levels

It was informed that the **Committee's report is targeted for submission by 1 May**, with a **follow-up meeting scheduled on 27 April** to collect outstanding inputs from ministries. A **final consultative workshop** is also planned prior to submission of the scheme to the **Cabinet**.

Decisions Taken during the meeting included All cargo-owning ministries were directed to submit their completed questionnaires along with cargo commitment agreements detailing projected cargo volumes and modal-shift potential by the following week.

It was decided that the Committee will consolidate all inputs received from ministries and stakeholders and submit the final CCPS report to the Ministry of Ports, Shipping and Waterways by **1 May**, with a follow-up meeting scheduled on **27 April** with designated ministry SPOCs to ensure closure of any pending inputs. The **Additional Secretary, MoPSW** will chair a final consultation workshop proposed to be held in **May** prior to submission of the scheme to the Cabinet.

It was also agreed that the proposed incentive framework and rates will remain indicative until final stakeholder feedback is incorporated, and that incentive disbursement will be carried out through the **Maritime Single Window (MSW)**, with payments to beneficiaries released within **30 days of claim verification**.

LIST OF PARTICIPANTS:

Sl. No.	Name	Ministry/Organization
1	Shri Shyam Jaganathan, IAS, DGS	MoPSW
2	Shri Mukesh Mangal, Addl. Secretary	MoPSW
3	Shri Mandeep Singh Randhava, Director(MA)	MoPSW
4	Shri Deepak Goel, Director (CPIAM)	Coal
5	Yashika Mehta, Deputy Secretary	Petroleum
7	Pawan Gupta, DD (FM)	Power/CEA
8	Gopalakrishnan Ganesan, Director	Steel
9	Ms. Priya Jacob, Director (Logistics and Storage-II)	Food/Consumer Affairs
10	Mukesh Meghwal, Deputy Secretary'	Fertilizer
11	Abhinav Gupta, Additional DGFT	Commerce/DGFT
12	Nisha Yadav, Section Officer	MoPSW
13	Shri Ravi Kumar M, DDG Coastal	DG Shipping
14	Shri Niraj	MoPSW
15	Ayesha Barudwale	Consultant, Deloitte
16	Jai Kumar	Consultant, Deloitte
17	Aneena Innocent	Consultant, EY

2nd Consultation meeting with Cargo specific Ministries:

- The **Second stakeholder consultation meeting with cargo-owning and line ministries** on the **Coastal Cargo Promotion Scheme (CCPS)** was held on **29 April 2026 at 4:00 AM**. The meeting was attended by senior officials from the **Ministry of Ports, Shipping and Waterways (MoPSW)**, **Directorate General of Shipping (DGS)**, the PMU and SEED teams, and representatives from key cargo-owning ministries including **Coal, Power, Food Corporation of India (FCI)**, and the **Central Electricity Authority (CEA)**.

The discussion focused on the **objectives, structure, and implementation framework** of the CCPS, which aims to **promote coastal cargo transportation** and significantly **increase its modal share** within India's domestic freight movement.

It was noted that a **committee chaired by the Additional Secretary**, comprising **four Major Port Chairmen** and supported by the **Director of Shipping as Member Secretary**, has been constituted to design and steer the scheme. The Committee has already conducted **extensive multi-round stakeholder consultations** with ports, shipping companies, and industry bodies.

The **key objectives of the CCPS** were reiterated, including:

- Increasing the **modal share of coastal cargo**
- Promoting **domestic shipping and shipbuilding**
- Reducing **logistics costs** for key commodities
- Enabling **green and environmentally sustainable transport**
- Integrating **coastal shipping with inland waterways**

The **proposed incentive framework** was presented, structured across **four pillars**:

5. **Voyage-based shipper incentives**
6. **Operator and service viability incentives**
7. **Port and hinterland infrastructure support**
8. **Integration with inland waterways**

Indicative **financial incentives** were proposed for different **cargo categories and vessel types**, expressed as **₹ per tonne-nautical mile or ₹ per container load**, noting that these rates are **indicative and subject to final stakeholder validation**.

The Committee outlined that scheme implementation will be fully **digitised through the Maritime Single Window (MSW)**, which will serve as the central platform for:

- Submission of incentive claims
- Verification of eligible movements
- Disbursement of incentives through **Direct Bank Transfer (DBT)**

The **proposed governance architecture** for the scheme was presented, comprising:

- A **National Coastal Shipping and Maritime Committee** chaired by the **Secretary, MoPSW**
- An **Inter-Ministerial Coordination Cell**
- A **Coastal Cargo Promotion Centre** to be housed within the **Indian Ports Association (IPA)**

A **structured questionnaire** has been circulated to **cargo-owning ministries** such as **Coal, Petroleum & Natural Gas, Steel, Fertilisers, and Public Distribution**, seeking inputs on:

- Cargo profiles and demand outlook
- Existing logistics constraints
- Infrastructure gaps
- Policy measures and cargo commitment levels

It was informed that the **Committee's report is targeted for submission by 1 May**, with a **follow-up meeting scheduled on 27 April** to collect outstanding inputs from ministries. A **final consultative workshop** is also planned prior to submission of the scheme to the **Cabinet**.

Decisions Taken during the meeting included All cargo-owning ministries were directed to submit their completed questionnaires along with cargo commitment agreements detailing projected cargo volumes and modal-shift potential by the following week.

It was decided that the Committee will consolidate all inputs received from ministries and stakeholders and submit the final CCPS report to the Ministry of Ports, Shipping and Waterways by **1 May**, with a follow-up meeting scheduled on **27 April** with designated ministry SPOCs to ensure closure of any pending inputs. The **Additional Secretary, MoPSW** will chair a final consultation workshop proposed to be held in **May** prior to submission of the scheme to the Cabinet.

It was also agreed that the proposed incentive framework and rates will remain indicative until final stakeholder feedback is incorporated, and that incentive disbursement will be carried out through the **Maritime Single Window (MSW)**, with payments to beneficiaries released within **30 days of claim verification**.

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C. Committee members meetings to design, develop and recommend a coastal cargo promotion scheme for incentivizing modal shift to coastal shipping

1. 1st Committee members meeting in Hybrid mode at IPA Building, Delhi on 25-02-2026

1. The first meeting of the Committee constituted for design, development, and recommendation of the Coastal Cargo Promotion Scheme (CCPS) was held on 25 February 2026 in hybrid mode under the chairmanship of the Directorate General of Shipping (DGS). The meeting was convened to deliberate upon the proposed framework, stakeholder consultation approach, and timelines for preparation of the Coastal Cargo Promotion Scheme aimed at promoting modal shift of cargo from road and rail to coastal shipping and inland waterways.
2. During the meeting, the Committee reiterated the national objective of increasing the combined coastal shipping and inland waterways modal share from approximately 6 percent to 12 percent by 2047. Members discussed the need for a comprehensive scheme to address existing logistics inefficiencies and promote environmentally sustainable cargo transportation.
3. The Committee deliberated upon various structural challenges affecting the coastal shipping sector, including high logistics costs, underutilization of coastal berths, lack of adequate financing support for coastal vessels, GST and taxation related disadvantages, and increasing demand for low emission logistics solutions from cargo owners and industry stakeholders.
4. The scope of work under the Terms of Reference (ToR) was reviewed in detail. It was noted that the proposed scheme would include financial incentives for cargo movement, infrastructure and terminal support, vessel related incentives, operational enablers, and preparation of a phased implementation roadmap for promotion of coastal cargo movement.
5. It was emphasized during the meeting that substantial analytical work had already been completed through studies conducted during 2019, 2025, and early 2026, including the Paradip Port cluster study and SIMSC related guidelines. Accordingly, the Committee agreed that no fresh research would be undertaken unless absolutely necessary and that the scheme framework would instead build upon and refine the existing studies and recommendations.
6. The Committee reviewed the commodity wise modal shift potential across sectors. Coal and iron ore were identified as immediate high volume opportunities, while cement and steel were noted as medium volume sectors with significant potential. It was further discussed that container cargo, Ro Ro cargo, and petroleum products would require dedicated attention within the scheme framework.

7. The importance of integration between coastal shipping and inland waterways was also discussed. Members observed that despite significant growth in inland waterway cargo movement, integration with coastal shipping remains limited. Strengthening coastal and inland waterway interfaces was recognized as essential for development of multimodal logistics solutions.
8. The Committee reviewed the infrastructure assessment approach and agreed that the Origin-Destination (OD) clusters identified in the 2025 coastal development report would serve as the basis for infrastructure mapping and prioritization. Discussions covered availability of dedicated coastal berths, draft related constraints, connectivity gaps, and infrastructure support under Sagarmala 2.0.
9. A detailed discussion was held on the proposed digital architecture for implementation of the scheme. It was agreed that the National Database for Coastal Shipping (NDCS) would function as the central digital platform for the CCPS. Incentive disbursal would be processed through the NDCS portal integrated with the Maritime Single Window (MSW) as an additional module. Integration with E Samudra, Inland Waterways Authority of India (IWAI) platforms, and ULIP was also discussed and considered essential for seamless implementation.
10. The Committee discussed the stakeholder consultation strategy and agreed that structured consultations would be undertaken with Ministries, Major Ports, Maritime Boards, shipowners, logistics associations, commodity bodies, and other industry stakeholders. These consultations would focus on infrastructure gaps, operational bottlenecks, policy reforms, and design of incentive mechanisms.
11. The proposed eight stage process plan for preparation of the scheme was reviewed during the meeting. The process includes circulation of documents, Ministry questionnaires, stakeholder consultations, drafting of the scheme, policy and regulatory analysis, target setting, KPI development, and finalization of the report. The importance of adhering to the prescribed 45 day timeline was emphasized.
12. The institutional and governance structure for implementation of the scheme was also discussed. It was noted that DG Shipping would chair the Committee, with DDG (Coastal) acting as the Single Point of Contact. The PMU would support digital system development in coordination with IPA, while EY would prepare the scheme framework and BCG would support alignment with the National Coastal and Inland Strategic Plan. Cargo Facilitation Centres at Mumbai and Kolkata were proposed to support stakeholder engagement and implementation coordination.
13. The Committee further discussed the IT backbone and operational requirements for development of the NDCS platform. It was agreed that the NDCS would function as a single digital dashboard for projects, incentives, vessel information, and cargo movement monitoring, with complete ownership retained by IPA. Approximately eight technical resources were proposed to be deployed by IPA for development, integration, and implementation support, with the team operating from DGS Mumbai in coordination with the Coastal PMU.
14. Based on the discussions, the Committee decided that the Comprehensive Coastal Cargo Promotion Scheme (CCPS) would be prepared based on existing studies and recommendations. It was further decided that the EY and IPA team would submit the first draft of the scheme within 7 to 10 days covering financial incentives, infrastructure mapping, and cargo specific modal shift commitments.
15. It was agreed that DG Shipping Secretariat would circulate structured questionnaires to all relevant Ministries, Ports, Maritime Boards, and industry associations within ten days. Ministries and stakeholders would also nominate Single Points of Contact (SPOCs) for coordination and submission of inputs.
16. The Committee approved the stakeholder consultation plan for Weeks 2 and 3 of the overall schedule and agreed that a one to one working session between DG Shipping and the EY/IPA team would be held the following day to finalize the scope, deliverables, and timelines for preparation of the scheme.
17. It was also decided that Cargo Facilitation Centres would support stakeholder coordination and scheme monitoring activities, and that IPA would explore establishment of a dedicated helpdesk mechanism for support related to the NDCS and MSW platforms.
18. The Committee approved the proposed eight stage process plan and reaffirmed that the final CCPS roadmap, including financial, regulatory, policy, and institutional recommendations, would be submitted to the Ministry within the prescribed 45 day timeline.
19. The meeting concluded with a vote of thanks to all participants for their valuable inputs and cooperation.

LIST OF PARTICIPANTS :

SNo	Name	Email
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2. SECOND COMMITTEE MEMBERS MEETING with Stakeholders on 05-05-2026 (Online)

1. The second Committee-level meeting on the Coastal Cargo Promotion Scheme (CCPS) was held on 05 May 2026 in virtual mode under the chairmanship of the Directorate General of Shipping (DGS). The meeting was convened to deliberate upon and finalize the draft CCPS framework prior to its submission to the Ministry of Ports, Shipping and Waterways (MoPSW). DGS informed that extensive stakeholder consultations had already been completed and revised draft documents along with annexures had been circulated to all members for review.
2. It was noted that a total of nine stakeholder consultation meetings had been conducted covering Major Ports, Minor Ports, State Maritime Boards, cargo charterers, industry bodies, logistics operators, and multimodal service providers. Inputs had been received through structured questionnaires, virtual consultations, and follow-up discussions. Stakeholders and concerned Ministries were requested to submit any final comments by 08 May 2026.
3. The Committee reviewed the documents circulated for deliberation, namely Annexure A (Background and Context of CCPS), Annexure B (Scheme Framework and Architecture), Annexure C (Regulatory and Taxation Reforms), Annexure D (Executive Summary), and Annexure E (Stakeholder Consultation Matrix and Responses). The key objectives of the scheme, including enhancement of coastal cargo volumes, promotion of Indian flagged coastal shipping, reduction in logistics costs, promotion of sustainable transport, and decongestion of road and rail infrastructure, were reiterated.
4. During the deliberations, the Committee agreed to incorporate two additional Terms of Reference (ToRs), namely undertaking a study on cost savings and efficiency gains through multimodal logistics involving coastal shipping, and assessment of transportation of grains and bulk commodities through coastal shipping and inland waterways.
5. The methodology adopted for preparation of the scheme was discussed in detail. It was noted that the framework had been developed after examining the earlier SIMSC Scheme and recommendations of the Paradip Port led Inter-Ministerial Committee. International benchmarking across eight jurisdictions was also undertaken to study best practices relating to financial incentives, technology enabled systems, simplified implementation processes, and inter-ministerial coordination mechanisms.
6. The Committee discussed the proposed structure of the scheme and noted that the CCPS framework had been organized around three key pillars, namely financial incentives, infrastructure support, and inland waterways integration. The financial incentive component includes voyage based shipper incentives and operator or service viability support. Infrastructure support would include port and hinterland connectivity, mechanization, and efficiency enhancement, while inland waterways integration would focus on first and last mile connectivity for bulk and agricultural commodities.
7. The issue of determining baseline cargo for incentive eligibility was discussed in detail. The Committee agreed that incentives should promote incremental cargo movement and not subsidize existing coastal cargo. Accordingly, it was decided that baseline cargo volumes would be calculated using data from the previous

- financial year and that a mandatory additionality framework would be incorporated within the CCPS module. It was further agreed that only one claimant, either the consignor or consignee, would be eligible to claim incentives for a given shipment.
8. The importance of a robust digital implementation framework was emphasized during the meeting. It was agreed that all claim submission, verification, scrutiny, and disbursement processes would be carried out exclusively through the Maritime Single Window (MSW) Coastal Module. The system would include automated validation and cross verification mechanisms to prevent duplication and false claims. Members also agreed that operational readiness of the MSW platform would be a prerequisite for rollout of the scheme.
 9. The Committee deliberated upon the proposed governance mechanism and approved a three-tier structure comprising a National Coastal Shipping and Maritime Committee for policy oversight, an Inter-Ministerial Coordination Cell for issue resolution and coordination, and a Coastal Cargo Promotion Centre under the Indian Ports Association (IPA) for day-to-day implementation, monitoring, and claim processing.
 10. The indicative financial outlay for the scheme was reviewed and broadly agreed upon. The proposed allocation includes approximately ₹16,994 crore under Category A for shipper incentives, ₹1,222 crore under Category B for operator and service viability support, and approximately ₹38.2 crore towards regulatory reforms and system integration, in addition to infrastructure and multimodal integration related components.
 11. The Committee also discussed the framework for Cargo Commitment Agreements (CCA) with cargo owning Ministries. It was decided that further inter-ministerial consultations would be undertaken for finalization of the CCA mechanism. The Committee further agreed that coastal cargo movement would be prioritized in cases where rail connectivity infrastructure is developed through port related funding support.
 12. It was decided that a final validation meeting would be held on 08 May 2026 at 12:30 hrs. Members were requested to submit any remaining comments through email. DGS informed that the final CCPS document, along with all annexures and supporting documents, would be submitted to the Ministry by the evening of 08 May 2026.
 13. Based on the discussions, the Committee approved the incorporation of the additional Terms of Reference, adoption of baseline cargo methodology based on the previous financial year, implementation of a mandatory additionality test, processing of all incentive claims exclusively through the MSW platform, and indexing of incentive rates to the Wholesale Price Index (WPI) with biennial revision. The Committee also approved the proposed governance framework and financial allocations under the scheme.
 14. The meeting concluded with a vote of thanks to all participants for their valuable inputs and cooperation in finalization of the Coastal Cargo Promotion Scheme (CCPS).

LIST OF PARTICIPANTS:

Sr. No.	Name
1	Sh. Shyam Jagannathan
2	Sh. Ravi Kumar Moka
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4	Aneena R Innocent
5	Jai Kumar
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34	Shubham Arora
35	Siddesh Kademani
36	Sunil Vaswani
37	Deputy Conservator
38	DPI Radio Officer
39	Dy Chairman
40	Dy Chairperson
41	SDDR
42	Port Conservator
43	Port Officer
44	Kerala Maritime Board
45	MbPA
46	MMB PMU
47	Chairman
48	Chairperson
49	Traffic Dept.
50	CMD
51	GM Operations

3. Third Committee members Meeting on 08-05-2026 (Online)

Minutes of meeting are as below:

1. The third Committee-level meeting on the Coastal Cargo Promotion Scheme (CCPS) was held on 08 May 2026 in virtual mode under the chairmanship of the Directorate General of Shipping (DGS). This meeting was convened as the final iteration to review and conclude discussions on the scheme prior to its submission to the Ministry. DGS informed that inputs from earlier meetings had been incorporated and revised documents, including the Executive Summary and detailed Annexure, had already been circulated to all members.
2. During the deliberations, the issue of determining the baseline cargo for incentive calculation was discussed. It was observed that using a single financial year as the baseline may lead to distortions due to year-to-year variability. Accordingly, it was suggested that a three-year average baseline may be adopted to ensure stability and fairness in identifying incremental cargo eligible for incentives. The Committee broadly agreed with this approach, subject to finalisation.
3. The Committee discussed the scope and structure of the scheme and noted that CCPS will focus primarily on two core components, namely cargo-based incentives (voyage-specific incentives to shippers) and route/service viability support. It was clarified that only one claimant, either the consignor or consignee, would be eligible to claim incentives in order to avoid duplication. Further, infrastructure development, multimodal integration with rail and inland waterways, and related financial support are proposed outside the direct funding scope of the scheme and will be addressed through separate mechanisms.
4. The importance of a robust digital framework for implementation was emphasised. It was agreed that the Maritime Single Window (MSW) system should be fully operational and stable prior to rollout of the scheme. A dedicated coastal cargo module would be developed within MSW to facilitate beneficiary registration, claim processing, monitoring of cargo movement, and electronic disbursement of incentives, thereby ensuring transparency and efficiency in implementation.

5. DGS informed that extensive stakeholder consultations had already been undertaken with port authorities, industry stakeholders, and relevant Ministries. It was further noted that an additional inter-ministerial consultation may be required at the Ministry level before proceeding for approval, in line with due process for Cabinet consideration.
6. Members from DPA, KPL, PPA port authorities conveyed their views on the scheme. Paradip Port Authority indicated that any comments would be submitted separately via email and no comments as of now.. Deendayal Port Authority supported the key aspects of the scheme, particularly the incentive structure, digital implementation through MSW, and clarity on baseline determination. Mumbai Port Authority and Kamarajar Port Limited expressed their agreement with the proposed framework and Inputs from the Indian Ports Association, if any, were to be shared separately and as of now agree with committee.
7. Based on the discussions, broad consensus was achieved on the revised framework of the CCPS. The Committee agreed on key principles including adoption of an appropriate baseline methodology, limiting the scheme to cargo incentives and route viability support, ensuring a single claimant per cargo, and implementing the scheme through a digital platform.
8. It was decided that DGS would incorporate any final inputs received from members and submit the final scheme to the Ministry along with a DO letter. The final document would also be circulated to all Committee members. Further consultations with concerned Ministries would be undertaken before progressing the scheme for approval.
9. The meeting concluded with a vote of thanks to all participants for their valuable inputs and cooperation in finalising the Coastal Cargo Promotion Scheme.

LIST OF PARTICIPANTS:

SNo	Name	Email
1	Shri Shyam Jagannathan, IAS	DG shipping
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Annexure 11 : Comments on the Proposed Scheme of Coastal Cargo Promotion Scheme, 2026**Name of Stakeholder/Committee member: Mormugao Port Authority**

A. Current Status of Coastal Cargo Traffic and Infrastructure				Remarks
1. Please provide coastal cargo handled in last 3 years by ports (Total and major commodities)	(Qty. in 000 Tonnes)			Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.
		2022-23	2023-24	
	<u>Loaded</u>			
	Iron Ore (Exp.)	600	1184	
	Steel Coils	0	7	
	Iron & Steel	18	16	
	Coal	31	0	
	Total loaded cargo	649	1207	
	<u>Unloaded</u>			
	Pol (Imp)	609	585	
	Iron Ore (Imp)	0	357	
	Thermal Coal	222	1607	
	Coking Coal	81	30	
	Met Coke	8	0	
	Steel Coils	0	0	
	Bentonite	0	3	
	Bauxite	163	110	
	Total Unloaded cargo	1083	2692	
	Total coastal cargo	1732	3899	
2. What is the current share of coastal cargo port traffic? (Total and major commodities)	<i>The current share of coastal cargo is 18%.</i>			Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.
3. What dedicated infrastructure exists for coastal cargo (berths, storage, mechanization, liquid facilities)?	<i>At Mormugao Port, although, no dedicated Coastal berth is available, however, coastal cargo is handled at berth no.6,7,8,10 and 11. Port has also planned the development of dedicated Coastal Cargo Berth at Vasco Bay. Whereas sufficient storage space is available to handle current volume. Berths are mechanised and adequate infrastructure is available to handle liquid cargo.</i>			Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
4. What are the key infrastructure gaps limiting coastal growth at port(s)? What indicative investments would be required to address these?	<i>As there is no dedicated Coastal cargo berth, Port is currently handling Coastal cargo at Berth No. 6, 7, 8, 10 & 11. Port Authority has also planned the development of dedicated Coastal Cargo Berth at Vasco bay and has appointed an agency to conduct EIA studies and other scientific studies for obtaining Environmental Clearance and CRZ clearance, both of which are currently in progress. Upon conclusion of the EIA studies, due process will be followed to obtain EC which includes conducting of Public Hearing. Additionally, the project necessitates, relocation of approximately 32 unauthorized encroachments on the Port foreshore areas. In accordance with the MoU signed in December 2016, the Government of Goa is responsible for executing this relocation</i>	pipeline where applicable. Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
5. Are PPP or private operator models feasible for coastal terminals	Yes	Considered under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
B. Operational Experience & Constraints		
6. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, TAT, documentation, connectivity)?	<u>Berth Availability</u> <i>No dedicated coastal cargo berth is available at MPA. However Coastal cargo is handled at Berth 6, 7, 8, 10 & 11. Hence there is no operational constraint affecting Coastal cargo growth due to berth availability.</i> <u>Turnaround Time (TAT)</u> <i>No Constraints.</i> <u>Documentation</u> <i>No constraints related to documentation</i> <u>Connectivity</u> <i>Port is well connected to hinterlands with Road, Rail and IWT connectivity.</i>	Not considered for scheme modification – No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.
7. Are there operational distinctions between coastal and EXIM cargo at port(s)? If yes, what facilitation measures (if any) are currently provided to coastal cargo (e.g., priority berthing, simplified procedures)?	<i>Yes. Priority berthing is accorded to coastal vessels carrying coastal cargoes.</i>	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
8. Any bottlenecks affecting coastal cargo for bulk/containers/liquid/Ro-Ro projects?	<i>No bottlenecks affecting coastal cargo.</i>	No Cat A-D action. Nil/NA or no actionable gap reported; retained

A. Current Status of Coastal Cargo Traffic and Infrastructure					Remarks										
					as stakeholder record.										
C. Tariff & incentive structure															
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?		Yes. <i>Mormugao Port is providing 40% concession for coastal cargo.</i>			Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.										
10. What commercial measures would help attract higher coastal volumes?		<i>Volume-based incentives for regular coastal cargo operators.</i> <i>Dedicated Berth</i>			Considered – Cat A/B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.										
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?		<i>At present, following measures / incentives are operational. The same should be continued for the coastal cargo to be handled.</i> <i>Concessional port dues and vessel-related charges for coastal vessels – implemented (Port is providing 40% concession on Coastal cargo)</i> <i>Priority berthing for coastal ships – implemented (Port provides berthing priority to coast ships)</i>			Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.										
D. Inland–Coastal Integration															
12. What is the current status of inland waterway or multimodal integration at port/(s)?		<i>Mormugao is well connected with Inland water ways via Mondovi and Zuari River. Cargo is handled by inland waterways at MPA is detailed below:</i> <table><tr><td><i>Mormugao Port : Inland waterways traffic in Million tonnes</i></td><td><i>2022-23</i></td><td><i>2023-24</i></td><td><i>2024-25</i></td><td><i>2025-26</i></td></tr><tr><td></td><td><i>2.93</i></td><td><i>3.63</i></td><td><i>3.29</i></td><td><i>3.97</i></td></tr></table>			<i>Mormugao Port : Inland waterways traffic in Million tonnes</i>	<i>2022-23</i>	<i>2023-24</i>	<i>2024-25</i>	<i>2025-26</i>		<i>2.93</i>	<i>3.63</i>	<i>3.29</i>	<i>3.97</i>	Noted. Category C
<i>Mormugao Port : Inland waterways traffic in Million tonnes</i>	<i>2022-23</i>	<i>2023-24</i>	<i>2024-25</i>	<i>2025-26</i>											
	<i>2.93</i>	<i>3.63</i>	<i>3.29</i>	<i>3.97</i>											
13. What improvements are needed to strengthen inland–coastal linkages?		<i>Development of Coastal jetties</i> <i>Dredging of rivers</i>													
E. Cargo Aggregation, New Services & IWT Integration															
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid		No. <i>Common facilities are used to handle coastal cargoes</i>			Considered – Cat C. Reflected under port/hinterland/IWT infrastructure										

A. Current Status of Coastal Cargo Traffic and Infrastructure							Remarks	
pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?							support and operational-readiness interventions, including VGF/project pipeline where applicable.	
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.		No, the Port has not identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala. However, Port is planning to obtain 100% grants from Ministry under Sagarmala scheme. The details of the project is as below:					Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.	
		Sl. No	Name of Project	Cost (Rs. in Crore)	Capacity Addition in MMPTA	Time line		Current Status
		1	Development of Coastal cargo berth at Vasco Bay	200.00	2.00	Award – Sep. 2030 Completion – March 2023		Consultant appointed for conducting EIA and other field studies and the studies are in progress. Rehabilitation of Project affected houses is to be done by Government of Goa.
F. Emergency Repair, TAT, and Cargo Commitment								
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most reduce TAT?							Noted for record.	
		Average TAT for coastal cargo during 2025-26						
		Dry bulk (conventional)						
		Dry bulk (Mechanical)						
		Liquid Bulk						
		Container Cargo at Mormugao Port has recently commenced. At Mormugao main contributor of delay in TAT is case of Dry bulk mechanical are as follows: - Vessels are affected due to Rain and bad weather - vessels affected due to slow evacuation						

Name of Stakeholder/Committee member: New Mangalore Port Authority

A. Current Status of Coastal Cargo Traffic and Infrastructure					Remarks
1. Please provide coastal cargo handled in last 3 years by ports (Total and major commodities).	COASTAL CARGO				Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.
	Commodity	2022-23	2023-24	2024-25	
2. What is the current share of coastal cargo port traffic? (Total and major commodities)	Crude	33,88,247	44,29,627	32,12,241	
	POL Products	16,66,946	23,75,991	25,18,333	
	Other Liquid	1,67,012	1,51,369	1,48,604	
	IOP	55,104	54,337	1,84,617	
	IOF	14,68,376	20,81,457	9,13,606	
	Other Ore	-	-	19,115	
	Coal	1,36,220	46,600	55,304	
	Cement	3,71,426	2,26,680	2,49,777	
	Iron & Steel	1,43,545	1,76,625	1,69,257	
	Other Dry Bulk	2,62,177	1,23,930	23,303	
	Other Break Bulk	1,38,977	2,18,312	2,84,762	
	Container (Tonnage)	12,77,733	10,33,569	9,59,227	
	TOTAL	90,75,763	1,09,18,497	87,38,146	
	Total Traffic handled	4,14,17,098	4,57,07,461	4,60,14,422	
	% of Coastal cargo	22%	24%	19%	
3. What dedicated infrastructure exists for coastal cargo (berths, storage, mechanization, liquid facilities)?	Two nos. of dedicated berths with sufficient storage facility available.				Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including

		VGF/project pipeline where applicable.
4. What are the key infrastructure gaps limiting coastal growth at port/(s)? What indicative investments would be required to address these.	NIL	No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.
5. Are PPP or private operator models feasible for coastal terminals?	No. Individual cargo of any stakeholders is limited and it is divided across liquid and Break bulk and Bulk cargoes.	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
B. Operational Experience & Constraints		
6. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, TAT, documentation, connectivity)?	NIL	No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.
7. Are there operational distinctions between coastal and EXIM cargo at port/(s)? If yes, what facilitation measures (if any) are currently provided to coastal cargo (e.g., priority berthing, simplified procedures)?	Customs in not involved in Coastal documentation procedure. Less number of documents compared to EXIM cargo.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
8. Any bottlenecks affecting coastal cargo for bulk/containers/liquid/Ro-Ro projects?	NIL.	No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	Yes. Separate tariff is followed for coastal cargo. Coastal Container is provided with 40% rebate.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
10. What commercial measures would help attract higher coastal volumes?	Separate tariff is followed for coastal cargo. Coastal Container is provided with 40% rebate. 7 Free days storage is extended for 7 days in bound cargo, 15 free days for out bound cargo.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	NIL	No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.
D. Inland–Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port/(s)?	IWAI has declared two National Waterways. Gurupur (NW-43), and Netravathi (NW-74). They are yet to be developed by IWAI	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.

13. What improvements are needed to strengthen inland-coastal linkages?	Dredging in national waterways and maintaining it. Increasing the length of the waterways. The waterways will have limited water after rainy season which makes them to use round the year.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.												
E. Cargo Aggregation, New Services & IWT Integration														
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?	Yes. The Port is having 2 Nos. of 63 Tonnes capacity harbour mobile cranes which is used for handling different types of coastal cargo. The average utilization is 22%.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.												
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	No.	No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.												
F. Emergency Repair, TAT, and Cargo Commitment														
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most reduce TAT?	The current average vessel turnaround time (TAT) up to February, 2026 for Coastal cargo at the port is as follows: <table><thead><tr><th>Cargo Type</th><th>Average TAT (in Hrs.)</th></tr></thead><tbody><tr><td>Bulk Dry (DB +BB)</td><td>58.15</td></tr><tr><td>Bulk Liquid</td><td>33.35</td></tr><tr><td>Container</td><td>20.95</td></tr><tr><td>Ro-Ro</td><td>0</td></tr><tr><td>Total</td><td>35.55</td></tr></tbody></table> Reasons for increasing TAT are as follows: (i) Handling of old vessels. (ii) Handling of slow moving cargo like steel coils, machinery, raw cashew, etc.	Cargo Type	Average TAT (in Hrs.)	Bulk Dry (DB +BB)	58.15	Bulk Liquid	33.35	Container	20.95	Ro-Ro	0	Total	35.55	Noted
Cargo Type	Average TAT (in Hrs.)													
Bulk Dry (DB +BB)	58.15													
Bulk Liquid	33.35													
Container	20.95													
Ro-Ro	0													
Total	35.55													

Name of Stakeholder/Committee member: Kamarajar Port Limited

A. Current Status of Coastal Cargo Traffic and Infrastructure					Remarks
1. Please provide coastal cargo handled in last 3 years by ports (Total and major commodities).	Commodity	2023-24	2024-25	2025-26	Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.
	Coal	14.91	16.72	16.37	
	POL	2.63	2.66	2.96	
	Slag	0.00	0.19	0.23	
	Pellets	0.00	0.12	0.00	
	Steel	0.02	0.01	0.00	
	Container	0.01	0.00	0.00	
	Total Coastal	17.57	19.70	19.56	
	Total Throughput	45.28	48.41	49.08	
2. What is the current share of coastal cargo port traffic? (Total and major commodities)	FY	Coastal Cargo (MT)	Total Traffic (MT)	Coastal Share (%)	Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.
	2023-24	17.57	45.28	39%	
	2024-25	19.70	48.41	41%	
	2025-26	19.56	49.08	40%	
3. What dedicated infrastructure exists for coastal cargo (berths, storage, mechanization, liquid facilities)?	Berth	Commodity	Infrastructure		Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
	Coal Berth 1	Thermal Coal	Mechanised Berth with a capacity of 8 MTPA, Operated by TNPCL on captive user basis with covered coal conveyor.		
	Coal Berth 2	Thermal Coal	Mechanised Berth with a capacity of 8 MTPA, Operated by NTECL on captive user basis with covered coal conveyor.		
	Marine Liquid Terminal 1	POL	Liquid storage facilities & pipeline: 64 tanks with a capacity of 2.54 Lakh KL. Operated by M/s. ETPL on PPP mode. POL products are majorly handled by the Oil Companies viz. BPCL, HPCL, IOCL, Reliance & Nayara.		
4. What are the key infrastructure gaps limiting coastal growth at port(s)? What indicative investments would be required to address these.	The key infrastructure gaps limiting coastal cargo growth at Indian Ports include insufficient Indian Flag vessels to handle Ro-Ro, Inadequate mechanised handling systems for bulk cargo, limited coastal container berths, and weak inland coastal integration. Addressing these gaps will require targeted investment in dedicated terminals, automation, multimodal connectivity , and digital systems.				Considered – Cat B/C. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
5. Are PPP or private operator models feasible for coastal terminals?	Yes, terminals operated by PPP mode and Captive Mode at KPL are handling coastal cargos.				Considered – Cat C.
B. Operational Experience & Constraints					
6. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, TAT, documentation, connectivity)?	Coastal cargo growth is constrained by limited berth availability, high turnaround times, complex documentation, weak first/last mile connectivity, and underutilised infrastructure. Addressing these constraints requires the development of dedicated coastal berths, enhanced mechanisation, simplified clearance processes, and stronger multimodal integration.				Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
7. Are there operational distinctions between coastal and EXIM cargo at port/(s)? If yes, what facilitation measures (if any) are currently provided to coastal cargo (e.g., priority berthing, simplified procedures)?	Yes, there are clear operational distinctions between coastal cargo and EXIM cargo at Indian ports. While policy provisions exist for priority berthing, tariff concessions, and simplified procedures, coastal cargo continues to face operational disadvantages compared to EXIM cargo. These disadvantages arise due to limited dedicated infrastructure and inconsistent implementation of facilitation measures. Strengthening facilitation measures—particularly through the provision of dedicated berths, enhanced mechanisation, and streamlined clearance processes—would make coastal shipping more competitive.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
8. Any bottlenecks affecting coastal cargo for bulk/containers/liquid/Ro-Ro projects?	High demand for coal and other bulk cargo handling leads to berth congestion at KPL. For Ro-Ro cargo, a separate sheet has already been provided by KPL.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	- Most major ports and State Maritime Boards (SMBs) have limited flexibility to offer differential tariffs or rebates for coastal cargo. - Key constraints include regulatory uniformity under the Tariff Authority for Major Ports (TAMP), financial viability concerns, and the lack of clear guidelines for coastal-specific concessions.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
10. What commercial measures would help attract higher coastal volumes?	- Offering volume-linked rebates and long-term contracts to shippers. - Bundled services such as warehousing, stockyards, and multimodal connectivity. - Priority berthing and faster turnaround times for coastal vessels. - Greater concessions towards VRC and a flat tariff structure for CRC. - Transparent tariff structures to reduce uncertainty for operators.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	- Tax incentives for coastal cargo movement (e.g., GST relief on multimodal transfers). - Subsidies for Ro-Ro vessel acquisition and operation. - Central funding for port-side infrastructure such as ramps, cranes, and stockyards. - Simplified customs and cabotage rules to reduce administrative delays. - Incentives for end users (e.g., green logistics certification, discounts) to build demand.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
D. Inland–Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port/(s)?	- Inland waterway integration remains limited, with only select ports (e.g., Kolkata, Varanasi, Haldia) linked to National Waterways. - Multimodal integration is uneven: rail connectivity is strong at major ports, but inland waterway linkages remain underdeveloped.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
13. What improvements are needed to strengthen inland–coastal linkages?	- Development of dedicated river–sea terminals to connect inland waterways with coastal shipping. - Investment in multimodal logistics parks near ports to streamline cargo transfers. - Enhanced digital coordination platforms for scheduling and cargo tracking across modes.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	- Greater collaboration between central and state governments to align infrastructure planning. - Collaboration with car carrier associations to ensure seamless transportation to and from the port.	
E. Cargo Aggregation, New Services & IWT Integration		
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?	KPL has invested in dedicated handling equipment for coastal cargo—such as covered conveyors for coal, Ro-Ro ramps, liquid pipelines, and bulk handling systems. However, utilisation levels remain uneven, and significant gap investments are still required to modernise and expand capacity. Utilisation Levels - Bulk cargo systems: High utilisation, often exceeding 70–80%, especially for coal and other bulk cargo. - Ro-Ro: Low utilisation due to non-availability of fleet (i.e., Indian-flag vessels). - Liquid pipelines: High utilisation, particularly at energy-importing ports. Gap Investments Required - Ro-Ro Infrastructure: Expansion of ramps, marshalling yards, and port-proximate stockyards to support automobile logistics. - Automation & Mechanisation: Greater deployment of automated conveyor systems, cranes, and bulk loaders to reduce turnaround time. - Cold Chain & Covered Storage: Investment in covered warehouses and temperature-controlled facilities for perishable cargo. - Multimodal Connectivity: Integration of port infrastructure with road and rail corridors to reduce first-mile/last-mile bottlenecks. - Digital Systems: Adoption of smart port technologies (IoT, AI-driven scheduling) to improve utilisation and reduce congestion.	Considered – Cat B/C. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	KPL can consider utilising the Coastal Cargo Promotion Scheme (CCPS) of the Ministry of Ports, Shipping and Waterways (MoPSW) for Ro-Ro vessels. Under this scheme, financial support is provided by the Government of India to Indian-flag Ro-Ro vessels when they return with low cargo loads (less than 30% capacity), thereby helping to reduce losses arising from empty or under-loaded return voyages. Gaps & Investment Needs - Ro-Ro ramps and marshalling yards: Additional investment is required to scale up automobile logistics. - Multimodal integration: Inland waterways (NW-1, NW-2) require stronger linkages with ports. - Digital systems: Cargo scheduling and tracking platforms are currently underdeveloped. - Private participation: Public–Private Partnership (PPP) models are essential to bridge funding gaps.	Considered – Cat B/C.
F. Emergency Repair, TAT, and Cargo Commitment		

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most reduce TAT?	The average vessel turnaround time (TAT) for coal and POL vessels handled in coastal trade during FY 2025–26 is approximately 50 hours.	Noted
Additional Inputs		
List of Participants (Stakeholders): - Shri. V. Anand – Success Shipping Services Pvt. Ltd. - Shri. Sai Krishna – Success Shipping Services Pvt. Ltd. - Shri. Navaneeth – Nissan Motors India Pvt. Ltd. - Shri. Suresh – J.M. Baxi Marine Pvt. Ltd. - Shri. Murali – Stellantis Automobile India Pvt. Ltd. - Shri. Santhosh Periyasamy – Stellantis Automobile India Pvt. Ltd. - Shri. Ramesh Jayaraman – Stellantis Automobile India Pvt. Ltd. - Shri. Sanjay – Renault Group - Shri. Blessington – Renault Group - Shri. Vijaykrishnan Nair – Radiant Maritime India Pvt. Ltd. - Shri. Naven Rao – Radiant Maritime India Pvt. Ltd. - Shri. Pradeep – Century Star - Shri. Sathish – Century Star - Shri. Raguraman – K Steamship Agencies Pvt. Ltd.		
1. High Logistics Costs	- Although water transport is generally cheaper per ton-kilometre, the multimodal nature of coastal shipping—requiring loading/unloading and last-mile road transport—results in higher overall logistics costs compared to road or rail. - Road transport is often perceived by shippers as faster and more reliable, particularly for time-sensitive cargo. - For green and energy-efficient transportation of automobiles, automobile manufacturers often prefer rail transport over water transport due to reliability and operational considerations advantage in getting first-mile and last-mile connectivity, apart from which has a direct effect on cost and time factors.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
2. Limited Fleet Availability	- At present, India does not have Indian-flagged Ro-Ro vessels with the capacity to accommodate 2,000 cars (maximum volume expected for each coastal voyage), which restricts service frequency and coverage. - Heavy reliance on foreign-flag vessels for international car carriers reduces competitiveness and limits domestic control over logistics.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
3. Weak Demand & Modal Shift Challenges	- Coastal shipping contributes only about 6% of domestic transport, while road transport dominates with nearly 65%. - Shippers remain hesitant to shift to coastal shipping due to uncertainties in schedules, limited route options, and lack of awareness. - Existing modal shift incentives have not yet generated significant traction.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
4. Regulatory & Policy Barriers	- Complex customs procedures and cabotage rules discourage private operators from entering the sector. - There is a lack of long-term financial incentives for shipowners, shippers, and end users. - Fragmented coordination between central and state authorities slows down project execution and policy implementation.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
5. Issues in First & Last Mile Connectivity	- Car carrier associations are reluctant to support cargo movement to and from ports, as coastal shipping is perceived to encroach upon their market share. - Transit time competitiveness remains a core barrier; for example, a car carrier truck departing from an OEM factory near Chennai can deliver vehicles to dealerships in Mumbai or Gujarat within 2–3 days with high schedule reliability. In contrast, coastal shipping involves additional handling and longer transit times, making it less attractive.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
6. Multiple Handling Events – A Key Operational Challenge	- Road transport involves a single loading and unloading process, keeping vehicles secure from factory to dealership. In contrast, coastal Ro-Ro require six to eight handling steps – yards to transporter, port marshalling, vessel ramp, stowage, discharge port, destination yard, transporter and final delivery. - Each step increases the risk of cosmetic damage, adds kilometres to the odometer, and extends transit time. OEMs are highly sensitive to pre-delivery inspection quality and odometer readings, and even an additional 20–50 extra kilometres can raise concerns with dealers and customers. This remains a key barrier to wider adoption of coastal shipping despite its potential cost advantages.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
7. Supply-side Constraints	Without parallel measures to support fleet expansion, bunker cost competitiveness, and route viability for vessel operators, there is a risk that demand-side incentives will generate interest from shippers but fail to find sufficient vessel capacity to service these routes.	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
Recommendations from Automobile Industry Stakeholders		
1. Availability of Indian-Flag Vessels	- The Ministry may kindly ensure the availability of Indian-flag Ro-Ro vessels with a capacity of up to 2,000 vehicles, supported by appropriate incentives. - Addressing the issue of non-availability of suitable Ro-Ro vessels should be prioritised to attract OEMs towards coastal cargo movement.	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
2. Interim Use of Foreign-Flag Vessels	- In the absence of Indian-flag vessels, foreign-flag vessels may be permitted to transport domestic cars with incentives, with the understanding that Indian ports may allow this arrangement for a minimum period of two years until Indian-flag vessels become available. - A separate identification code could be assigned for accommodating coastal cargo on foreign-flag vessels to ensure clear segregation.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
3. Simplified Clearance Process	A streamlined and simplified process for clearing domestic cargo carried through foreign vessels would significantly facilitate operations.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	Priority berthing for coastal vessels should be provided to reduce transit time at both loading and unloading ports, without additional cost.	enablers, including simplification, priority treatment and governance measures.
4. Financial Viability Measures	To promote coastal cargo movement during the initial period, maximum discounts in VRC and CRC may be considered to ensure financial viability and attract potential customers.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
5. End-User Incentives	Incentives may be extended to end users by highlighting that their purchased vehicle has arrived via coastal movement, thereby reducing CO₂ emissions. A “green logistics” sticker accompanied by a discount coupon could further reinforce this initiative.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
6. Integration with North-East Transport Routes	Greater potential exists for coastal voyages from southern ports to Kolkata Port to cater to domestic demand for automobiles (including two-wheelers and three-wheelers) in the North-East region. Integration of sea routes with river routes is essential to enable transportation of automobile cargo to the seven hill states through coastal movement.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
7. Simplified Processes Across Stakeholders	Simplification of procedures for shippers, shipping liners, port authorities, customs, and both state and central government agencies would significantly enhance operational efficiency.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
8. Collaboration with Transport Associations	The Ministry may engage with transport associations to support first-mile and last-mile connectivity by establishing agreements with OEMs and shipment agents, thereby strengthening the overall logistics chain.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
Suggestions provided by M/s Success Shipping Services Pvt. Ltd. (Shipping Agent)		
1. Transit Time Competitiveness – The Core Barrier	In our experience, the primary barrier to the adoption of coastal Ro-Ro for automobile transportation has not been tariff or cost alone—it has been transit time. A car carrier truck departing from an OEM factory near Chennai can deliver vehicles to a dealership in Mumbai or Gujarat within 2 to 3 days, offering reliable door-to-door service with high schedule predictability. A coastal Ro-Ro movement for the same origin–destination pair involves significantly longer transit times due to factors such as port-side waiting periods, vessel loading, sailing time, port discharge, and last-mile delivery at the destination. The per-vehicle incentive proposed under the scheme (₹8,500 to ₹10,000 for four-wheelers) addresses the cost dimension but does not address the time	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	competitiveness, which is often the deciding factor for OEMs and dealers operating in a just-in-time delivery environment. We respectfully suggest that the Ministry consider introducing a mechanism such as a transit time or service-level-agreement (SLA) requirement for eligible Ro-Ro routes. This would ensure that schemes not only lower cost but also improve service quality and time competitiveness.	
2. Multiple Handling Events – A Critical Operational Concern	This is perhaps the most significant operational concern that the current framework does not adequately address. When an automobile is transported by road on a car carrier truck, the vehicle is loaded at the OEM factory gate and remains untouched until it reaches the dealership. There is essentially one loading event and one unloading event, with the vehicle resting securely on the carrier throughout the journey. In contrast, coastal Ro-Ro operations involve multiple handling events, including: • The vehicle being driven from the assembly yard to a transporter • Handling at the origin port • Handling in the port marshalling area • Driving up the vessel ramp and positioning on the vessel deck • Stowage for the voyage • Driven down the ramp at the discharge port • Handled again in the destination port yard • Loaded onto a transporter • Finally delivered to the dealership In practice, this amounts to six to eight distinct handling events for a single vehicle. Each handling event carries a risk of cosmetic damage (scratches, dents), adds kilometres to the odometer of a brand-new vehicle, and increases overall logistics time. OEMs are highly sensitive to pre-delivery inspection (PDI) quality and odometer readings, and even an additional 20–50 kilometres on a new vehicle's odometer can raise concerns with dealers and end customers. This is a well-known barrier within the automobile logistics industry and is one of the principal reasons why OEMs have been hesitant to adopt the coastal mode at scale, despite its potential cost advantages. We would respectfully suggest the following measures to address this issue: - The Ministry may consider mandating or incentivising the use of enclosed Pure Car and Truck Carriers (PCTCs) for automobile coastal movement, as against open-deck Ro-Ro vessels. PCTCs offer weather protection, multi-deck transport with significantly fewer handling interventions, and are the global standard for vehicle shipping. A higher per-vehicle incentive rate for PCTC movements vis-à-vis open Ro-Ro would encourage adoption of superior vessel types. - The Ministry may consider introducing a formal framework for odometer mileage declaration, in coordination with the Ministry of Road Transport & Highways (MoRTH), so that vessel-related mileage accumulated during coastal transport can be separately	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	recorded and disclosed. This would allow OEMs and dealers to distinguish voyage-related mileage and reduce resistance toward coastal Ro-Ro adoption. iii. The MWS/NDCs module should be designed to track individual vehicles at the Vehicle Identification Number (VIN) level, rather than merely as aggregate cargo. VIN-level tracking would provide end-to-end visibility and traceability, reduce disputes and insurance claims, and improve confidence among OEMs. iv. Priority berthing and cargo handling should be maintained within a defined timeframe, and dedicated Ro-Ro berths, vehicle-grade ramps, and covered marshalling yards should be developed to minimise the number of handling events and reduce the risk of damage at the port level.	
3. First-Mile and Last-Mile Connectivity	- The current scheme incentivises only the sea-leg of the movement. However, for automobile coastal shipping to be truly competitive with road transport, the first-mile and last-mile logistics costs must also be factored into the overall value proposition. In many cases, these land-side segments add significant cost and time, and their exclusion from the incentive framework reduces the attractiveness of coastal shipping structure means that the effective per-vehicle benefit to the shipper is lower than what the headline rate suggests. We would respectfully suggest that the Ministry consider either: - Including a first-mile / last-mile component within the per-vehicle incentive, or - Working with the respective State Governments and port authorities to develop dedicated first-mile / last-mile logistics infrastructure, such as OEM-to-port shuttle services or port-proximate vehicle stockyards, which can reduce both cost and handling associated with these logistics segments.	Noted. The same shall be duly considered during finalisation of the Scheme.
4. Viability Gap Support for Empty Return Voyages (Para 4.16(iv))	- We welcome the inclusion of Viability Gap Support for empty return Ro-Ro voyages. This is a meaningful recognition of a real structural problem. However, the draft indicates that the VGS rate, ceiling, and eligibility criteria will be separately notified after corridor-specific cost analysis. - We would request that this analysis be expedited and that the provisions of VGS, including parameters, be published alongside the main Scheme notification, to provide vessel operators with the confidence to commit tonnage to coastal Ro-Ro routes from the outset.	Noted. The same shall be duly considered during finalisation of the Scheme.
Supply-Side Considerations	- We note that the Scheme is primarily designed as a demand-side intervention, providing monetary incentives to shippers. While this is a sound approach, we would respectfully suggest that the Ministry also consider the supply-side constraints that currently limit the growth of coastal shipping. Indian-flag coastal tonnage is limited, and vessel operators face high capital and operating costs. - Without parallel measures to support fleet expansion, bunker cost competitiveness, and route viability for vessel operators, there is a risk that demand-side incentives will generate interest from shippers but find insufficient vessel capacity to service the routes. - The Ministry may wish to consider complementary supply-side measures to ensure that the growth of cargo demand is matched by adequate vessel availability.	Noted. The same shall be duly considered during finalisation of the Scheme.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
Simplified Process for MSMEs	- The registration process outlined in Annexure-I of the draft requires the submission of a wide range of documents, including Certificate of Incorporation, Board Resolution, TAN, PAN, GSTIN, bank account details, vessel registration details, and statutory certificates. - While this requirement may be appropriate for large corporate shippers, the same documentation process may prove onerous for smaller MSME shippers who are new to the coastal mode. We would suggest that the Ministry consider introducing a simplified or light-touch registration pathway for MSME-registered entities, with reduced documentation requirements and a faster approval timeline, to encourage broader participation and ensure that the benefits of the Scheme extend to smaller players in the supply chain.	Noted. The same shall be duly considered during finalisation of the Scheme.
Suggestions provided by M/s Nissan Motor India Private Limited (OEM)	- Permission from the Customs authorities to use a foreign-flag vessel for transporting domestic cars and discharging them at an Indian port. - Monetary incentives applicable to coastal shipments should also be extended to foreign-flag vessels carrying domestic cars. - Priority berthing permission should be granted to vessels carrying domestic cars. - Special tariff on wharfage rates should be considered.	Noted. The same shall be duly considered during finalisation of the Scheme.
Suggestions provided by M/s Isuzu Motor India Private Limited (OEM)	- From an automobile OEM perspective, coastal shipping could be a potential option for long-distance domestic distribution. However, certain operational aspects require further consideration, including: - Availability and frequency of coastal Ro-Ro vessel services - Transit time reliability compared to road transportation - Availability of vehicle-carrier logistics for last-mile delivery from the destination port - Additionally, clarity is sought on the availability of multimodal connectivity options to the North-East region, such as inland waterway routes, river ferries, or other logistics corridors that could support vehicle movement to the region.	Noted. The same shall be duly considered during finalisation of the Scheme.

Name of Stakeholder/Committee member: V.O.Chidambaranar Port Authority

A. Current Status of Coastal Cargo Traffic and Infrastructure					
1. Please provide coastal cargo handled in last 3 years by ports (Total and major commodities)	(Qty. in 000 Tonnes)			Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.	
		2022-23	2023-24		2024-25
	Coal	9,497	9,547		8,837
	POL	89	77		72
	Container	2,488	2,522		2,709
	Others	499	460		367
	Total Coastal Traffic	12,573	12,606		11,984
	Total Traffic	38,041	41,402		41,724
	Container TUES	1,24,447	1,26,156		1,35,502
	% of coastal Cargo in the total traffic	33.05	30.45		28.72
2. What is the current share of coastal cargo port traffic? (Total and major commodities)	Commodities		2025-26 upto Feb'26 (in 000 Tonnes)		Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.
	Coal		6,696		
	POL		71		
	Container		1,885		
	Other		795		
	Total Coastal Traffic		9,447		
	Total Traffic		39,672		
	Container TUES		94,287		
	% of coastal cargo in the total traffic		23.81		
3. What dedicated infrastructure exists for coastal cargo (berths, storage, mechanization, liquid facilities)?	A dedicated coastal berth with a dredged depth of 10.0m and quay length of 185 mts to handle vessels upto 15,000 DWT (150 m LOA)			Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.	
4. What are the key infrastructure gaps limiting coastal growth at port(s)? What indicative investments would be required to address these?	Required Investment / Action:				Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
	- Development of dedicated cold storage facilities to encourage the establishment of food industries, including allotment of land at nominal tariffs. - Creation of additional open storage yards, exclusive for coastal cargo, with support under government funding.				
	1. Limited Availability and Reach of Handling Equipment Although harbour mobile cranes are available, users prefer low-cost handling solutions, which may reduce operational efficiency for ports.				
	Required Investment / Action:				
	Implementation of alternate low-cost equipment for coastal cargo handling.				
	2. Inadequate Rail Connectivity for Coastal Cargo Existing rail operations prioritise long-haul freight, limiting efficient evacuation of short-haul coastal cargo.				
	Required Investment / Action:				

A. Current Status of Coastal Cargo Traffic and Infrastructure		
	• Introduction of dedicated special freight rates for short-haul coastal traffic. • Development of dedicated railway sidings for coastal cargo handling. 3. Insufficient Mechanisation for Bulk Cargo Handling Handling of cement, fertilisers, and similar bulk cargo is largely manual, affecting efficiency and turnaround time. Required Investment / Action: • Installation of mechanised conveyors from berth to storage areas. • Establishment of silos for cement, coal, and fertilisers to enable efficient and clean handling. • Development of mechanised bagging and packing facilities. 4. Lack of Dedicated Storage and Logistics Infrastructure Limited availability of stack yards and warehouses affects cargo aggregation and handling efficiency. Required Investment / Action: • Development of dedicated stack yards and covered warehouses for coastal cargo.	
5. Are PPP or private operator models feasible for coastal terminals (e.g., berth availability, TAT, documentation, connectivity)	This is feasible when high cargo volumes are involved. At low volumes and for diversified cargoes, PPP models may not be feasible.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
B. Operational Experience & Constraints		
6. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, TAT, documentation, connectivity)?	1. Irregular Service Frequency and Vessel Availability Limited and non-regular coastal service schedules adversely impact cargo planning and shipment reliability. Constraint: • Inconsistent sailings discourage shippers from shifting cargo to the coastal mode. 2. Berth Availability and Operational Prioritisation While priority berthing has improved turnaround time (TAT) for coastal vessels, such priority is extended only to a limited number of vessels. Constraint: • Restricted berth access during bunched arrivals of coastal vessels. 3. Draft and Berth Capacity Limitations VCPA has an exclusive berth (CBW) for handling coastal cargo with a draft of 9 metres and a maximum permissible LOA of 160 metres. Constraint: • At VOC Port, inner harbour drafts range between 8.6 m and 14.2 m; however, draft and LOA limitations at the coastal berth (CBW) restrict accommodation of larger vessels and handling of optimal parcel sizes at alternate berths. 4. Handling Equipment Constraints VOC Port is equipped with shore cranes of varying capacities, including 100T, 6T, 10T, and three 20T cranes. However, the absence of specialised and appropriately sized equipment (e.g., smaller cranes for short-sea operations) affects operational efficiency. Constraint: • Efficient equipment options are sometimes not cost-effective for low-value coastal cargo. 5. Documentation and Procedural Delays	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

A. Current Status of Coastal Cargo Traffic and Infrastructure		
	Coastal cargo processes currently involve multiple approvals from Customs, Port authorities, Terminal Operators, and Cargo Owners, with incomplete digital integration. Constraints: - Partial automation of Coastal Shipping Bill and NOC processes - Inconsistent utilisation of digital platforms such as ICEGATE - Continued reliance on manual documentation leading to increased dwell time 6. Limited Digital Integration Existing digital systems lack full integration across stakeholders. Constraint: - While digital platforms such as Port Community Systems (PCS) are available for coastal shipping, uniform adoption of all modules and end-to-end digital processing across stakeholders is still evolving. There is an absence of unified, paperless port-to-port processes and real-time tracking mechanisms. 7. Inefficient Hinterland Connectivity Road transport continues to dominate coastal cargo movement, while rail usage for coastal cargo evacuation remains minimal. 8. Last-Mile Evacuation Challenges Last-mile evacuation of coastal cargo at VOC Port is primarily dependent on road transport, with limited direct connectivity. Inefficiencies in evacuation lead to congestion within port premises. Constraint: Lack of seamless rail/road integration undermines the advantages of coastal shipping. 9. Lack of Cargo Aggregation and Multimodal Facilities Coastal cargo volumes remain fragmented and dispersed, with shipments moving in smaller parcel sizes from multiple origin points. This limits consolidation opportunities. Constraint: Absence of coastal cargo aggregation facilities, dedicated multimodal yards, and cargo consolidation infrastructure. 10. Need for Improved Operational Coordination Limited synchronization exists between terminal operators, shipping lines, and hinterland transporters. Constraint: Improved advance planning and coordination can further streamline coastal vessel turnaround and cargo handling.	
7. Are there operational distinctions between coastal and EXIM cargo at port/(s)? If yes, what facilitation measures (if any) are currently provided to coastal cargo (e.g., priority berthing, simplified procedures)?	Priority berthing and dedicated entry/exit lanes are extended as per MoPSW guidelines to enable faster cargo admittance and evacuation at VOC Port.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
8. Any bottlenecks affecting coastal cargo for bulk/containers/liquid/Ro-Ro projects?	At VOC Port, no major infrastructure bottlenecks affect the handling of coastal bulk, container, liquid, or Ro-Ro cargo. Such cargoes are accommodated at suitable inner harbour berths based on operational planning and availability. However, coastal cargo movement from Paradeep Port to dedicated berths at TIPS/NTPL may increase further with enhancement of available draft at these berths, considering the higher draft available at Paradeep Port.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.

A. Current Status of Coastal Cargo Traffic and Infrastructure		
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	Measures taken at VOCPA to Promote Coastal Shipping The measures taken at VOCPA to promote coastal shipping are given below: - As per MoPSW guidelines, 40% concession in terminal handling charges in comparison with EXIM cargo has been extended by the terminal to promote coastal container movement. Further, VOC Port has extended concession up to 5% in vessel-related charges for coastal container vessels calling at VOC Port, in addition to the coastal concession applicable for container vessels. - Concessional tariff of 40% in comparison with EXIM cargo for coastal bulk/break-bulk cargo. Priority berthing, dedicated entry/exit lanes are extended as per MoPSW guidelines for faster cargo admittance and evacuation.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
10. What commercial measures would help attract higher coastal volumes?	- More inland coastal movement from Paradeep and Dhamra Ports to Tuticorin can be realised if adequate rake availability and concessional railway tariffs are provided. - Creation of exclusive infrastructure for coastal cargo at lower tariffs will support coastal cargo growth.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	Simplification of documentation, reduction in compliance burden, and adoption of fully digital processes for domestic voyages (e.g., e-forms, e-permits).	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
D. Inland–Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port/(s)?	NA	Not considered for scheme modification – No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.
13. What improvements are needed to strengthen inland–coastal linkages?	VOC Chidambaranar Port Authority does not have a National Waterway or river-based inland water transport link. The port is located on the sea coast, and cargo movement is handled through sea routes, rail, and road connectivity. Hence, improvements under National Waterways are not applicable to VOCPA.	Not considered for scheme modification – No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.
E. Cargo Aggregation, New Services & IWT Integration		
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?	VOC Port is equipped with shore cranes of varying capacities, including 100-tonne Harbour Mobile Cranes (HMCs), 6-tonne, 10-tonne, and three 20-tonne cranes, along with liquid pipelines, hoppers, and ramps for handling Ro-Ro vessels to handle all cargoes, including coastal cargo. Equipment-Related Constraints and Infrastructure Gaps - Lack of dedicated coastal handling equipment - Need for dedicated stack yards and warehouses - Requirement of dedicated railway siding for coastal cargo	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.

A. Current Status of Coastal Cargo Traffic and Infrastructure																
	- Need for mechanised bagging and packing facilities - Requirement of mechanised handling systems from berth to storage for fertilisers - Need for silos for cement and coal handling															
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	Under the Sagarmala programme, a dedicated coastal berth with a dredged depth of 9 metres and quay length of 185 metres was constructed to handle vessels up to 15,000 DWT (150 m LOA). During FY 2024–25, the berth handled 0.68 MMTPA of coastal cargo, enabling voyage savings through higher parcel sizes, promoting coastal movement, generating employment, and contributing to Government tax revenues. However, the volume handled at the coastal berth for FY 2024–25 shows an x% reduction, mainly due to erratic container services between VOC Port and North Indian ports such as Kandla <table><tr><th>Sl. No</th><th>Financial Year</th><th>Tonnage Handled</th></tr><tr><td>1</td><td>2022-23</td><td>0.54</td></tr><tr><td>2</td><td>2023-24</td><td>0.57</td></tr><tr><td>3</td><td>2024-25</td><td>0.68</td></tr></table>	Sl. No	Financial Year	Tonnage Handled	1	2022-23	0.54	2	2023-24	0.57	3	2024-25	0.68	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.		
Sl. No	Financial Year	Tonnage Handled														
1	2022-23	0.54														
2	2023-24	0.57														
3	2024-25	0.68														
F. Emergency Repair, TAT, and Cargo Commitment																
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most <i>reduce</i> TAT?	Current Average Vessel Turnaround Time (TAT) for Coastal Cargo at the Port <table><tr><th>Category</th><th>TAT (Hours)</th></tr><tr><td>Dry Bulk – Mechanical</td><td>110.6</td></tr><tr><td>Dry Bulk – Conventional</td><td>100.8</td></tr><tr><td>Break Bulk</td><td>53.3</td></tr><tr><td>Liquid Bulk</td><td>31.9</td></tr><tr><td>Container</td><td>31.0</td></tr><tr><td>Overall</td><td>70.8</td></tr></table> The mechanisation of berths, expansion of storage infrastructure, and establishment of rail sidings for cargo evacuation are key initiatives that will significantly contribute to reducing overall vessel turnaround time (TAT).	Category	TAT (Hours)	Dry Bulk – Mechanical	110.6	Dry Bulk – Conventional	100.8	Break Bulk	53.3	Liquid Bulk	31.9	Container	31.0	Overall	70.8	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
Category	TAT (Hours)															
Dry Bulk – Mechanical	110.6															
Dry Bulk – Conventional	100.8															
Break Bulk	53.3															
Liquid Bulk	31.9															
Container	31.0															
Overall	70.8															

Name of Stakeholder/Committee member: Paradip Port Authority

Date: 15.04.2026

A. Current Status of Coastal Cargo Traffic and Infrastructure						Remarks	
1. Please provide coastal cargo handled in last 3 years by ports (Total and major commodities)	Coastal cargo handled by PPA in last 3 years is furnished in the table below:					Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.	
	Financial Year		Coastal cargo handled in MMT				
	2023-24		59.2				
	2024-25		63.71				
	2025-26		65.81				
	Major Coastal Commodities handled by PPA in last 3 Financial Years is furnished in the table below:						
	(*In MMT)						
		FY 2023-2024	FY 2024-2025	FY 2025-2026	Total(in 3 FY'S)		Percentage share (IN 3 FY'S)
	T coal	43.95	46.07	47.17	137.19		72.69
	Iron ore & pellets	9.02	7.92	6.69	23.63		12.52
Crude & POL	4.35	4.92	9.67	18.94	10.04		
Others	1.40	4.19	1.60	7.19	3.81		
Containers	0.19	0.32	0.31	0.82	0.44		
Steel	0.23	0.14	0.36	0.74	0.39		
FRM	0.06	0.15	0.00	0.21	0.11		
Total	59.20	63.71	65.81	188.72	100.00		
	Overall, thermal coal accounts for 72.69% of the coastal cargo, followed by iron ore & pellets at 12.52% and crude & POL at 10.04.% over the last three financial years.						
2. What is the current share of coastal cargo port traffic? (Total and major commodities)	For FY 2025–26, the total coastal traffic handled by PPA was 65.81 MMT , constituting approximately 42.1% of the total traffic handled (156.45 MMT). Major Commodity-wise coastal share is as under: i. Thermal Coal: Out of the total 47.17 MMT handled, 100% was transported through the coastal mode. ii. Crude & POL: Out of the total 46.42 MMT handled through EXIM and coastal modes, 9.67 MMT (20.8%) was transported through coastal mode. iii. Iron Ore & Pellets: Out of the total 18.52 MMT handled through EXIM and coastal modes, 6.69 MMT (36.1%) was transported through coastal mode.					Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.	
3. What dedicated infrastructure exists for coastal cargo (berths, storage, mechanization, liquid facilities)?	Dedicated infrastructure for coastal cargo at PPA: i. PPA has 5 dedicated mechanized coastal berths namely EQ-1, EQ-2, EQ-3, CB-1 and CB-2 for handling coastal cargo with a combined capacity of 71.2 MMT per Annum. ii. These 5 dedicated coastal berths have a total storage area of 2,67,525 sqm. (MCHP-122200 sqm, PEQCTPL-145325 sqm).						Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
4. What are the key infrastructure gaps limiting coastal growth at port(s)? What indicative investments would be required to address these?	Key infrastructure gaps limiting coastal growth at port: i. The capacity constraint of Railway connectivity for evacuation of thermal coal from mines to PPA. Required investments: Fast tracking of Rail capacity augmentation projects ii. Poor connectivity between the mines and railway siding as Iron Ore mines are not close to the loading point of the Railway siding. Required Investments: • Improvement of rail connectivity by Indian Railways, including development of railway sidings closer to mining areas. • State government may consider development of proper roads connecting Iron ore mines and its railway sidings. iii. Lack of dedicated coastal berths and the non-availability of 16-meter draft to accommodate capsized vessels at discharge ports. Required investment: Development of dedicated coastal berths/terminals at discharge ports to ensure priority handling, along with dredging to maintain higher draft (around 16 m) to accommodate larger coastal vessels. iv. The absence of a priority/green channel for trailer movement to and from PPA leads to increased Turnaround Time (TAT), causing delays and reduced operational efficiency. Required investments: Establishment of a priority/green channel for Breakbulk/container trailer movement to reduce Turnaround Time (TAT) and improve operational efficiency.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
5. Are PPP or private operator models feasible for coastal terminals (e.g., berth availability, TAT, documentation, connectivity)?	Currently, PPA has three dedicated coastal berths (EQ-1, EQ-2, EQ-3) operating under PPP mode and two dedicated Port operated coastal berths (CB-1, CB-2). The PPP models has been found to be feasible for coastal terminals.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
B. Operational Experience & Constraints		
6. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, TAT, documentation, connectivity)?	i. First-mile & Last-mile Connectivity Constraints • Shortfall in allocation of rakes by Indian Railways with respect to the indent creates a critical first-mile bottleneck for the coastal shipment of thermal coal from mines like MCL and ECL/CCL to Paradip port. • Increased transit time due to ongoing road construction works (NH-53) and higher road freight costs. • Iron Ore mines are not close to the loading point of the Railway siding. Poor connectivity between the mines and railway siding. ii. Port Infrastructure & Berth Availability • Congestion at destination/discharge ports affecting discharge at destination ports and ultimately leading to delay in vessel arrival at PPA. • Lack of dedicated coastal berths at discharge ports. • Non-availability of adequate draft (16 m) at discharge ports restricting handling of larger vessels. iii. Operational Efficiency & Turnaround Time (TAT) • Coastal vessels require large parcel sizes to operate efficiently. For bulk cargo like thermal coal, sufficient volume must be gathered at PPA before loading a full Vessel, which requires timely supply of adequate rakes by Indian Railways. When cargo inflow from the mines is uneven or slow, it becomes difficult to aggregate the required vessel-size parcels, causing delays and increasing handling and storage costs. • Requirement for nomination of more vessels by GENCOs for faster evacuation of cargo from PPA.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	- Fragmented loading at different ports of the cargo belonging to same origin which disrupts logistics chain. iv. Documentation, Procedural & Service Constraints - Customs ICEGATE system does not have provision for filing arrival and departure manifests for coastal vessels. - Limited vessel availability and issues of empty return (no backhaul cargo), increasing overall logistics cost. - Coastal shipping competitiveness impacted by higher first-mile/last-mile logistics cost compared to direct rail movement.	
7. Are there operational distinctions between coastal and EXIM cargo at port(s)? If yes, what facilitation measures (if any) are currently provided to coastal cargo (e.g., priority berthing, simplified procedures)?	Yes, there are operational distinctions between coastal and EXIM cargo at PPA. The following facilitation measures are currently provided to coastal cargo: i. As per the circular of Govt. of India, coastal vessels calling at the Port will be provided priority berthing without payment of priority charges. Accordingly, Multi-Purpose Berth (MPB) is earmarked for berthing of coastal vessels within 48 hours of arrival of the vessel. However, for some reason, if MPB is not available, coastal vessels may be berthed in another berth upon availability. ii. Priority berthing instruction received from Govt. of India from time to time for coastal vessels, vessels carrying sugar, finished fertilizer, LPG etc. is also be complied with. The priority in berthing will be first for vessels in respect of which instruction is received from Govt. of India from time to time. The next priority will be for vessels under PBS(Priority Berthing Scheme). iii. At present, three GENCOs—TNPCL, APPDCL, and SEMBCORP (SEIL)—are availing the Priority Berthing Scheme of the Port for FY 2025–26. This facility has contributed to reduced vessel waiting time and lower associated logistics costs. iv. Coastal cargo discount on CRC(except for Iron Ore, POL and thermal coal) and VRC is offered for coastal vessels calling PPA.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
8. Any bottlenecks affecting coastal cargo for bulk/containers/liquid/Ro-Ro projects?	i. Hinterland Connectivity Bottlenecks - Shortfall in rake allocation by Indian Railways against indents, affecting evacuation of bulk cargo such as thermal coal. - Poor connectivity between mines and railway sidings, particularly for iron ore. - Increased transit time due to ongoing road works (e.g., NH-53) and higher road transportation costs. ii. Port & Discharge Infrastructure Constraints - Lack of dedicated coastal berths at discharge ports. - Inadequate draft (16 m draft) limiting handling of larger vessels at discharge ports. iii. Operational & Vessel-Related Issues - Limited vessel nomination by GENCOs affecting timely evacuation. - Fragmented loading at different ports of the cargo belonging to same origin which disrupts logistics chain. - Empty return voyages (lack of backhaul cargo) increasing freight cost. iv. Commercial & Policy Constraint (POL Cargo & Iron ore) - Railway tariff is on the higher side for shorter distance as compared to longer distance leading to higher first mile and last mile cost. - Non-availability of coastal cargo discount on CRC for POL, Iron Ore and thermal coal products makes coastal movement less cost-effective.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
C. Tariff & incentive structure		

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	Yes, Port has flexibility to offer differential tariffs or rebates for coastal cargo: - Priority Berthing: At present, three GENCOS—TNPCL, APPDCL, and SEMBCORP (SEIL)—are availing the Priority Berthing Scheme of the Port for FY 2025–26. This facility has contributed to reduced vessel waiting time and lower associated logistics costs. Further, coastal vessels accorded priority berthing are exempted from payment of priority berthing charges. - PPA have exempted haulage charges, siding charges and terminal charges for thermal coal BOXN wagons unloaded manually inside port sidings. - PPA has extended discount on handling of ECL/CCL cargo at IOHP and MCHP. - Coastal cargo discount on CRC (except for Iron Ore and POL) and VRC is offered for coastal vessels calling PPA. 75% concession on Vessel Related Charges i.e. pilotage and towage for all Container vessels including coastal container vessels. - Exemption on container scanning charges for all loaded containers including loaded coastal containers. - PPA has extended a discounted consolidated charge of Rs.12.64/MT, to encourage the hinterland industries for movement of cargo by inland Vessel/River Sea Vessel from hinterland industries to Port through inland waterways. - Volume based rates at SOR of PPA to encourage higher throughput.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
10. What commercial measures would help attract higher coastal volumes?	- Extension of coastal cargo discounts: Extending the existing coastal cargo discount on CRC to commodities such as iron ore, iron ore pellets and POL products to improve their cost competitiveness. - Reduction in shorter distance Rail Tariffs: Reduction in first-mile and last-mile costs through concessional railway tariffs for short distances. Subsidy for modal shift: Introduction of incentives/subsidies for cargo shifted from road/rail to coastal mode to encourage adoption. Reduction in bunkering cost: Addressing high fuel costs, which significantly impact coastal freight rates and overall logistics cost.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	- Assured rake allocation: Ministry of Railways (MoR) may provide assured or priority rake allocation for coal meant for coastal shipping/RSR mode to ensure timely evacuation. Dedicated rake quotas: MoR may introduce dedicated rake quotas for Paradip-bound thermal coal to improve reliability and streamline cargo movement. MGT in RSR: Minimum Guaranteed Tonnage (MGT) may be incorporated in long-term RSR arrangements between Port and GENCOS so as to ensure assured and sustained cargo flows through the ports, which in turn would enhance operational planning, reduce uncertainties in vessel and cargo handling, and contribute to a more reliable and seamless coal supply chain to thermal power plants under the RSR mode. Targeted rationalisation of coal linkages by the Ministry of Coal (MoC): Talcher coalfields are geographically closer to Paradip Port and are better suited to supply power plants in Gujarat and Maharashtra through a Rail–Sea–	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	Rail (RSR) route, thereby promoting coastal movement of coal. In contrast, coal from IB Valley / SECL coalfields can efficiently serve North Indian power plants through shorter and more direct rail routes, while also reducing congestion on heavily utilized rail corridors in Odisha. - Accordingly, the Ministry of Coal may undertake strategic linkage rationalisation and swapping of coal sources to optimise logistics efficiency and encourage modal shift towards coastal shipping. - Further, while implementing linkage swaps, MoC should ensure that the quality of coal supplied remains consistent with the technical requirements of the respective power plants, so that operational efficiency is not compromised. - Rationalization of railway freight: Indian Railways may take up rationalization of railway freight for transportation of coal in the first and last legs (short-distance rail movement) to improve the overall cost-effectiveness of the Rail–Sea–Rail (RSR) mode. - Telescopic rail freight benefit: At present, telescopic rail freight benefit is limited to domestic coal. Extending this benefit to Rail–Sea–Rail (RSR) movement of other bulk commodities such as iron ore, steel, cement, fertilizers, and foodgrains would improve cost competitiveness, promote coastal shipping, and enhance port utilisation. Subsidy for modal shift: Introduction of incentives/subsidies for cargo shifted from road/rail to coastal mode. - Extending Cabotage relaxation for dry bulk carrying vessels. - Reclassification of iron ore rakes: MoPSW may coordinate with MoR for reclassification of iron ore rakes from Category D to Category C for assured and adequate supply of iron ore/pellet rakes. Upgrading priority would increase daily rake flows, immediately clearing indent backlogs, restoring rail's modal share, and reducing costly road diversion. - Procurement of GPWIS rakes by PPA: Procurement of GPWIS rakes by Paradip Port could potentially increase coal and iron ore handling by ~17.5 MTPA. However, the moratorium on the GPWIS scheme by MoR for the period 2023–2027 restricts such investments (estimated requirement ~₹900 crore). In this context, MoPSW may coordinate with MoR to explore the creation of a dedicated pool of rakes under Indian Railways exclusively for coal transportation, based on aggregated demand from Major Ports. Such a dedicated rake pool would help address the shortfall in rake availability and enhance coastal coal movement under the RSR mode.	
D. Inland–Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port/(s)?	i. Inland Waterways Authority of India (IWAI) leads the project for development and operationalization of NW5, through a SPV with Govt. Of Odisha, PPA and CIL. IFFCO has commenced coastal movement of gypsum by barges. After unloading at PPA, the gypsum is dispatched to the final destination through rakes. Further PPA has extended a discounted consolidated charge of Rs.12.64/MT, to encourage the hinterland industries for movement of cargo by inland Vessel/River Sea Vessel from hinterland industries to Port through inland waterways. ii. The Multi-Modal Logistics Park (MMLP) connected with Paradip Port Authority is developed and operated by Container Corporation of India Ltd. (CONCOR), a Government of India undertaking under the Ministry of Railways. The MMLP's commercial operations commenced on 02.12.2022. The facility is located at Rangiarah, near Paradip Railway Station, at a distance of approximately 10 km from Paradip Port, providing efficient first-and last-mile connectivity. The MMLP is spread over an area of about 100 acres and is fully connected to Paradip Port and its hinterland by both rail and road. The facility is served by 7 railway lines, enabling seamless evacuation and receipt of containerized and clean cargo. The facility can also be used as a steel agglomeration centre, if required. The facility caters to both domestic and EXIM traffic on a pan-India basis and is fully equipped with modern container and cargo handling equipment,	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

A. Current Status of Coastal Cargo Traffic and Infrastructure							Remarks																																																				
along with extensive open storage space for containers and general cargo. Apart from creating a container handling ecosystem in the region, this MMLP has significantly contributed to employment opportunities for 250 individuals directly and 500 indirectly. At present, Ammonium Nitrate is the only commodity handled in containerized form, imported through Paradip Port and dispatched via CONCOR MMLP to explosive manufacturers located at Nagpur, Raipur, Singrauli, Durgapur, Irugur, and Jharsuguda. During FY 2024–25, the facility handled approximately 5,594 TEUs while in FY 2025–26, about 7,298 TEUs have been handled. In addition to containerized cargo, other bulk cargo handled by CONCOR MMLP is presented in the table below: <table> <tr> <th rowspan="2">Commodity</th><th colspan="2">FY 2024-25</th><th colspan="2">FY 2025-26</th><th rowspan="2">Party</th><th rowspan="2">Flow</th><th rowspan="2">Locations</th></tr> <tr> <th>No. of rakes</th><th>Cargo quantity (in mt)</th><th>No. of rakes</th><th>Cargo quantity (in mt)</th></tr> <tr> <td>Fertilizer</td><td>600</td><td>17,27,825</td><td>612</td><td>17,23,358</td><td>IFFCO</td><td>outward</td><td>UP, Bihar, TN, Telengana, AP, Maharashtra</td></tr> <tr> <td>Gypsum</td><td>69</td><td>2,66,909</td><td>9</td><td>5,82,915</td><td>IFFCO</td><td>Outward</td><td>Western Odisha, Chattishgarh</td></tr> <tr> <td>CP coke</td><td>49</td><td>1,64,272</td><td>54</td><td>1,82,936</td><td>Goa carbon, Paradip Calciner</td><td>Outward</td><td>Western Odisha, Chattishgarh</td></tr> <tr> <td>Coal</td><td>15</td><td>59,746</td><td>3</td><td>12,147</td><td>AMNS</td><td>Inward</td><td>Paradip</td></tr> <tr> <td>Iron Pellet Ore</td><td>0</td><td>0</td><td>3</td><td>12,984</td><td>AMNS</td><td>Outward</td><td>Jajpur</td></tr> </table> iii. Further, two parcels of land of 25 acres each are in process of tendering for allotment to bidders for development of CFS/ Dry bulk/ Break bulk agglomeration center.							Commodity	FY 2024-25		FY 2025-26		Party	Flow	Locations	No. of rakes	Cargo quantity (in mt)	No. of rakes	Cargo quantity (in mt)	Fertilizer	600	17,27,825	612	17,23,358	IFFCO	outward	UP, Bihar, TN, Telengana, AP, Maharashtra	Gypsum	69	2,66,909	9	5,82,915	IFFCO	Outward	Western Odisha, Chattishgarh	CP coke	49	1,64,272	54	1,82,936	Goa carbon, Paradip Calciner	Outward	Western Odisha, Chattishgarh	Coal	15	59,746	3	12,147	AMNS	Inward	Paradip	Iron Pellet Ore	0	0	3	12,984	AMNS	Outward	Jajpur	
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13. What improvements are needed to strengthen inland–coastal linkages?	Improvements needed to strengthen inland–coastal linkages: i. Improve rail connectivity between PPA and its hinterland by fast-tracking rail capacity augmentation projects by Indian Railways. ii. Supply of adequate number of rakes by Indian Railways for seamless movement of cargo to and from Paradip Port. iii. Fast tracking of upgradation work of NH-53 by the Ministry of Road Transport and Highways (MoRTH).						Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.																																																				

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks												
	iv. Development of proper roads connecting iron ore mines and its railway siding by State Government of Odisha.													
E. Cargo Aggregation, New Services & IWT Integration														
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?	Yes, the Port has the following equipment and infrastructure for handling coastal cargo: - Steel Cargo: Steel cargo at PPA is handled at the clean cargo terminal operated by the PPP operator, PICTPL. - Grain: There are no covered conveyor systems available at PPA for handling grains. PICTPL is currently handling grains—particularly bagged rice—in pre-stuffed containers at the clean cargo terminal developed and operated by the PPP operator. - RoRo Operations: Currently, no RoRo operations are carried out at PPA. - Liquid Cargo (POL): The Port has 2 POL berths(SOJ & NOJ) equipped with dedicated pipeline infrastructure for handling liquid cargo at PPA. - Bulk Cargo Handling: Three dedicated coastal berths, namely EQ-1, EQ-2, and EQ-3, on PPP mode along with two Port operated coastal berths namely CB-1 and CB-2, are equipped with mechanized conveyor systems for loading thermal coal onto ships.	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.												
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	The projects undertaken by PPA are viable. Hence, the projects doesn't come under VGF or CCPS category C infrastructure window.	Not considered for scheme modification – No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.												
F. Emergency Repair, TAT, and Cargo Commitment														
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most <i>reduce</i> TAT?	<table><tr><th>Category (Coastal Cargo)</th><th>Avg. TAT in FY 2025-26 (in Hours)</th></tr><tr><td>Break Bulk</td><td>63.96</td></tr><tr><td>Container</td><td>25.19</td></tr><tr><td>Dry Bulk</td><td>33.65</td></tr><tr><td>Liquid Bulk</td><td>39.95</td></tr><tr><td>Total</td><td>34.77</td></tr></table> Top 3 contributors to TAT delays in FY 2025-26 – - Steel cargo having higher TAT has increased by 39% Y-o-Y. - Russian crude oil tankers having smaller parcel size has increased by 31% Y-o-Y (lower pumping rate and higher TAT).	Category (Coastal Cargo)	Avg. TAT in FY 2025-26 (in Hours)	Break Bulk	63.96	Container	25.19	Dry Bulk	33.65	Liquid Bulk	39.95	Total	34.77	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
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Total	34.77													

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	- Iron Ore/Pellet traffic, which is handled in mechanized system, is down by 25% Y-o-Y. Measures to be taken to Improve Average TAT – - Commencement of the Western Dock (Phase-1) by August, 2026. - Additional 2 HMCs are being inducted (Existing 8 + Additional 2). - PICTPL is in the process of deploying additional 1 no. of HMC to their existing fleet of 4 HMCs. - The existing 4 semi-mechanized berths have been taken up for mechanization.	

Name of Stakeholder/Committee member: INSA

Date:

A. Market Potential & Demand Signals		Action taken
1. From your sector's perspective, which commodities are better suited for increased coastal movement over the next 2–5 years?	The commodities best suited are: - Heavy articles such as slabs, stones, granite, tiles, water and cement over long distances with short first/last mile distances are most suitable. - Heavy commodities over shorter distance pose challenges for ocean freight. Similarly, non-heavy cargo poses similar challenge even over long distance because of some other reasons like frequency, volumes and transit time etc. - Other bulk cargoes. All commodities in Containers	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
2. Are there specific corridors (current/new) where coastal shipping could become pivotal, if supported by right incentives/infrastructure?	- Govt policies/plans should be comprehensive encompassing Railways, Road and CONCOR schemes. Previously, different methods were used to sabotage coastal shipping in India by - encouraging port to port movement using Rail/Road mode instead of by coastal shipping. - dynamically reducing railway freight for specific commodities that were being carried by ships to incentivise carriage of goods by railways. - not giving subsidy to movement of goods by sea under government incentive schemes for exports of agro commodities like sugar and fertilizers. - As policies at cross purposes can play a pivotal role in the demolition of even natural corridors already developed by shipping companies. - Carriage of all commodities or cargoes over the entire Indian coast need to be incentivised. - Modal shift from road to rail is also possible if supported by right incentives/infrastructure. - Specific industries like cement, coal and auto companies should be given special incentives to shift from road to rail. Their routes can expand as specific corridors. - Monitoring and report mechanism should be transparent and in place for appropriate evaluation and corrective action.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
B. Current Experience & Practical Challenges		
4. Where does the largest cost disadvantage vs rail/road arise (freight, port charges, first/last mile, etc.)?	In addition to the disadvantages compared to road and rail, Indian flag ships are disadvantaged vis-à-vis foreign flag ships who operate on the Indian coast and compete for	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

A. Market Potential & Demand Signals		Action taken
	the same cargoes like Indian ships without being burdened by taxes and levies payable in India. 2. The largest cost disadvantage comes from port charges, first/last mile connectivity, time taken to transport the cargoes. In the litany of these costs, freight is the smallest component. 3. Use of identical equipment/infrastructure for handling/storage of goods costs multiple times when compared to the handling charges levied at railway or road terminals/yards. This includes activities like loading, storage, lift on lift off, demurrage. 4. Port tariffs have to be different for coastal shipping. The ports tend to subsidise exim ships by charging coastal shipping higher tariffs. 5. Opportunist behaviour of Port Management/Private Terminals has been seen to deliberately curtail domestic cargo movement. Vallarpadam, Tuticorin and Chennai were glaring examples from the recent past.	
5. What are the top barriers limiting coastal usage today? (reliability, serviceability, documentation, first/last mile, others)	1. Due to first/last mile costs and the time lags which add to the cost of transportation, there are no takers for coastal shipping. 2. People are comfortable using roads. Inconsistent government policies. Development in coastal shipping has happened either by default or due to compulsions e.g. the movement of ore/coal, oil, petroleum products in large parcels or due to efforts of stakeholders like merchants, rail/road freight forwarders who have pushed for the water mode, forwarders/contractors) and shipping companies.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
6. Have there been examples of coastal routes/services discontinued? If yes, what were the primary reasons?	1. The dedicated coastal services being operated by Indian flag companies have halted since the GO 1 of 2018 allowed foreign container companies to operate without a licence and without paying taxes in India. 2. These dedicated coastal services were being operated by years by Indian flag ships and these have abruptly discontinued due to the reason explained above. 1. This notification allowed global container shipping companies to carry their own empties which made Indian shipping companies halt their operations as one-way carriage of empties was making the coastal operations viable. This was another reason why container services were abruptly halted.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

A. Market Potential & Demand Signals		Action taken
	2. The related notifications namely GO 2 and 3 of 2018 also allowed the carriage of fertilizers and agri produce by foreign ships without licence and this also halted coastal cargo being carried by Indian ships. 3. Several government policies and schemes deployed by Indian Railways and CONCOR have led to demolition of corridors developed by shipping companies and cargo owners. 4. They have encouraged port to port movement using Rail/Road mode in place of water transport. 5. Railways have reduced freight to retain cargo and has not allowed it to shift to coastal shipping. 6. The shipping mode for movement of goods under government incentives does not get subsidy for exports of agro commodities like sugar and fertilizers.	
C. Commercial & Contracting Issues		
6. What minimum conditions make a coastal service viable? (fixed schedules/ rate stability etc)	1. Consistency in policy 2. Stable rates 3. Availability of ships 4. Availability of return cargoes 5. Availability of finance at internationally competitive rates	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
7. Would cargo owners consider long-term cargo commitments if service reliability improves?	1. This would be a welcome move as cargo assurance would give confidence to Indian flag	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
D. Incentive & Policy Measures		
8. What type of support would most effectively improve competitiveness (freight support, port rebates, berthing priority, connectivity support, fleet financing)?	The following support will incentivise the modal shift 1. Some incentive that would give an advantage to the first mover. 2. Freight support 3. Port rebates 4. Priority berthing 5. First mile/last mile aid 6. Fleet financing 7. Consistency in policy All these factors would create an eco-system that is conducive to enhanced cargo volumes on the coast.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
9. Who should be the preferred recipient of any incentive to ensure effective pass-through?	1. The preferred recipient of the incentive should be the cargo owners. However, incentive should not be restricted to any particular commodity. Any cargo owners who uses the mode of coastal shipping should be rewarded. 2. May also vary depending on the route, commodity and trade practices.	Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.

A. Market Potential & Demand Signals		Action taken
10. Any other recommendations for inclusion in the National Coastal & Inland Shipping Plan.	1. Transparency in the evaluation method. 2. Involvement of non-governmental stakeholders in policy decision making . 3. Private ports/terminals to be brought under the coastal plan. 4. Longer tenure of government officials once posted in Shipping to provide consistent application of Shipping policies.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
E. Fleet & Capacity (For Shipping Associations/Ship owners only)		
12. What is the current state of coastal fleet availability (broad assessment sufficient)?	Indian flag has 1,554 ships of 13.5 million GT to carry coastal cargo. While all coastal going vessels will carry coastal cargo, FG vessels too can participate in the carriage of coastal cargo if the same leads to profit generation.	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
13. Are there vessel types in short supply for domestic coastal trades?	There is no short supply of ships as all foreign going Indian flag ships can convert to coastal ships in the event that there is availability of cargoes to carry.	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
14. Would assured cargo volumes incentivize fleet expansion under Indian flag?	1. Definitely. It would give confidence not only to shipping companies but also to their lending banks and financial institutions. 2. Provided policies remain in sync and consistent across all govt departments/ministries.	Noted.
F. Logistics solution providers (For 3PL/4PL/multimodal integrators only)		
10. What commercial model works best to integrate coastal into door-to-door service?		-
Key integration friction points with rail/road and any recommended interventions		-

Name of Stakeholder/Committee member: ICSSA

Coastal Shipping – Issues Relating to Customs (Dated 1st July 2020)

SN	Issue	Present Status	Solution Proposed	Remarks
1	GENERAL ISSUES	1. The ship owner or its representative shall be able to upload all relevant/required information/documents directly "on- line" on customs site and shall be able to generate certificates/NOC as the case maybe on 24/7 basis. 2. The basic idea shall be to minimise/avoid/ personal interaction with the staff and necessity of middleman (generally known as 'Agent' in shipping parlance). 3. Random checks/physical intervention by Customs maybe used for verifications		Noted
2	Port Clearance (PC)	There is still no uniform practice across all Indian seaports. 1. Many ports have waived off the requirement of PC. 2. Some port customs issue a document "PC not required". 3. In some ports, instead of customs, Immigration is issuing a NOC to sail.	A NOC/ No dues certificate or clearance certificate from the Port/Terminal operator shall suffice.	Noted
3	Filing Shipping Bill for Miscellaneous Supplies to Coastal Ships	Most ports require hard copies of shipping bills to be filed with customs before effecting supplies. Over weekend/holidays often port custom officers are not available.	An on line declaration of supplies by Vessel or her agents should be admissible. The vehicle driver could carry print out of the list of supplies.	Noted
4	Shipping Bill for Supplying Fuel	Many ports have tedious process of manual filing of documents and may take a day or two.	Same as above	Noted
5	Bill of Entry for First Entry, Conversion Certificate / Reversion Certificate	Online system for this process is quite efficient. However sometimes portal is down.	A SOP for manual process in case of system crash over longer periods, parallel manual SOP should be in place so that processing does not get delayed.	Noted
6	Coastal Cargo Manifest	At present, ICEGATE module is used for coastal cargo, using terminology such as IGM / EGM as with EXIM cargo.	A dedicated and simple module is desirable for Coastal Cargo movement and manifests.	Noted

SN	Issue	Present Status	Solution Proposed	Remarks
7	Crew Sign-On / Sign-Off	Crew working on coastal ships have to go through port customs or custom posts for clearance.	Customs, ideally should have no role in sign on/off matters of crew on coastal vessels. For the purpose of record and traceability, the information relating to crew changes shared with port/terminal may also be made available to the customs, if and when required.	Noted
8	Demand for Conversion Certificate at Every Call	Some ports demand for "Coastal Conversion certificate" be shown, each time the coastal vessel calls at the port.	This is absolutely not essential and leads to delays and harassment. Certificate of Registry of vessel OR General Trading License issued by the DG Shipping should suffice to establish trading status of vessel i.e. coastal	Noted

Additional Inputs Received on – 26.04.2026

S. No	Issue	Comment	Remark
1	Poor cargo connect	We have to identify the pattern of movement of cargo (type, quantity, etc.) along the coastal belt by other modes over short distances (500-600 KM) and explore possibility of modal shift.	Considered in the study.
2	Operating cost	Fuel forms 40% of operating cost. It has been our demand to provide fuel (marine gas oil) to coastal ships at 5% GST. This is a single policy initiative that will make coastal trade competitive vis a vis road/railways. We can support the argument with data.	Considered Cat D
3	Transparent coastal berth policy and denotification of coastal berth	a. A clear and transparent policy is required on allocation of dedicated coastal berths by major ports. b. Non major ports shall be incentivised to reate space for coastal cargo movement in their ports. c. The area demarcated for coast ships shall be denotified from customs/ immigration regulations.	Considered Cat D

4	Regulatory ease	Coastal shipping shall be treated at par with other domestic modes when it comes to application of regulations relating to customs, immigration, port health etc.	
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Name of Stakeholder/Committee member: Captain of Ports

SL. NO	Inputs	Remarks
1	- The State of Goa has established a Coastal Shipping Promotion Cell to enhance and promote coastal cargo movement within the state. - A variety of commodities are transported through coastal shipping, including iron ore (lumps, fines and pellets), Met coke, coal, Bentonite etc. - At present, coastal cargo is primarily transported using SOC IV barges. However, cargo movement is constrained by certain limitations, such as maximum permissible vessel draft of approximately 3.2 metres, which restricts vessel size and load capacity. Further, most of the jetties are located in the hinterland, which restricts the movement of larger vessels due to air draft limitations imposed by bridge heights. - To address these challenges and facilitate year-round coastal cargo operations, the Captain of Ports Department is undertaking various infrastructure development projects such as the construction of a mini harbour jetty in the Zuari River and a C-type breakwater at the Mandovi River. These are expected to significantly improve navigability, enhance cargo handling capacity and ensure uninterrupted cargo movement throughout the year. - In this regard, 100% funding is being sought under the Sagarmala 2.0 Programme for consideration to support the development of these critical maritime infrastructure projects.	Considered Cat C/D

Name of Stakeholder/Committee member: Chennai Port Authority

A. Current Status of Coastal Cargo Traffic and Infrastructure										Remarks		
1. Please provide coastal cargo handled in last 3 years by ports (Total and major commodities)	PERIOD: APRIL 2025 TO MARCH 2026 (in Tonnes)										Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.	
	Sl.No	Commodity	OVERSEAS			COASTAL			OVERALL			
			IMPORT	EXPORT	TOTAL	IMPORT	EXPORT	TOTAL	IMPORT	EXPORT		TOTAL
	A	LIQUID BULK										
	1	POL - Crude	1,03,08,393	-	1,03,08,393	11,33,419	-	11,33,419	1,14,41,812	-		1,14,41,812
	2	POL - Products	1,58,861	15,86,511	17,45,372	6,91,446	10,64,836	17,56,282	8,50,307	26,51,347		35,01,654
	3	Edible Oil	10,62,891	-	10,62,891	-	-	-	10,62,891	-		10,62,891
	4	FRM - Liquid	-	-	-	-	-	-	-	-		-
	5	Others	88,551	1,140	89,691	1,28,368	-	1,28,368	2,16,919	1,140		2,18,059
	B	DRY BULK										
	6	Other ores	5,073	4,38,359	4,43,432	-	-	-	5,073	4,38,359		4,43,432
	7	Fertilizer	10,500	-	10,500	-	-	-	10,500	-		10,500
	8	FRM - Dry	3,96,077	-	3,96,077	-	-	-	3,96,077	-		3,96,077
	9	Food Grains	-	-	-	-	-	-	-	-		-
	10	Pulses	-	-	-	-	-	-	-	-		-
	11	Sugar	-	5,141	5,141	-	-	-	-	5,141		5,141
	12	Cement Clinkers	-	-	-	-	-	-	-	-		-
	13	Industrial Salt	-	-	-	1,47,150	-	1,47,150	1,47,150	-		1,47,150
	14	Scrap	1,74,200	33,240	2,07,440	1,742	-	1,742	1,75,942	33,240		2,09,182
	15	Others	7,95,571	2,73,426	10,68,997	3,74,592	-	3,74,592	11,70,163	2,73,426		14,43,589
	C	BREAK BULK										
	16	Iron & Steel	6,65,262	5,366	6,70,628	1,29,498	25	1,29,523	7,94,760	5,391		8,00,151
	17	Timber & Logs	-	-	-	-	-	-	-	-		-

A. Current Status of Coastal Cargo Traffic and Infrastructure												Remarks	
	18	Sugar	-	-	-	-	-	-	-	-	-		
	19	Project Cargo	1,09,744	55,353	1,65,097	780	50	830	1,10,524	55,403	1,65,927		
	20	Automobiles	1,138	2,23,835	2,24,973	42	-	42	1,180	2,23,835	2,25,015		
	21	Others	87,700	2,85,183	3,72,883	38	9,850	9,888	87,738	2,95,033	3,82,771		
	D	CONTAINER											
	22(a)	Tonnes	1,94,22,362	1,65,76,133	3,59,98,495	7,25,815	7,25,313	14,51,128	2,01,48,177	1,73,01,446	3,74,49,623		
	22(b)	TEUs	10,06,340	8,58,867	18,65,207	37,607	37,581	75,188	10,43,947	8,96,448	19,40,395		
	F	ALL	3,32,86,323	1,94,83,687	5,27,70,010	33,32,890	18,00,074	51,32,964	3,66,19,213	2,12,83,761	5,79,02,974		
2. What is the current share of coastal cargo port traffic? (Total and major commodities)	CHPA-COASTAL CARGO VOLUME AND PERCENTAGE SHARE											Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.	
	Commodity - Category	2023-24			2024-25			2025-26					
		Total Cargo (MMT)	Coastal Cargo (MMT)	%Share of Coastal Cargo	Total Cargo (MMT)	Coastal Cargo (MMT)	%Share of Coastal Cargo	Total Cargo (MMT)	Coastal Cargo (MMT)	%Share of Coastal Cargo			
	DRY BULK	2.93	1.050	35.84	2.50	1.09	43.60	2.66	0.52	19.55			
	LIQUID BULK	16.17	3.080	19.05	15.31	2.98	19.46	16.22	3.02	18.62			
	BREAK BULK	1.82	0.007	0.38	2.06	0.01	0.49	1.57	0.14	8.92			
	CONTAINERISED CARGO	30.68	1.424	4.64	35.09	2.06	5.87	37.45	1.45	3.87			
	TOTAL	51.60	5.561	10.78	54.96	6.14	11.17	57.90	5.13	8.86			
3. What dedicated infrastructure exists for coastal cargo (berths,	Coastal Berths (Dedicated Coastal Shipping Facility)											Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers,	

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
storage, mechanization, liquid facilities)?	- Chennai Port commissioned 2 coastal berths (1B & 2B) in 2019 in Ambedkar Dock (northern arm) to promote domestic coastal shipping. - Key features: - Wharf length: ~260 m - Depth: ~11.9 m (CD) - Vessel size: up to ~30,000 DWT - Capacity: ~1 MTPA - Backup area: ~16,000 sq.m for storage - Dedicated 9 m wide road connectivity - Purpose: Dedicated coastal berth for handling coastal cargo such as cement, fertilizer, food grains, steel, and containers with reduced logistics cost and congestion. - Additionally, Chennai Port has 10 berths that can accommodate coastal vessels. (Draft upto 14m without any LOA constraints) - Key Significance - Coastal berths support modal shift from road/rail to sea, reducing logistics cost - Enhances Sagarmala initiative & coastal shipping policy - Improves port decongestion and turnaround time - Strengthens Chennai Port's role as a multi-cargo hub on India's East Coast	including simplification, priority treatment and governance measures.
4. What are the key infrastructure gaps limiting coastal growth at port/(s)? What indicative investments would be required to address these?	Key Infrastructure Gaps & Investments 1. Hinterland Connectivity & Evacuation Gaps - Incomplete seamless linkage to highways and efficient evacuation (dependence on urban roads) - Absence of Dedicated Freight Corridor to Chennai Investment required - Multimodal logistics parks for cargo aggregation: ₹500–1,000 crore - Dedicated freight corridor for faster evacuation of cargo Ongoing Projects at Chennai Port: Chennai Port–Maduravoyal Elevated Corridor will provide direct port connectivity to national highways, bypassing city congestion. (Expected to completed by Feb 2027) 2. Dedicated Coastal Cargo Infrastructure Gaps - Limited mechanisation Investment - Mobile cranes, conveyors: ₹150–250 crore 3. Storage & Cargo Aggregation Gaps - Lack of aggregation hubs near port Investment - Coastal logistics park: ₹500–1,000 crore Ongoing Project at Chennai Port Development of Multi Modal Logistics Park (MMLP) at Mappedu will enable cargo consolidation, container stuffing, and multimodal transfer.	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks																		
	- Dedicated space can be earmarked for coastal cargo aggregation, storage and container stuffing. - Integration with road–rail–port connectivity (via Maduravoyal corridor) will facilitate efficient coastal cargo movement.																			
5. Are PPP or private operator models feasible for coastal terminals	Chennai port has initiated a proposal for “upgradation & Mechanization of existing Coastal Berths (CB-1 & CBII) at Chennai Port on “Equip, Operate and Transfer” model through Public – Private Partnership (PPP)” with an estimated cost of Rs. 150 Cr. In this regard, the SFC memorandum has been submitted to the Ministry on 02.04.2026, for appraisal and approval.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.																		
B. Operational Experience & Constraints																				
6. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, TAT, documentation, connectivity)?	Key Operational Constraints Major constraints <u>Absence of efficient hinterland connectivity and dedicated freight corridor and seamless multimodal linkages for efficient evacuation of coastal cargo</u> <u>Lack of cost competitiveness of coastal shipping compared to road/rail, especially due to first-mile and last-mile logistics costs</u> <u>Low cargo aggregation → irregular sailing schedules</u> <u>Limited mechanisation and handling efficiency for certain cargo streams</u> <u>Documentation overlaps (though simplified, still not fully seamless)</u> Typical Issues Observed <u>Truck turnaround delays (entry/exit bottlenecks)</u> <u>Limited night operations for certain cargo streams</u> <u>Imbalance in coastal container flows</u> <u>Irregular sailing schedules due to lack of assured cargo volumes reduce shipper confidence and limit modal shift from road/rail</u> <u>Coastal shipping faces strong competition from road and rail due to faster transit and flexibility</u>	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.																		
7. Are there operational distinctions between coastal and EXIM cargo at port(s)? If yes, what facilitation measures (if any) are currently provided to coastal cargo (e.g., priority berthing, simplified procedures)?	Coastal vs EXIM Cargo – Operational Distinctions Yes, distinctions exist <table border="1"> <thead> <tr> <th>Aspect</th><th>Coastal Cargo</th><th>EXIM Cargo</th></tr> </thead> <tbody> <tr> <td>Customs</td><td>Liberal Customs procedure</td><td>Full customs procedures</td></tr> <tr> <td>Documentation</td><td>Reduced</td><td>Extensive</td></tr> <tr> <td>Berthing</td><td>Priority Berthing</td><td>Commercial priority</td></tr> <tr> <td>Charges</td><td>Concessional</td><td>Standard tariff</td></tr> <tr> <td>Clearance time</td><td>Faster</td><td>Slower</td></tr> </tbody> </table> Facilitation measures currently provided Priority berthing No customs duty procedures (domestic cargo) Simplified documentation (coastal shipping bill) Concessional port charges Relaxed cabotage norms	Aspect	Coastal Cargo	EXIM Cargo	Customs	Liberal Customs procedure	Full customs procedures	Documentation	Reduced	Extensive	Berthing	Priority Berthing	Commercial priority	Charges	Concessional	Standard tariff	Clearance time	Faster	Slower	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
Aspect	Coastal Cargo	EXIM Cargo																		
Customs	Liberal Customs procedure	Full customs procedures																		
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Berthing	Priority Berthing	Commercial priority																		
Charges	Concessional	Standard tariff																		
Clearance time	Faster	Slower																		

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
8. Any bottlenecks affecting coastal cargo for bulk/containers/liquid/Ro-Ro projects?	Segment-wise Bottlenecks 1. Dry Bulk Issues - Limited mechanised handling for coastal volumes - Fragmented coastal cargo and lack of cargo aggregation - Absence of long-term cargo commitments - Dust-sensitive cargo handling constraints Need - Covered conveyors, silos - Cargo aggregation mechanisms, especially for PSU cargo (coal, fertilizer) to ensure base volumes 2. Container Issues - Weak coastal feeder network - Container imbalance (empty repositioning) Need - Dedicated coastal container terminal - Incentives for domestic container movement - Improved port–hinterland connectivity (Chennai Port–Maduravoyal Elevated Corridor) to enable faster and congestion-free cargo movement - Development of satellite port linkages to build sustainable coastal container volumes 3. Ro-Ro Issues - Limited coastal vehicle movement ecosystem - Aggregation of vehicles (min ~600 vehicles needed for coastal shipment) - High first-mile and last-mile costs, especially for inland manufacturing locations. - High empty return cost (estimated ~30–40% of voyage cost) due to lack of backhaul cargo Need - Further incentivisation of Coastal Shipping by way of Govt.subsidy. - Cargo Aggregation for automobile cargo across OEMS - Facilitation of third party logistics for movement of first mile/ last mile in case of automobile shipments - Marketing of return cargo - Subsidy in coastal vessel charter - Incentivisation of ship building / Indian flag vessels - Need for smaller size vessels - Need to cover damages to vehicles during transportation – Insurance cover	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer	In this regard, it is submitted that, Port is offering concessional tariff for coastal cargo as per the policy guidelines of the Ministry and hence no constraints exists.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers,

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
differential tariffs or rebates for coastal cargo? If not, what constraints exist? Tariff & Incentive Structure Flexibility for differential tariffs Need for parity across users – reasonable tariff instead of huge discounts offered by neighbouring ports Can offer volume-based incentives		including simplification, priority treatment and governance measures.
10. What commercial measures would help attract higher coastal volumes?	Commercial measures to attract cargo - Volume discounts for coastal operators - Assured berthing windows - Lower storage & handling charges - Long-term contracts with shippers - Incentives for regular services (liner coastal routes)	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	Central policy measures required - Extension of GST concessions for coastal shipping - Fuel subsidy / bunker cost support - Strengthening Sagarmala incentives - Mandating modal shift for select bulk cargo - Incentives for coastal cargo movement	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
D. Inland-Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port/(s)?	-	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
E. Cargo Aggregation, New Services & IWT Integration		
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?	Cargo Handling Equipments Existing equipment - Mobile harbour cranes (limited) - Liquid pipelines - No full-scale dedicated Ro-Ro infrastructure Utilisation - Moderate to high for bulk & liquid Gap areas - Dedicated coastal handling systems - Specialised equipment (coil grabs, grain systems) Investment	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks									
	Equipment modernisation: ₹200–500 crore										
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	-	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.									
F. Emergency Repair, TAT, and Cargo Commitment											
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most reduce TAT?	Interventions to reduce TAT - Dedicated coastal berths & time windows - Mechanised cargo handling systems - Coastal cargo fast-tracks lanes Key Takeaway Coastal cargo growth at Chennai Port is constrained by a combination of infrastructure + operational + ecosystem gaps: Infrastructure: storage Ecosystem: weak coastal network & aggregation The following key commodities have been identified by Chennai Port Authority as having significant potential for growth under coastal shipping promotion initiatives: <table><tr><th>Commodity</th><th>Current Position / Issue</th><th>Measures / Initiatives by ChPA</th></tr><tr><td>Iron Ore / Pellets</td><td>Moderate coastal volumes (~0.859 MTPA); cost disadvantage due to limited incentives</td><td>Examination of CRC concession extension; rationalisation of coastal tariffs; engagement with steel producers to scale volumes</td></tr><tr><td>POL (Liquid Bulk)</td><td>Major cargo but demand-driven; limited impact of tariff incentives</td><td>Facilitation of bunkering (waiver of additional berth hire charges)</td></tr></table>	Commodity	Current Position / Issue	Measures / Initiatives by ChPA	Iron Ore / Pellets	Moderate coastal volumes (~0.859 MTPA); cost disadvantage due to limited incentives	Examination of CRC concession extension; rationalisation of coastal tariffs; engagement with steel producers to scale volumes	POL (Liquid Bulk)	Major cargo but demand-driven; limited impact of tariff incentives	Facilitation of bunkering (waiver of additional berth hire charges)	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
Commodity	Current Position / Issue	Measures / Initiatives by ChPA									
Iron Ore / Pellets	Moderate coastal volumes (~0.859 MTPA); cost disadvantage due to limited incentives	Examination of CRC concession extension; rationalisation of coastal tariffs; engagement with steel producers to scale volumes									
POL (Liquid Bulk)	Major cargo but demand-driven; limited impact of tariff incentives	Facilitation of bunkering (waiver of additional berth hire charges)									

A. Current Status of Coastal Cargo Traffic and Infrastructure					Remarks										
	Steel (Break-bulk)	Handled through general cargo systems; risk of damage; limited mechanisation	Development of dedicated steel handling covered warehouse; mechanisation via gantry cranes												
	Fertilisers	Limited coastal movement; prefers rail; low parcel sizes	Cargo aggregation via MMLP (Mappedu); co-loading with compatible commodities; support for modal shift initiatives												
	Automobiles (Ro-Ro)	High empty return cost (~30–40%); lack of return cargo; aggregation challenges	Pilot Ro-Ro services on viable routes; aggregation of return cargo; evaluation of concessions for empty return leg												
	Containers (Domestic Coastal)	Weak feeder network; poor first/last mile connectivity; container imbalance	Development of coastal container services; satellite port linkage (Cuddalore ~59,000 TEUs potential); MMLP integration; leveraging Maduravoyal corridor												
	<table><tr><th colspan="2">AVG VESSEL TAT FOR COASTAL CARGO 2025-26</th></tr><tr><th>CARGO TYPE</th><th>AVG TAT (IN HRS.)</th></tr><tr><td>DRY BULK</td><td>117.40</td></tr><tr><td>LIQUID BULK</td><td>52.10</td></tr><tr><td>CONTAINER</td><td>49.70</td></tr><tr><td>RO-RO</td><td>NIL</td></tr></table>					AVG VESSEL TAT FOR COASTAL CARGO 2025-26		CARGO TYPE	AVG TAT (IN HRS.)	DRY BULK	117.40	LIQUID BULK	52.10	CONTAINER	49.70
AVG VESSEL TAT FOR COASTAL CARGO 2025-26															
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DRY BULK	117.40														
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RO-RO	NIL														

Name of Stakeholder/Committee member: JSW Dharamtar Port Private Limited

Date: 21.04.2026

A. Current Status of Coastal Cargo Traffic and Infrastructure								Remarks	
1. Please provide details of coastal cargo handled over the last three years if any, including: - Total coastal cargo volume - Commodity-wise breakup	Cargo Volume FY 23-24							Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.	
	Sr. No	Commodity	Iron Ore – Fine	Coking Coal	Other Coal	Cement	Other Bulk Dry		Total
	1	Overseas Cargo (MT)	50000	-	-	526688	3132611		3709299
	2	Coastal Cargo (MT)	14923633	4404931	1957823	-	297919		21584306
		Grand Total (MT)	14973633	4404931	1957823	526688	3430530		25293605
	Cargo Volume FY 24-25								
	Sr. No.	Commodity	Iron Ore – Fine	Coking Coal	Other Coal	Cement	Other Bulk Dry		Total
	1	Overseas (MT)	1755961	-	-	803152	2960713		5519826
	2	Coastal (MT)	10978876	4639262	1693127	-	229767		17541032
		Grand Total (MT)	12734837	4639262	1693127	803152	3190480		23060858
	Cargo Volume FY 25-26								
	Sr. No.	Commodity	Iron Ore – Fine	Coking Coal	Other Coal	Cement	Other Bulk Dry		Total
	1	Overseas (MT)	1434800	-	-	725341	3222246		5382387
	2	Coastal (MT)	12296461	4635045	2188390	-	69935		19189831
		Grand Total (MT)	13731261	4635045	2188390	725341	3292181		24572218
2. What is the current share of coastal cargo in total port traffic? - Overall share - Commodity-wise share	FY 25-26							Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.	
	Cargo Type		Quantity (MT)		% Cargo				
	Overseas Cargo		5,382,387		22%				
	Coastal Cargo		19,189,831		78%				
	Grand Total		24,572,218						
	Sr. No.	Commodity	Iron Ore – Fine	Coking Coal	Other Coal	Cement	Other Bulk Dry		
	1	Overseas (MT)	1434800	-	-	725341	3222246		5382387

A. Current Status of Coastal Cargo Traffic and Infrastructure									Remarks
	2	Coastal (MT)	12296461	4635045	2188390	-	69935	19189831	
		Grand Total (MT)	13731261	4635045	2188390	725341	3292181	24572218	
		Costal Cargo %	64.08%	24.15%	11.40%	0.00%	0.36%		
3. What dedicated infrastructure exists for coastal cargo at the port(s)? (e.g., berths, storage facilities, mechanisation, liquid handling facilities, Ro-Ro ramps, etc.)	JSW DPPL Have A Fully Mechanised Bulk Cargo Handling System Comprising Dedicated Berths, Conveyor-Based Evacuation Systems, Mobile Harbour Cranes, Hoppers, Grab Unloaders, Weighbridges, Internal Road Network, And Barge/Vessel Handling Arrangements Suitable For Efficient Coastal Dry Bulk Cargo Operations.								Noted.
4. What are the key infrastructure gaps limiting coastal cargo growth at the port(s)?- Please indicate specific gaps	JSW Dharamtar Port Is Planning To Enhance Its Cargo Handling Capacity In Line With The Expansion Of JSW Steel From 10 MTPA To 15 MTPA. To Support This Growth, The Port Is Scaling Up Its Infrastructure, Equipment, And Operational Capabilities, Aiming To Increase Overall Throughput From The Current 25 MMTPA To 44 MMTPA. This Expansion Will Ensure Increased In Costal Cargo Volumes. However, Following Are The Specific Gaps Need To Be Addressed For The Smooth Costal Cargo Movements: - Non-Availability Of Navigational Channel Depth- (Current Channel Depth Is 3.5 Meter For 12 KM Dharamtar Navigational Channel, However, To Remove The Tidal Restriction Channel Depth Should Be 5 Meter For 12 KM Dharamtar Navigational Channel. Thus The Total Capital Dredging Budget Required 500 Cr As Below 3.5 Meter There Are Rock Patches In Channel. 30 Cr Required for Maintenance Dredging Per Year To Maintain The Channel Depth) – Total 530 Cr - NHO Certified Navigational Charts- 1.5 Cr - VTMS System for Efficient Vessel Movements- 7 Cr - Non-Availability Anchorages In Between Amba River Channel for Emergency Vessels Anchoring.- 10 Cr - Costal vessel security against fishing net lying by fishermen in channel. - Provide indicative investments required to address these gaps- 548.5 Cr								Noted.
B. Operational Experience & Constraints									
5. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, turnaround time (TAT), documentation, evacuation/connectivity issues)-	- At JSW Dharamtar Port, Operations Are Constrained by Tidal Dependency Due to Shallow Channel Depth. - Non-Availability of NHO Navigational Charts Leading To Conservative Vessel Movement. - Absence of VTMS- Reducing Traffic Efficiency. - Lack Of Mooring Dolphins (Parking Anchoring Point) Resulting In Congestion And Higher Turnaround Time, Thereby Restricting Overall Coastal Cargo Growth. - Non-Availability of Dry dock & Repair facility Near Vicinity of Port to clear the cluster of vessels.								Noted.
6. Are there operational distinctions between coastal and EXIM cargo at the port(s)? If yes, what facilitation measures are currently provided for coastal cargo?	Yes - Priority given to costal cargo on arrival based on the tidal availability.								Noted.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
(e.g., priority berthing, simplified documentation, faster clearances)-		
7. Are there any specific bottlenecks affecting coastal cargo across segments such as	- Bulk- Yes (Unable To Handle The Third Party Bulk Cargo Due To Non-Availability Of Backup Yard And Berth) - Container- Yes ((Non-Availability Of Backup Yard And Berth) - Liquid- Yes (Restriction for Getting the EC clearance for the Liquid Cargo) - Ro-Ro- Yes (Dedicated Barth No Available)	Noted.
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	No If not, please specify constraints- Tariffs / Wharfage Are Governed by the Maharashtra Maritime Board Port Policy and Any Differential Rebate or Pricing Flexibility Requires Alignment with Both Management and Regulatory Authorities	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
10. What commercial measures would help attract higher coastal volumes?	Offering Rebates on Royalty and Wharfage Charges Would Enhance Cost Competitiveness, Thereby Supporting Higher Coastal Cargo Volumes.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	To Promote Coastal Shipping At Dharamtar Port, Key Central Measures Include Discounts On Vessel/Cargo Charges & Wharfage Charges, Incentive for the Infrastructure (Dredging, Jetties), Incentive On GST.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
D. Inland–Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port(s)?	The Port Is Actively Operational for IWT, with the Arabian Sea to Dharamtar Port Section Functioning as Part of The Waterway Network for Transporting Dry Bulk Cargo, Including Iron Ore and Coal, On the Amba River Navigational Channel	Noted.
13. What improvements are required to strengthen inland–coastal linkages?	- Enhancement in the Navigability of Amba Rivers by Clearing the Tidal Constraints Though Capital and Maintenance Dredging of Channel. - Channel Stabilization to Ensure Reliable, Round the Year Bulk Cargo Movement. - Availability of IRC Class Barges to Handled the Captive as well as Third Party Cargo	Noted.
E. Cargo Aggregation, New Services & IWT Integration		
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this	Yes. JSW DPPL Have Bulk Handling Systems Including Grabs, Hoppers, Conveyor Systems, Pay Loaders And Specialised Attachments For Steel/Raw Material Movement. - Current utilisation levels- 75 % of Port Capacity - Gap areas and required investments- - Requirement of Additional Berths & Mechanised Conveying System, Back Up Yard for Cargo Storage - Mooring Dolphins for MBC Parking. Emergency Anchorage Point in Between Channel - NHO Certified Navigational Charts.	Considered – Cat C/E. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
infrastructure and what gap investments are required?	Channel Capital and Maintenance Dredging for The Round The Year Costal Cargo Movements.	
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	Viability Gap Funding (VGF) under Sagarmala, or- No CCPS Category C (Infrastructure Support)?- No	No actionable gaps.
F. Emergency Repair, TAT, and Cargo Commitment		
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most <i>reduce</i> TAT?	- Bulk (dry)- Avg. 65 Hrs (Departure from the Discharge Port To Arrival At Discharge Port) - Bulk (liquid)- NA - Containers-NA - Ro-Ro-NA Additionally: What are the top 3 contributors to TAT delays?- 1.Tidal Restrictions, 2. Receiving Route Restrictions, 3. Unavailability Of Mooring Dolphin (Parking Berth) What process or infrastructure interventions would help reduce TAT?- 1. Channel Dredging (capital +maintenance) 2.Availability Of Navigational Charts, 3. Mooring Dolphins (Parking Berth)	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

Name of Stakeholder/Committee member: JSW Steel

Date: 21.04.2026

Additional Inputs		Remarks
a.	Whether all the cargo as mentioned in Sec. 1.1.6 (Incentives available under CCPS), which will be moved coastally by different beneficiaries eligible under this scheme without any sector-specific or entity-specific restrictions?	
b. In reference to sect. 1.1.6.(iv) – Viability Gap Support for empty runs	i. The Viability Gap Support (VGS) under Category IV is currently limited to Indian-flag Ro-Ro vessels where the return cargo load factor falls below 30% of vessel capacity. This restriction leaves out other vessel types — particularly bulk carriers, and container feeder vessels — that face identical structural challenges of empty or low-load return voyages. ii. The economics of coastal shipping are fundamentally directional — many commodity flows (e.g., coal and ore moving from eastern to western India, automobiles moving from manufacturing hubs to consumption markets) do not generate equivalent return cargo. This creates systemic empty-return costs that disproportionately affect the viability of coastal freight: - Bulk carriers carrying coal or ore one-way face low-load or ballast return voyages in the absence of matching return cargo. - Coastal container vessels may face empty or low-load repositioning voyages iii. Such viability Gap Support should also be extended to all types of Coastal empty runs including for bulk coastal and container movements.	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
c. In reference to sec. 2.2.3 (Beneficiaries under the scheme) and 2.2.5 (Eligibility of the vessels under the scheme);	In reference to sec. 2.2.3 (Beneficiaries under the scheme) and 2.2.5 (Eligibility of the vessels under the scheme); The Guidelines should explicitly confirm that the CCPS incentive accrues to the shipper/cargo owner (not the vessel operator) and is not contingent on vessel flag, provided the vessel holds the requisite DGS licence under the Coastal Shipping Act, 2025. The claim documentation list in Section 4.1.6 should include, for foreign-flag vessels, a copy of the DGS licence/permission as a mandatory upload alongside the BCG and manifest. Any restriction or differential treatment applicable to foreign-flag vessels should be expressly stated.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
d. In reference to sect. 2.2.4 (Designated Non-Major ports under this scheme)	i. Section 2.2.4 provides that non-major ports already connected to MSW will be designated from the commencement of the scheme. Other ports may seek designation through the Coastal Shipping Cell via the State Maritime Board. However, no automatic eligibility criteria, timelines, or thresholds are specified for such designation. - What is the expected timeline for the Coastal Shipping Cell to process and confirm designations for ports seeking to be designated? - Will there be a prescribed maximum processing time for designation applications? - Can a throughput-based automatic designation criterion be introduced ii. All such Pvt. and Govt. minor ports, terminals and jetties governed under the State Maritime Boards or other similar State Govt. maritime bodies/departments handling coastal cargo of more than 0.5 Million Tons per annum should be designated as Designated Non-Major ports under the scheme.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

Additional Inputs		Remarks
e. In reference to Sec. 2.2.6 (Eligibility of routes under this scheme);	The current route eligibility matrix under this section excludes coastal movements between two non-designated non-major ports (Other NMP to Other NMP). This effectively restricts a significant volume of cargo that moves coastally between private terminals, minor ports, and riverine jetties that are not yet designated. ii. Request to consider all the coastal cargo movements even from other Non major ports to other Non major ports under CCPS scheme. This will encourage more such coastal movement of cargo.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
f. In reference to sections 3.1.3 (Submission of claims after completion of voyage), 4.1.2 (registration of vessel by Shipper), 4.1.3 (registration of voyage by shipper), 4.1.6 (submission of claims for incentives by the shipper);	i. Coastal shipping operations are highly dynamic. Voyage schedules, vessel substitutions, and cargo consolidations often get finalised within 24–48 hours of departure, particularly for bulk commodity movements dependent on vessel availability, port berth windows, and weather conditions. Similarly, the 3-working-day window for post-voyage document submission may be inadequate given the time required for: - Customs endorsement of the Bill of Coastal Goods (BCG) at loading and discharge ports. - Obtaining certified copies of the manifest from the vessel master or ship agent. - Situations where the voyage extends over a weekend or public holiday, effectively compressing the 3-day window. ii. the current timelines allowed for initiating the process for the voyage submissions and subsequent documents submission are stiff and should be reconsidered to make it more practical.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
g. In reference to section 2.2.2 (Beneficiaries) – Grievance Redressal timelines and appellate mechanism- The guidelines provide for an appeal to the Monitoring Committee and thereafter to the Secretary (PSW) for aggrieved beneficiaries, but do not specify:	- The timeline within which the Monitoring Committee must dispose of an appeal. - The timeline within which the Secretary must decide appeals escalated from the Monitoring Committee. - Whether an appeal stays disbursement denial pending resolution. - Whether a beneficiary whose claim is under query/appeal can submit fresh voyage claims in the interim without prejudice.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
h. In reference to Category A of the Scheme drafting framework and implementation guidelines of the CCPS scheme;	a. Pls. confirm that the transshipment cargo (EXIM or Coastal) being moved coastally from Major ports or designated Non Major ports to another eligible port will be covered under the CCPS scheme. The Guidelines should explicitly clarify the treatment of transshipment cargo. If the policy intent is to incentivise the coastal leg of all cargo physically moved on eligible vessels between eligible Indian ports, this should be expressly stated regardless of the cargo's overseas origin or destination. We recommend that transshipment cargo moving on Indian-flag or licensed coastal vessels between two eligible Indian ports be considered eligible for CCPS incentives in respect of the coastal leg, subject to appropriate documentary proof (Bill of Lading, BCG, port clearance documents distinguishing the coastal leg). This would meaningfully increase coastal cargo volumes and port throughput. b. For coastal movement of Dry Bulk Cargo, most coastal fleets available (IV barges, IV SOC, RSV IV) are typically of size from 2000 DWT onwards. In view of this, we request to consider parcel size of 1000 MT as the minimum parcel size through coastal route for consideration under CCPS incentives.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

Name of Stakeholder/Committee member: Ministry of Coal

Date: 21.04.2026

Additional Inputs		Remarks
a.	The Ministry of Coal supports the CCPS and emphasises that coal can act as a key anchor commodity for driving modal shift to coastal and inland waterways. However, effective implementation will depend on addressing critical constraints such as first/last-mile connectivity, port-side mechanisation, and overall cost competitiveness vis-à-vis rail. Integration with FMC projects, development of dedicated coal corridors, and assured cargo aggregation through long-term arrangements with consumers are essential to achieve scale and efficiency. Further, for NW-5, cargo movement through the IWT/RSR system will be contingent upon techno-economic viability, availability of terminals, and adequate handling and connectivity infrastructure. As coal dispatch is undertaken on an ex-mine basis, the choice of transport mode rests with consumers; hence, cargo commitment will depend on their willingness to shift from existing modes. In this context, CIL/MCL may support the project through development of evacuation terminals and first-mile connectivity under Phase-II (Kakudi–Angul–Kurunti–Pankapal stretch), aligned with Phase-I progress, rather than through SPV equity or OPEX commitments.	Noted

Name of Stakeholder/Committee member: Andhra Pradesh Maritime Board

Date: 22.04.2026

Reference	Section and Page	Extract from Document	Comment	Remark
1.1.6	Section 1.1.6 - Incentives Available Under CCPS (Page 6-7)	i. Transportation of bulk or break-bulk cargo pertaining to the following identified commodities shall be eligible for an incentive at the rate of Re. [1.50] per tonne per nautical mile, subject to a ceiling of 1,500 nautical miles per voyage leg, calculated from the point of loading to the point of discharge. The eligible commodities under this category are: (a) Fertilizers and fertilizer raw materials; (b) Food grains (rice, wheat, and other notified cereals and pulses); (c) Coal (domestic coastal movement); (d) Iron ore and steel products (plates, coils, and structural sections); (e) POL (Petroleum products); (f) Cement and clinker; (g) Sugar and edible salt; (h) Marbles, tiles, and stone; (i) Containerized Cargo (FCL). ii. Transportation of any domestically originating and domestically destined commodity in Full Container Load (FCL) through Indian flag or licensed coastal container vessels shall be eligible for an incentive at the rate of Rs. [4,500] per TEU. Transportation through containers larger than twenty feet shall be incentivised on the basis of the equivalent TEU conversion factor. No incentive shall be granted for fractional TEU conversions, for empty containers, or for containers carrying Export-Import (EXIM) cargo. iii. Transportation of automobiles (two-wheelers, three-wheelers, and four-wheelers including HMVs and LMVs) through Indian flag Ro-Ro Vessels (including hybrid-RoRo, PCTC, RoPax, and PCC) shall be eligible for the following incentives: (a) Rs. [450] per two-wheeler vehicle; (b) Rs. [900] per three-wheeler vehicle; and (c) Rs. [5,000] for other vehicles (four-wheelers, HMVs, and LMVs). iv. Viability Gap Support for	- The commodity basket is very broad, covering sectors with significantly different logistics dynamics; this may result in disproportionate benefits accruing to already-established cargo streams rather than driving incremental coastal movement. Eg: Coal, Iron Ore, petroleum products. - The dual incentive structure (tonnage-based for bulk cargo and flat per TEU for containers) creates a risk of modal distortion and may incentivise artificial containerisation purely to capture higher incentives. - Key terms such as “voyage leg” and “domestically originating and destined cargo” are not clearly defined. - The Ro-Ro incentive structure, based on flat per vehicle rates, does not account for distance, vehicle size variation, or vessel utilisation efficiency, which may lead to suboptimal loading patterns. - The presence of multiple incentive mechanisms (per tonne-NM, per TEU, per vehicle, and VGS) increases administrative complexity. - Ambiguity in terms such as “point of loading to point of discharge” and	Noted

Reference	Section and Page	Extract from Document	Comment	Remark
		Coastal Ro-Ro Empty Return: In order to address the structural cost disadvantage arising from empty return voyages, a voyage-based Viability Gap Support (VGS) shall be extended to Indian flag Ro-Ro vessels where the return cargo load factor falls below [30%] of vessel capacity.	"domestically originating and destined" leaves room for varied interpretations in transshipment and multi-leg voyage scenarios, potentially leading to inconsistent claims, disputes, and audit challenges.	
2.2.3	Section 2.2.3 - Beneficiaries under the Scheme (Page 9)	The incentives under the Scheme shall be granted only to the shippers of the cargo being transported through coastal shipping routes. The shipper shall mean the person who holds ownership over the goods being transported at the time of loading and shall include the consignor or consignee, as the case may be. In all cases, the incentive shall be credited directly to the registered bank account of the beneficiary shipper and shall not be routed through the vessel operator, ship agent, or any intermediary.	Even though the shipper gets the money, the logistics decision is often taken by transporters or logistics companies, so the incentive may not directly influence the actual choice of coastal shipping.	Noted
2.2.6 & 2.2.7	Sections 2.2.6 & 2.2.7 - Eligibility of Routes & Disbursement of Incentives (Pages 9-10)	2.2.6 Eligibility of Routes under the Scheme: Eligible cargo transported through coastal shipping routes that involve at least one Major Port, Designated Non-Major Port, or IWAI terminal/jetty at the point of loading or discharge shall be eligible for benefits under the Scheme. Routes between two non-designated non-major ports with no involvement of a Major Port or IWAI terminal at either end are NOT eligible. 2.2.7 Disbursement of Incentives: During the period prior to operationalisation of the automated disbursement system in MSW, incentives shall be disbursed directly by Major Ports, Designated Non-Major Ports, and IWAI from dedicated scheme bank accounts. These entities shall then claim monthly reimbursement from MoPSW through IPA and the Monitoring Committee. Upon operationalisation of the automated system, disbursements shall be deducted directly from the MoPSW scheme account upon approval by the Nodal Officer at the point of disbursement, eliminating the need	The scheme defines eligibility on a route basis, i.e., from the point of loading to the point of discharge, and links it to the categories of ports at either end. However, it does not clearly specify the treatment of multi-leg voyages involving intermediate stops, cases where cargo is trans shipped or reloaded at intervening ports, or movements that are split across multiple legs or handled by different operators.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

Reference	Section and Page	Extract from Document	Comment	Remark
		for port/IWAI advance funding and subsequent reimbursement.		
3.3.4	Section 3.3.4 - Disbursement of Incentives by Designated Non-Major Ports (Page 12)	Where the Designated Non-Major Port is the point of disbursement as per Table 2, the Nodal Officer shall ascertain admissibility upon receipt of the complete application, raise a maximum of two (2) queries within one (1) working day each, and communicate a decision within five (5) working days of receipt of the reply to the final query.	While the prescribed timelines for query resolution and decision-making are efficient in intent, their implementation at Designated Non-Major Ports may be challenging in practice, given varying levels of institutional capacity, system readiness, and dependence on external validations.	Noted
3.5	Section 3.5 - Role of IWAI (Page 13); also see Section 2.2.4 (Page 9) and Table 2 (Page 10)	3.5.4 Disbursement of Incentives: Where an IWAI terminal/jetty is the point of disbursement as per Table 2, the Nodal Officer shall follow the same procedure as prescribed for Major Ports in Para 3.2.4. 3.5.5 Consolidation of Claims for Reimbursement: IWAI Nodal Officers shall consolidate monthly disbursements and forward claims to IPA/CCPC in the prescribed format by the 5th of the following month. [Context - Section 2.2.4, Page 9] Disbursement of incentives shall be made by Major Ports, Designated Non-Major Ports, and IWAI as specified in Table 2 below. Non-major ports already connected to the MSW shall be designated as eligible points of disbursement and reimbursement from the commencement of the Scheme. For other non-major ports seeking designation, the concerned port authority may approach the Coastal Shipping Cell through the State Maritime Board or concerned Port/Shipping Department of the respective State/Union Territory.	Can state IWA also take responsibility of disbursement.	Noted
4.1.4 & 4.1.5	Sections 4.1.4 & 4.1.5 - Load & Discharge Certification by Nodal Officer	4.1.4 Load Certification: The Nodal Officer at the loading port or IWAI terminal/jetty shall verify and certify the details of cargo loaded, including commodity type, quantity, number of containers (TEUs), or number of vehicles by category, as applicable, within the CCPS Coastal module of	Minor variations between loaded and discharged quantities are inherent in cargo handling and maritime operations; however, the scheme does not specify any permissible tolerance limits. In the absence of defined thresholds (e.g., percentage variation), such	Noted

Reference	Section and Page	Extract from Document	Comment	Remark
	(Pages 16-17)	the MSW. The certification shall be entered directly into the Coastal module and the record shall be automatically transmitted to the NDCS. After certification, the Coastal module shall forward the application to the Nodal Officer at the point of discharge. 4.1.5 Discharge Certification: The Nodal Officer at the discharging port or IWAI terminal/jetty shall verify and certify the details of cargo discharged from the vessel within the CCPS Coastal module of the MSW. All certifications entered by the Nodal Officer in the Coastal module shall constitute the official discharge record for CCPS purposes and shall be automatically transmitted to the NDCS. After certification, the Coastal module shall forward the application to the beneficiary for upload of supporting documents.	differences may lead to avoidable queries, delays, or disputes during certification and claim processing.	

Name of Stakeholder/Committee member: Kakinada Deep Water Port

Date: 22.04.2026

A. Current Status of Coastal Cargo Traffic and Infrastructure							Remarks																																																																																				
1. Please provide details of coastal cargo handled over the last three years if any, including: - Total coastal cargo volume - Commodity-wise breakup	<table><thead><tr><th>Commodity</th><th>2023–24 Quantity</th><th>2023–24 Share %</th><th>2024–25 Quantity</th><th>2024–25 Share %</th><th>2025–26 Quantity</th><th>2025–26 Share %</th></tr></thead><tbody><tr><td>Asphalt</td><td>47,119</td><td>0.26%</td><td>6,245</td><td>0.04%</td><td>13,934</td><td>0.08%</td></tr><tr><td>Coal</td><td>12,43,365</td><td>6.93%</td><td>30,12,451</td><td>16.91%</td><td>28,73,433</td><td>15.59%</td></tr><tr><td>Diesel</td><td>4,39,233</td><td>2.44%</td><td>4,08,805</td><td>2.29%</td><td>4,22,817</td><td>2.29%</td></tr><tr><td>Furnace Oil</td><td>54,419</td><td>0.30%</td><td>59,560</td><td>0.33%</td><td>46,307</td><td>0.25%</td></tr><tr><td>Industrial Salt</td><td>1,42,995</td><td>0.78%</td><td>1,07,130</td><td>0.60%</td><td>1,46,367</td><td>0.79%</td></tr><tr><td>Iron Ore</td><td>3,05,231</td><td>1.70%</td><td>2,75,850</td><td>1.54%</td><td>—</td><td>—</td></tr><tr><td>Motor Spirit</td><td>1,10,703</td><td>0.61%</td><td>1,23,667</td><td>0.69%</td><td>1,18,352</td><td>0.64%</td></tr><tr><td>Stone Aggregate</td><td>25,600</td><td>0.14%</td><td>—</td><td>—</td><td>—</td><td>—</td></tr><tr><td>Sulphuric Acid</td><td>32,096</td><td>0.17%</td><td>7,000</td><td>0.03%</td><td>—</td><td>—</td></tr><tr><td>TOTAL Coastal Cargo</td><td>24,00,761</td><td>—</td><td>40,00,713</td><td>—</td><td>36,21,210</td><td>—</td></tr><tr><td>Overall Share</td><td>—</td><td>13.38%</td><td>—</td><td>22.46%</td><td>—</td><td>19.64%</td></tr></tbody></table>						Commodity	2023–24 Quantity	2023–24 Share %	2024–25 Quantity	2024–25 Share %	2025–26 Quantity	2025–26 Share %	Asphalt	47,119	0.26%	6,245	0.04%	13,934	0.08%	Coal	12,43,365	6.93%	30,12,451	16.91%	28,73,433	15.59%	Diesel	4,39,233	2.44%	4,08,805	2.29%	4,22,817	2.29%	Furnace Oil	54,419	0.30%	59,560	0.33%	46,307	0.25%	Industrial Salt	1,42,995	0.78%	1,07,130	0.60%	1,46,367	0.79%	Iron Ore	3,05,231	1.70%	2,75,850	1.54%	—	—	Motor Spirit	1,10,703	0.61%	1,23,667	0.69%	1,18,352	0.64%	Stone Aggregate	25,600	0.14%	—	—	—	—	Sulphuric Acid	32,096	0.17%	7,000	0.03%	—	—	TOTAL Coastal Cargo	24,00,761	—	40,00,713	—	36,21,210	—	Overall Share	—	13.38%	—	22.46%	—	19.64%	Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.
Commodity	2023–24 Quantity	2023–24 Share %	2024–25 Quantity	2024–25 Share %	2025–26 Quantity	2025–26 Share %																																																																																					
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2. What is the current share of coastal cargo in total port traffic? - Overall share - Commodity-wise share							Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.																																																																																				
3. What dedicated infrastructure exists for coastal cargo at the port(s)? (e.g., berths, storage facilities, mechanisation, liquid handling facilities, Ro-Ro ramps, etc.)	Common facility for both Coastal as well as Exim cargoes						Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.																																																																																				
4. What are the key infrastructure gaps limiting coastal cargo growth at the port(s)?- Please indicate specific gaps	—						—																																																																																				
B. Operational Experience & Constraints																																																																																											
5. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, turnaround time (TAT), documentation, evacuation/connectivity issues)-	No specific constraints						—																																																																																				

Coastal Cargo Promotion Scheme | Scheme Narrative Report

Ministry of Ports, Shipping & Waterways

6. Are there operational distinctions between coastal and EXIM cargo at the port(s)? If yes, what facilitation measures are currently provided for coastal cargo? (e.g., priority berthing, simplified documentation, faster clearances)-	Documentation is faster. Preferential berthing for coastal vessels/ cargoes	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
7. Are there any specific bottlenecks affecting coastal cargo across segments such as	No	Not considered for scheme modification – No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	No differential tariff	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
10. What commercial measures would help attract higher coastal volumes?	Priority berthing allocation for coastal vessels at normal tariff	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	-	-
D. Inland–Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port(s)?	No inland waterways	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
13. What improvements are required to strengthen inland–coastal linkages?	Not applicable	Not considered for scheme modification – No Cat A-D action. Nil/NA or no actionable gap reported; retained as stakeholder record.
E. Cargo Aggregation, New Services & IWT Integration		
14. Does the port have dedicated handling equipment	No	Not considered for scheme modification – No Cat A-D action.

for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?		Nil/NA or no actionable gap reported; retained as stakeholder record.
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	Viability Gap Funding (VGF) under Sagarmala, or- No CCPS Category C (Infrastructure Support)?- No	No Actionable Gaps.
F. Emergency Repair, TAT, and Cargo Commitment		
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most <i>reduce</i> TAT?	• Bulk (dry) 77:45 hrs • Bulk (liquid) 33:29 hrs • Containers --- • Ro-Ro ---- Additionally: • What are the top 3 contributors to TAT delays? 1) Bunching of vessels increasing waiting of vessels at anchorage 2) Weather.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

Name of Stakeholder/Committee member: Gangavaram Port Limited

Date: 22.04.2026

A. Current Status of Coastal Cargo Traffic and Infrastructure			Remarks																																								
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3. What dedicated infrastructure exists for coastal cargo at the port(s)? (e.g., berths, storage facilities, mechanisation, liquid handling facilities, Ro-Ro ramps, etc.)	• Multipurpose berth (Berth no.2 is a common use port infrastructure) • General cargo yards adjacent to the rake siding (at Zero point) • Bulk handling systems (Earth moving equipment with transportation fleet and other supporting equipment to address the coastal cargo movement)	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.																																	
4. What are the key infrastructure gaps limiting coastal cargo growth at the port(s)?- Please indicate specific gaps	There are no critical port-side infrastructure gaps such as berths or handling equipment limiting coastal cargo growth. However, the primary constraint lies in hinterland connectivity, as detailed below: Specific Gaps Identified • Absence of dedicated road corridors for coastal cargo evacuation • Absence of dedicated rake pathways or priority rail evacuation for coastal cargo	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.																																	

	Indicative Investments Required No specific investment required.	
B. Operational Experience & Constraints		
5. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, turnaround time (TAT), documentation, evacuation/connectivity issues)-	There are no operational-experience related constraints at the port level such as berth availability, equipment shortages, or documentation delays.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
6. Are there operational distinctions between coastal and EXIM cargo at the port(s)? If yes, what facilitation measures are currently provided for coastal cargo? (e.g., priority berthing, simplified documentation, faster clearances)-	- Coastal and EXIM cargo are handled through the same operational systems and processes - Separate rake siding and yards for coastal cargo (especially coal)	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
7. Are there any specific bottlenecks affecting coastal cargo across segments such as	No specific bottlenecks have been observed across: - Dry bulk: NA - Liquid bulk: - Containerized cargo: NA - Ro-Ro traffic	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	-	-
10. What commercial measures would help attract higher coastal volumes?	- Long-term cargo commitment agreements - Assured evacuation support (road + rail)	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
11. What policy measures, specific incentives at the central level would most help	Priority rake allotment policy for coastal cargo	-

ports facilitate coastal shipping?																										
<u>D. Inland–Coastal Integration</u>																										
12. What is the current status of inland waterway or multimodal integration at port/(s)?	Coastal cargo evacuation primarily depends on road and rail modes						Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.																			
13.What improvements are required to strengthen inland–coastal linkages?	- Development of multimodal logistics parks near ports (separate for coastal and EXIM cargo) - Improved rail-road integration with predictable evacuation capacity						Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.																			
<u>E. Cargo Aggregation, New Services & IWT Integration</u>																										
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?	- Existing general-purpose handling equipment is used for coastal cargo - No exclusive coastal cargo equipment is deployed (practically not viable to have dedicated equipment) as it is practically not viable, cannot keep infra idle for long periods waiting for coastal movement. Utilisation Levels: - Capacity utilisation fluctuates significantly due to call-based coastal traffic Gap Areas & Investments Required: - No port-side equipment gaps identified - Evacuation infrastructure remains the key investment requirement						Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.																			
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	Viability Gap Funding (VGF) under Sagarmala, or- No CCPS Category C (Infrastructure Support)?- No						Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.																			
<u>F. Emergency Repair, TAT, and Cargo Commitment</u>																										
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid,	<table><tr><th rowspan="2">S.No</th><th rowspan="2">Port Name</th><th colspan="5">FY 2025-26</th></tr><tr><th>Q1</th><th>Q2</th><th>Q3</th><th>Q4</th><th>Q1-Q4</th></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>						S.No	Port Name	FY 2025-26					Q1	Q2	Q3	Q4	Q1-Q4								Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
S.No	Port Name	FY 2025-26																								
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container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most <i>reduce</i> TAT?	1	Gangavaram Port	63:07:00	64:03:00	62:45:00	65:04:00	63:44:45		
	Liquid Bulk: - Containers: - Ro-Ro: (No abnormal TAT deviations observed for coastal cargo) Top Contributors to TAT Delays 1. Bunching of evacuation demand during vessel calls 2. Synchronization challenges between vessel discharge/load and inland evacuation Interventions to Reduce TAT - Dedicated evacuation slots for coastal cargo - Advance rake planning linked to vessel berthing								

Name of Stakeholder/Committee member: RAVVA

Date: 22.04.2026

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
1. Please provide details of coastal cargo handled over the last three years if any, including: - Total coastal cargo volume - Commodity-wise breakup	Total coastal cargo volume - 13,14,253.129 MT of Crude oil Commodity-wise breakup – 100% Crude oil	Noted
2. What is the current share of coastal cargo in total port traffic? - Overall share - Commodity-wise share	Overall share – 100% Commodity-wise share – Only Crude Oil	Noted
3. What dedicated infrastructure exists for coastal cargo at the port(s)? (e.g., berths, storage facilities, mechanisation, liquid handling facilities, Ro-Ro ramps, etc.)	liquid handling facilities - SBM	Noted
4. What are the key infrastructure gaps limiting coastal cargo growth at the port(s)?- Please indicate specific gaps	NA	Noted
B. Operational Experience & Constraints		
5. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, turnaround time (TAT), documentation, evacuation/connectivity issues)-	NA	Noted
6. Are there operational distinctions between coastal and EXIM cargo at the port(s)? If yes, what facilitation measures are currently provided for coastal cargo? (e.g., priority berthing, simplified documentation, faster clearances)-	NA	Noted
7. Are there any specific bottlenecks affecting coastal cargo across segments such as	NA	Noted
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	NA	-
10. What commercial measures would help attract higher coastal volumes?	NA	Noted

11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	NA	-
D. Inland-Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port/(s)?	NA	Noted
13. What improvements are required to strengthen inland-coastal linkages?	NA	Noted
E. Cargo Aggregation, New Services & IWT Integration		
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?	No. Only SBM with associated pipelines for liquid cargo (Crude Oil)	Noted
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	NA	Noted
F. Emergency Repair, TAT, and Cargo Commitment		
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most reduce TAT?	- Bulk (liquid) - Normally 36 hours however it Depends on volume of the cargo Additionally: - What are the top 3 contributors to TAT delays? - NA - What process or infrastructure interventions would help reduce TAT? - NA	Noted

Name of Stakeholder/Committee member: HPCL

Date: 22.04.2026

A. Market Potential & Demand Signals		Remarks
1. From your sector's perspective, which commodities are better suited for increased coastal movement over the next 2–5 years?	Commodities suited for increased coastal movement (2–5 years) From our perspective, the following commodities are highly suitable for scaling coastal movement: Petroleum Products (MS, HSD, ATF, FO, VLSFO, Bitumen) - There will be a sharp reduction in the coastal input of CPP at Mundra port required to feed the MDPL fed locations after commissioning of HRRL. - Unlike the current trend in which petroleum products are moved coastally from Vizag to Mundra, in future west coast will have surplus product which will be shifted to east coast locations like Ennore, Vizag, Chennai & Paradeep and will be exported too.	Considered as background input – No Cat A-D action. Acknowledged for record; no specific scheme category or modification warranted from this standalone comment.
2. Are there specific corridors (current/new) where coastal shipping could become pivotal, if supported by right incentives/infrastructure?	Key corridors with high potential The following corridors can become pivotal with the right support: West Coast → East Coast (e.g., Jamnagar/Mundra → Vizag/Chennai/Paradip) - Major petroleum redistribution corridor from WC to EC. - Congestion being experienced in rail networks makes coastal attractive	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
B. Current Experience & Practical Challenges		
3. Where does the largest cost disadvantage vs rail/road arise (freight, port charges, first/last mile, etc.)?	Largest cost disadvantages vs rail/road The cost disadvantage arises primarily from: - Inadequate Port Facilities/Lower Capacity – Inadequate piping at all Jetties, lesser number of Jetties with facilities for CPP vessel handling, lower pipeline size or pumping capacity, less draft limit the probability of early berthing of vessels and also reduce the vessel utilization, effecting higher cost per MT. - Idle Time / Waiting Time – Jetty congestion due to vessel traffic at ports like Vizag, Ennore, Paradeep, Haldia, Mangalore, Jamnagar and consecutive berthing delays increase vessel cost (demurrage equivalent) - Port Charges - High berth hire, pilotage, and port dues at Mundra and Goa.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
4. What are the top barriers limiting coastal usage today? (reliability, serviceability, documentation, first/last mile, others)	Top barriers limiting coastal usage - High Cost of Transportation: High Cost of Transportation is the primary factor which limits the usage of coastal transportation as a primary mode for product movement. Coastal transportation is used to feed the locations which fully or partially depend on coastal inputs. - Port Infrastructure Limitation: Some ports have jetties which do not allow vessels of all sizes to berth due to limitation in dimensions (Beam/LOA/Draft/Displacement) which limits the number of "Vessel X Loadport X Disport" route options. Lesser draft at some locations like Mumbai, Haldia, Budge Budge, Vizag (OR Jetties) limit the utilization of vessel's full tonnage capacity.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

	- Inadequate CPP Vessel Handling Facilities: At few ports, lesser number of Jetties are with facilities for CPP vessel handling. Many ports have lower pipeline size or pumping capacity. These factors cause delay in berthing as well as delay in overall operation. Eg. At Kochi pumping capacity is very less on account of old pipelines. - Limitations at River Ports: River Ports like Budge Budge & Haldia allow less draft, lower size vessels, only daytime navigation through river transit, tidal dependency, due to which higher cost per MT is seen for coastal movement.	
5. Have there been examples of coastal routes/services discontinued? If yes, what were the primary reasons?	None in the past year FY 25-26.	Considered as background input – No Cat A-D action. Acknowledged for record; no specific scheme category or modification warranted from this standalone comment.
C. Commercial & Contracting Issues		
6. What type of support would most effectively improve competitiveness (freight support, port rebates, berthing priority, connectivity support, fleet financing)?	- Priority in berthing for CPP vessels: Dedicated berthing windows for clean petroleum product (CPP) tankers to reduce waiting time and improve turnaround efficiency, especially at ports like Haldia Dock Complex. - Jetty improvement for multi-size vessel handling: Upgradation of jetties with flexible berthing arrangements to accommodate a wider range of vessel sizes (small coasters to MR tankers) without operational constraints. - Increase in available draft: Continuous dredging and channel deepening to enhance permissible draft, enabling larger parcel sizes and reducing per-unit freight cost. - Expansion of CPP unloading infrastructure: Development and augmentation of dedicated CPP pipelines, pumps, and manifolds across multiple jetties to improve discharge rates and reduce berth dependency. - Reduction in congestion with priority berthing: Decongestion measures and assured priority berthing for coastal vessels to minimize idle time and improve schedule reliability at high-traffic ports like Haldia Dock Complex.	-
7. Would cargo owners consider long-term cargo commitments if service reliability improves?	Yes - cargo owners (including us) would consider long-term commitments if service reliability improves significantly and there are adequate safeguards exist against delays and deviations, however, commitments are also subject to retain the operational flexibility of cargo owner.	Considered as background input – No Cat A-D action. Acknowledged for record; no specific scheme category or modification warranted from this standalone comment.
D. Incentive & Policy Measures		
8. What type of support would most effectively improve competitiveness (freight support, port rebates, berthing priority, connectivity support, fleet financing)?	Most effective support measures - Priority in berthing for CPP vessels: Dedicated berthing windows for clean petroleum product (CPP) tankers to reduce waiting time and improve turnaround efficiency, especially at ports like Haldia & Vizag. - Jetty improvement for multi-size vessel handling: Upgradation of jetties with flexible berthing arrangements to accommodate a wider range of vessel sizes (small coasters to MR tankers) without operational constraints. - Increase in available draft: Continuous dredging and channel deepening to enhance permissible draft, enabling larger parcel sizes and reducing per-unit freight cost. - Expansion of CPP unloading infrastructure: Development and augmentation of dedicated CPP pipelines, pumps, and manifolds across multiple jetties to improve discharge rates and reduce berth dependency. - Reduction in congestion with priority berthing: Decongestion measures and assured priority berthing for coastal vessels to minimize idle time and improve schedule reliability at high-traffic ports like Haldia.	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

	Reduction in congestion with priority berthing: Decongestion measures and assured priority berthing for coastal vessels to minimize idle time and improve schedule reliability at high-traffic ports like Haldia.	
9. Who should be the preferred recipient of any incentive to ensure effective pass-through?	Preferred recipient of incentives Cargo owners - For strategic commodities (e.g., LPG, POL)	Considered – Cat A. Used for demand assessment, eligible cargo coverage and voyage-based shipper incentive calibration under the Scheme.
10. Any other recommendations for inclusion in the National Coastal & Inland Shipping Plan.	None	Considered – Cat C. Reflected under port/hinterland/IWT infrastructure support and operational-readiness interventions, including VGF/project pipeline where applicable.
E. Fleet & Capacity (Shipowners perspective – inferred)		
11. What is the current state of coastal fleet availability (broad assessment sufficient)?	Current fleet available for CPP movement is sufficient for current coastal movement. Same is to be revised as per the revised coastal movement plan.	Considered – Cat B. Reflected under operator/service viability and fleet-support measures, including vessel availability, service reliability and empty-return viability.
12. Are there vessel types in short supply for domestic coastal trades?	In Domestic coastal trade we face shortage of Bitumen and Black Oil Vessels.	Considered as background input – No Cat A-D action. Acknowledged for record; no specific scheme category or modification warranted from this standalone comment.
13. Would assured cargo volumes incentivize fleet expansion under Indian flag?	Yes — assured cargo volumes & policy stability would encourage Indian flag vessel acquisition, reduce dependence on foreign tonnage & improve long-term freight stability	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.
F. Logistics Solution Providers (Multimodal Integration)		
14. What commercial model works best to integrate coastal into door-to-door service? Key integration friction points with rail/road and any recommended interventions.?	Best commercial model - End-to-end contract (door-to-door) - Single logistics provider responsible for: - First mile (road/pipeline) - Sea transport - Last mile delivery - Hybrid pricing model - Fixed + variable component (linked to fuel/port costs) Integration friction points & solutions Friction Points:	Considered – Cat D. Reflected under regulatory, procedural, tariff and policy enablers, including simplification, priority treatment and governance measures.

	• Poor coordination between modes • Delays in cargo handover • Lack of digital integration • Infrastructure mismatch (port vs hinterland) Recommended Interventions: • Unified logistics platform (digital integration) • Standardized SOPs across modes • Investment in port-hinterland connectivity • Development of coastal logistics hubs	
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Name of Stakeholder/Committee member: Andhra Pradesh Inland Waterways

Date: 24.04.2026

Reference	Question	Inputs	Remark
D (11)	What is the current status of inland waterway (IWT) or multimodal integration at the port(s)?	The Government of Andhra Pradesh is undertaking the integration of inland and coastal waterways in a phased manner to enhance multimodal connectivity and promote cost-effective and sustainable cargo transportation. In Phase I, the State proposes to establish seamless connectivity between Muktyala to Machilipatnam [National Waterway-4, River Krishna], which in turn connects the greenfield Machilipatnam Port. The project is being implemented under the Public-Private Partnership (PPP) mode to leverage private sector efficiency and investment. Request for Proposal (RFP) has been prepared and is approved by the State Government. As NW-4 falls under the administrative jurisdiction of the Inland Waterways Authority of India (IWAI), Government of India, the proposal has been submitted to the Government of India seeking approval of the RFP and necessary clearances. The approval is currently awaited. Upon receipt of the requisite approvals from the Government of India, the State Government will proceed with the tendering process for selection of a private concessionaire and implementation of the project.	Noted
D (12)	What improvements are required to strengthen inland-coastal linkages?	Major Inland Waterways connecting the Coastal Waters in the State of Andhra Pradesh are part of National Waterways. IWAI, GoI is the competent Authority for initiating developmental activities in the National Waterways, in this connection the DPR study may be initiated comprising all the canal systems in the State for initiating the costal linkages along with multimodal connectivity.	Noted

Name of Stakeholder/Committee member: KAKINADA ANCHORAGE PORT

Date: 20.04.2026

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
1. Please provide details of coastal cargo handled over the last three years if any, including: - Total coastal cargo volume - Commodity-wise breakup	NIL	Noted
2. What is the current share of coastal cargo in total port traffic? - Overall share - Commodity-wise share	NIL	Noted
3. What dedicated infrastructure exists for coastal cargo at the port(s)? (e.g., berths, storage facilities, mechanisation, liquid handling facilities, Ro-Ro ramps, etc.)	NIL	Noted
4. What are the key infrastructure gaps limiting coastal cargo growth at the port(s)?- Please indicate specific gaps	NIL	Noted
B. Operational Experience & Constraints		
5. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, turnaround time (TAT), documentation, evacuation/connectivity issues)-	NA	Noted
6. Are there operational distinctions between coastal and EXIM cargo at the port(s)? If yes, what facilitation measures are currently provided for coastal cargo? (e.g., priority berthing, simplified documentation, faster clearances)-	NA	Noted
7. Are there any specific bottlenecks affecting coastal cargo across segments such as	NA	Noted
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	NA	Noted
10. What commercial measures would help attract higher coastal volumes?	NA	Noted
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	NA	Noted
D. Inland-Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port(s)?	NIL	Noted

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
13. What improvements are required to strengthen inland-coastal linkages?	NIL	Noted
E. Cargo Aggregation, New Services & IWT Integration		
14. Does the port have dedicated handling equipment for different coastal cargo types (coil grabs for steel, covered conveyors for grain, RoRo ramps, liquid pipelines, bulk handling systems)? What is the utilisation of this infrastructure and what gap investments are required?	NA	Noted
15. Has the port identified specific coastal infrastructure projects for Viability Gap Funding (VGF) support under Sagarmala or the CCPS Category C infrastructure window? Please provide a project-wise list with estimated costs, readiness level, and projected coastal cargo throughput impact.	No	Noted
F. Emergency Repair, TAT, and Cargo Commitment		
16. What is the current average vessel turnaround time (TAT) for coastal cargo at the port, broken down by cargo type (bulk dry, bulk liquid, container, RoRo)? What are the top 3 contributors to TAT delays and what process/infrastructure changes would most <i>reduce</i> TAT?	-- Additional 1) Bunching of vessels increasing waiting of vessels at anchorage 2) Weather.	Noted

Name of Stakeholder/Committee member: Ministry of Consumer Affairs, Food & Public Distribution

Date: 29.04.2026

A- Cargo profile and future projections			Remarks
1	List top 5 food-related cargo suitable for coastal (rice/wheat, sugar, pulses, edible oils, other bulk staples as applicable)?	FCI primarily moves Wheat and Rice from surplus regions to deficit Regions. More than 80% of movement is undertaken through rail and balance through road and waterways (coastal – from Kakinada to UT Andaman& Nicobar, from Mangalore to UT Lakshadweep).	Noted
2	Provide annual volumes (last 3 years) for each stream, and projected volumes (next 5-10 years)	- The three-year data for the modal mix, i.e. Rail, Road and Costal (limited to UT of A&N, Lakshadweep islands at present) is attached in Annexure A. - The quantity moved is dependent on various exogenous factors including volatility in the requirement of deficit states, changes in allocation, etc. Hence, the projection of quantum of movement for the upcoming years may be difficult	Noted
3	a) Provide origin - destination mapping for major flows: Production/source locations (state/district/plant/cluster)	FCI moves foodgrains from surplus States to deficit states. The surplus states in respect of wheat are Punjab/Haryana/MP and surplus states in respect of Rice are Punjab/Haryana/MP/ Chhattisgarh/ Odisha/ Telangana/AP presently. FCI operates more than 2000 godowns located across the country which are served through around 550 railheads, 97 FCI-owned railway sidings and through road wherever possible. The source-destination mapping is not pre-defined and the daily planning tool of FITT generates the origin-destination pairings for foodgrains movement through rail, on a least-cost basis, by dynamically fetching the point-to-point Railway freight from FOIS (Railways' application). <i>Note: The said daily planning tool of FITT is under testing since Feb'25 and is currently not functioning for the want of completion of vulnerability assessment/ security audit as per mandate of NIC.</i>	Noted
4	b) Consumption/ delivery locations (state/ district /plant/ cluster)	Inter-Region movement plan and dispatch for FY 2023-24 to 2025-26 is attached as Annexure B. Dispatches to all deficit States ~2,200 depots; located across the country - served through ~550 railheads and 97 FCI-owned railway sidings as well as through road, wherever economical	Noted
5	c) Current modal split (road/ rail/ coastal/ IWT)	Attached as Annexure A.	Noted
B-Current logistics chain and constraints			Remarks
6	Describe current end-to-end logistics chain (mandi/procurement-storage- movement - receiving depot - last-mile distribution) for key flows.	Surplus/procuring Regions	Noted

		Farmer → Mandi (Procurement) → Warehouse/Silo (Storage) <i>Transit</i> → Rail/ Road/ Coastal Movement to depots of deficit Regions <i>Deficit/consuming Regions</i> → lifting from FCI depots by State nominees/ agencies → Distribution to Fair Price Shops by State nominees/ agencies → Consumer	
7	What are key constraints preventing shift to coastal/ I WT - Service reliability/ schedule - First/last mile connectivity - Packaging/ handling standards - Aggregation/parcel size constraints - State coordination and receiving depot constraints - Vessel availability / chartering - Process / regulatory constraints - Contracting / tender norms - Any Other (please specify)	All constraints are relevant. Besides, - The scope for foodgrain movement through Inland Waterways is currently limited, as most surplus foodgrain-producing States do not have direct inland water connectivity with deficit States. - Long transit time might cause stocks' infestation en-route. - Rail movement is economical than coastal/IWT where there is rail connectivity.	Noted
8	Any cargo quality constraints (e.g., quality deterioration/ moisture risks, infestation prevention requirements etc.) that matter for coastal?	All constraints are relevant.	Noted
C - Time and cost considerations			Remarks
9	What are the end-to-end OD costs (₹/ton or ₹/ton-km) for the priority OD pairs across different modes of transport?	Based on the review undertaken by DFPD with Iwai & FCI, the relevant details including end to end cost for potential waterways movement, i.e. from Paradip (Odisha) to Haldia (WB) was shared with DFPD vide Letter dt. 12th Dec'25 (Annexure C)	Noted
10	What is the end-to-end Turnaround time for the priority OD pairs across different modes of transport?	- FCI operates more than 2000 godowns located across the country which are served through around 550 railheads, 97 FCI-owned railway sidings and through road wherever possible - As such, the transit time varies with the distance and route. The average transit time through rail is around 7-10 days.	Noted
11	What service levels are required to switch to coastal? - Frequency of service (daily/weekly) - Number and specification of feeders - Predictability for On-time performance	Through rail mode, FCI dispatched 10662 rakes (29 rakes/day) during 2025-26. Although, the service levels depend on factors like the source-destination, quantum of movement etc., the tentative service levels are as under: <i>Frequency of Service:</i> Daily <i>Predictability for On-time performance:</i> Important <i>Number of documentation/ handovers/ ease of doing business:</i> Important	Noted

	- Number of documentation/handovers /ease of doing business - Any other (please specify)		
D- Existing policies, procurement and contracts			Remarks
12	Do existing procurement/ tender rules allow coastal as an eligible/ preferred mode? If not, what changes are required? Any constraints arising from state-wise allocations and depot nomination that prevent use of ports optimally	Coastal movement contracts are being appointed separately for the operated centres.	Noted
13	Are there existing long-term contracts (rail/road) that lock in volumes? What is tenure and flexibility?	No volume is guaranteed in any of the mode of contract. A typical contract is valid for 2 years	Noted
14	Any precedent pilots/ initiatives for coastal/IWT Movement (what worked/failed)?	- Pilot movement to demonstrate waterways connectivity on NW1, IBP, NW2, was undertaken from Patna (Gaighat terminal) to Pandu. - FCI loaded 3700 bags (182 MTs) of Rice in double gunny pack into the vessel MV Lal Bahadur Shastri at IWAI Patna on 5th Feb'22. - The vessel unloaded at Pandu, Assam on 9th Mar'22 (transit time of more than a month). - Additional cost of around Rs. 5 Lakhs (i.e. at extra expenditure of Rs. 2747/MT) was incurred in the said pilot movement vis-à-vis Rail - movement.	Noted
E- Financial Incentives structuring			Remarks
15	What are the key interventions across the following dimensions relevant: - Freight subsidy per ton-km - Terminal handling subsidy - First/last mile infra creation support (jetty/road/rail connectivity etc.) - Any other	- Any IWT proposed movement shall be preferably through end-to-end multi-modal contract, in containerised form, with first and last mile connectivity. - Any additional expenditure to be incurred over the existing mode may be compensated through subsidy.	Noted
16	Preferred incentive recipient: - FCI - State agencies - Shipping line/operator - Port/terminal operator - Logistics integrator - Any other	May be decided by the Ministry	Noted
F- Infrastructure needs and port readiness			Remarks

17	Identify port/ terminal infrastructure needed to enable scale: - Dedicated coastal berths - Covered storage / sheds - Mechanized handling / conveyors - Bulk handling + bagging facilities - Covered sheds, fumigation, pest control systems - Rake/road connectivity improvements - Any Other	All infrastructure enhancements/facilities relevant.	Noted
18	Identify vessel related incentives /infrastructure solves required to drive modal shift. Incentive for right-sizing vessels - Retrofit grants/low-interest financing support - Backhaul pairing facilitation - Any other (please specify)	May be decided by the Ministry	Noted
19	What are the other interventions required to enable ease of doing business and simplify processes/systems:? - Digital tracking & visibility - Single window documentation - Customs/handling simplification - Aggregation facilities - Any other	All infrastructure enhancements/facilities relevant <i>Note: As such, to be handled by the end-to-end multi-modal transport contractor.</i>	Noted
	H- Expected Impact		Remarks
20	What will the expected incremental impact on modal shift to coastal from the financial incentives and infrastructure support?	The Ministry may frame a suitable reply.	Noted
G- Proposed Cargo Commitment Agreement (CCA) & Additional Data Points			Remarks
21	Is the Ministry willing to commit a minimum food grain and cargo volume to be routed via coastal/ IWT mode under a Cargo Commitment Agreement (CCA) as part of the CCPS? Please provide commodity-wise and route-wise indicative volume commitments for Year 1, Year 3, and Year 5 of the scheme.	The quantity moved is dynamic and depends on several exogenous factors like procurement, storage, offtake etc. Hence, commitment of quantum of movement in any mode may be difficult.	Noted

22	Would FCI/ State nodal agencies be willing to consolidate smaller consignments into minimum economic load parcels required for coastal vessels? Please identify key aggregation points(mandis/procurement centres/silos) that could serve as consolidation hubs for coastal cargo.	Such details may be worked out along with the financial/ operational viability of the movement vis-à-vis the rail/ road movement. Relevant details already shared by FCI (Annexure-C). The Ministry may frame a suitable reply.	Noted
23	What moisture protection, fumigation, and infestation-prevention standards are mandated for food grain in transit? Which ports/ terminals on priority OD pairs already have compliant covered storage, silos, or grain-handling infrastructure? Please list ports with gaps requiring investment.	FCI undertakes preservation of stocks as per norms and quality is checked at both the dispatching and receiving ends. Information regarding the ports is not available with FCI.	Noted
24	Is cargo movement under FCI/State Agencies currently reported through any Digital means?	• FCI is currently rolling out an <i>end-to-end supply chain online platform</i> (Anna Darpan portal). • FCI has also successfully implemented the <i>Vehicle Location Tracking System</i> (VLTS, developed by NIC, for all depot-to-depot road movement by trucks. The VLTS also fetches the live tracking information in respect of rake movement, from FOIS (Railways).	Noted
25	Would reimbursement of port handling charges at origin and/or destination port for coastal food grain movement serve as an effective additional incentive? Please provide indicative port handling charges (₹/MT) for key commodity flows on priority corridors	As such, the aspect would be handled by the end-to-end multi-modal transport contractor. The Ministry may frame a suitable reply	Noted

Annexure A

Year	By rail	By road	Coastal	Total
2023-24	360.78	82.15	0.53	443.46
2024-25	339.94	81.45	0.30	421.69
2025-26	321.94	66.59	0.27	388.80

Annexure B

MOVEMENT OF FOODGRAINS TO OTHER STATES (INTER STATE) BY RAIL/ROAD DURING 2023-24 TO 2025-2026 (Fig in LMT)						
Year	2023-24		2024-25		2025-26	
To State/ZONE	Plan	Dispatch	Plan	Dispatch	Plan	Dispatch
Bihar	43.50	39.64	46.15	40.13	38.59	34.57
Jharkhand	27.77	21.31	23.15	20.10	28.19	20.95
West Bengal	56.01	38.12	35.29	27.07	36.31	30.21
Orissa	4.41	3.66	2.03	1.55	0.83	0.50
East Zone Total	131.69	102.73	106.62	88.85	103.92	86.23
Maharashtra/Goa	50.75	40.59	55.68	44.27	47.11	41.04
Gujarat	33.15	26.25	31.76	29.19	25.48	22.67
Madhya Pradesh	0.03	0.03	0.06	0.07	0.03	0.03
Chhattisgarh	1.92	1.61	1.32	1.28	0.69	0.58
West Zone Total	85.85	68.48	88.82	74.81	73.31	64.32
Andhra Pradesh	1.74	1.34	1.30	0.96	0.20	0.17
Kerala	13.70	11.78	12.34	11.70	12.09	11.51
Karnataka	29.61	29.08	40.33	37.31	57.48	53.75
Tamilnadu	25.50	21.35	27.05	25.61	21.35	19.33
Telangana	3.22	2.48	1.87	1.58	0.91	0.87
South Zone Total	73.77	66.03	82.89	77.16	92.03	85.63

Delhi	13.84	10.24	19.11	14.66	17.41	12.32
Rajasthan	41.19	33.31	27.58	22.06	10.90	7.86
Jammu & Kashmir	14.98	10.77	15.19	9.47	17.35	8.91
Uttra Pradesh	103.50	83.28	77.23	64.24	72.31	54.96
Uttranchal	6.07	4.68	3.30	2.63	4.14	3.10
Himachal Pradesh	9.44	7.03	7.61	5.75	6.64	5.56
North Zone Total	189.02	149.31	150.02	118.81	128.75	92.71
NE ZONE Total	32.33	29.47	32.65	28.72	35.53	29.93
G.Total	512.66	416.02	461.00	388.35	433.54	358.82
MOVEMENT OF FOODGRAINS FROM SURPLUS TO OTHER STATES (INTER) BY RAIL/ROAD DURING 2023-24 TO 2025-2026 (Fig in LMT)						
Year	2023-24		2024-25		2025-26	
Ex-States	Plan	Dispatch	Plan	Dispatch	Plan	Dispatch
Ex Punjab	197.53	162.77	213.88	177.32	195.26	154.71
Ex.Haryana	84.28	67.85	92.13	78.33	68.75	57.85
Ex.Andhra Pradesh	5.91	4.31	4.55	4.66	5.66	5.77
Ex-Chhattisgarh	40.88	32.96	50.00	43.50	61.34	51.03
Ex.Karnataka	0.48	0.41	0.48	0.44	0.51	0.50
Ex.Uttra Pradesh	0.19	0.19	0.05	0.00	0.03	0.03
Ex.Uttranchal	0.98	0.99	1.04	0.91	0.00	0.00

Ex.Madhya Pradesh	99.26	74.45	22.54	16.60	26.49	23.57
Ex.Orissa	28.12	22.22	25.16	19.87	28.36	22.46
Ex- Telengana	55.03	49.87	51.17	46.72	47.14	42.90
Total:	512.66	416.02	461.00	388.35	433.54	358.82

Annexure C



भारतीय खाद्य निगम
Food Corporation of India
FCI HQ-MOVT015/1/2022-MOVT-Part(1)

Dated: #Approved Date#

Joint Director (Movement),
Department of Food & Public Distribution,
Ministry of Consumer Affairs, Food & Public Distribution,
New Delhi

Subject: Information sought by IMAI
Reference: Minutes of meeting dt 5th Sept25, issued vide DFPD email dt. 22nd Sept25

Sir,

This is in reference to the meeting held under the chairmanship of the Joint Secretary (Sugar & Movement), DFPD, to discuss potential inland waterways for the movement of food grains on 15th Sept25. In accordance with the directions in the said meeting, the information, as desired, is as under:

DFPD MoM dt 5 th Sept25	Reply/Information
Proposal for Movement from Paradip to Haldia Details of FCI depots near Mahanadi in Odisha and also near Paradip port and the tentative availability of surplus Rice with these Depots during a year.	Detailed statement enclosed as Annexure-I
Depots situated around Haldia in West Bengal where movement Ex-Haldia port through inland waterways is feasible.	Detailed statement enclosed as Annexure-II
Existing end-to-end cost involved in movement of stocks through rail from the depots of Odisha situated near Mahanadi/ Paradip, to depots near Haldia of West Bengal, where movement through inland waterways is proposed, Approx. cost for double bagging of the foodgrains (i.e. Rs/MT, including the cost of gunny + handling cost involving bagging/ stitching etc.)	Detailed statement enclosed as Annexure-III
Proposal for Movement from Patna and Pandit FCI will share the existing/tentative end-to-end cost in movement of stocks from Mirzapur to Patna through rail movement. Further, the approx. cost for double bagging of the foodgrains (i.e. Rs/MT, including the cost of gunny + handling cost involving bagging/ stitching etc.)	FCI Zonal Office, North Letter dt 8 th Dec'25 containing the information is enclosed as Annexure-IV

This is for information and further necessary action please.

Issued with the approval of Competent Authority.

Digitally signed by
Nikhil K
Asst. General Manager dt. 12-11-2025
11:58:19

Copy to:
General Manager (Movt.), FCI, Zonal Office, East/North, Kolkata/NOIDA, for kind information please

Name of Stakeholder/Committee member: Syama Prasad Mookerjee Port, Kolkata
Date: 24.04.2026

A. Current Status of Coastal Cargo Traffic and Infrastructure				Remarks	
1. Please provide coastal cargo handled in last 3 years by ports (Total and major commodities)	Coastal cargo handled at SMPK over the last three years (total and major commodities) is as follows (in '000 Tonnes):			Noted	
	In 000' Tons				
	Commodity	2023-24	2024-25		2025-26
	High Speed Diesel	974	939		1385
	Motor Spirit	531	515		493
	Lubricating Oil	419	459		382
	Naphtha	412	370		451
	Thermal Coal	0	316		193
	Reformate	253	254		163
	Bitumen	147	209		162
	Furnace Oil	245	171		153
	Manganese Ore	0	114		0
	Coking Coal	7	80		0
	GBB	15	80		1
	CDSDO	211	71		85
	Steel	29	23		20
	Others	199	121		25
	Container Tons	601	1460		707
	Container TEUS	48797	62087		38815
	Total	4043	5182		4221
Note: FY 2025–26 figures are provisional.					
2. What is the current share of coastal cargo port traffic? (Total and major commodities)	As per the latest available data, coastal cargo accounts for 6.0% of SMPK's total traffic of 70.872 MMT during FY 2025–26.			Noted	
	Break-up of major commodities (share of total traffic): Container: 1.00%				

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	- High Speed Diesel: 1.95% - Motor Spirit: 0.7% - Lubricating Oil: 0.7% - Naphtha: 0.5% - Thermal Coal: 0.3% - Reformate: 0.2% - Bitumen: 0.2%	
3. What dedicated infrastructure exists for coastal cargo (berths, storage, mechanization, liquid facilities)?	At present, SMPK has three dedicated berths for coastal cargo handling, including one mechanized berth primarily handling coastal thermal coal. By FY 2030: 75% of berths are targeted to be mechanized/semi-mechanized 90% of cargo expected to be handled through PPP operators Additional advantages: - Most berths are multipurpose, allowing flexibility for coastal cargo expansion - Adequate covered and open storage available within and outside port premises - Ongoing PPP projects are enhancing storage and terminal infrastructure.	Noted
4. What are the key infrastructure gaps limiting coastal growth at port/(s)? What indicative investments would be required to address these?	At present, no critical infrastructure gaps are constraining coastal cargo growth at SMPK. However, continuous augmentation of mechanization, storage, and evacuation infrastructure is being undertaken to support future growth.	Noted
5. Are PPP or private operator models feasible for coastal terminals	Yes, PPP/private operator models are highly feasible and already being implemented at SMPK. Models such as BOT, DBFOT, and O&M are instrumental in: - Enhancing capacity - Improving efficiency - Enabling technology adoption - Reducing capital burden on the port	Noted
B. Operational Experience & Constraints		

A. Current Status of Coastal Cargo Traffic and Infrastructure	Remarks
6. Based on your experience, what are the key operational constraints affecting coastal cargo growth? (e.g., berth availability, TAT, documentation, connectivity)? Key constraints impacting coastal cargo growth include: • Riverine challenges: tidal dependency, siltation, draft limitations • Long riverine channel increases steam time and overall TAT • Reliability for the users for using coastal mode of transport • Return cargo imbalance for coastal vessels • First/last mile bottlenecks, especially at KDS due to urban congestion • Higher logistics cost due to multiple handling • Residual procedural complexities despite digital initiatives • Strong competition from rail/road SMPK is addressing these through: • Night navigation (24x7 operations) at KDS • Draft improvement via capital dredging for the channel leading to Sagar Anchorage. • Process Digitization (e.g., One Nation One Process) • Infrastructure upgrades • Promotional concession for coastal cargo. In addition to the above, SMPK also provides regular services to Port Blair (A&N Islands), handling containerized cargo, steel, sand, rice, Ro-Ro, and other general cargo. This segment has the potential to increase its share in the future, particularly with the development of the proposed Galathea Port in upcoming future.	Noted
7. Are there operational distinctions between coastal and EXIM cargo at port(s)? If yes, what facilitation measures (if any) are currently provided to coastal cargo (e.g., priority berthing, simplified procedures)? Yes, distinct facilitation measures existing for coastal cargo at SMPK: • Priority berthing for coastal vessels • Dedicated berths at KDS and HDC • 40% Rebates on VRC and CRC rates compared to ' • Foreign cargo and additional 35% rebate on Tippling and Wharfage • Incentives for PPA-SMPK vessel movement (HDC) Further improvement areas: • Targeted incentives to reduce logistics cost • Strengthened multimodal connectivity • Fleet augmentation through financing support	Noted

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	Uniform national incentive framework	
8. Any bottlenecks affecting coastal cargo for bulk/containers/liquid/Ro-Ro projects?	Major bottlenecks include: - Higher cost vs rail/road - First/last mile constraints (especially KDS) - Limited evacuation corridors (e.g., Vidyasagar Setu dependency) - Lower river draft and old lock gates restricting vessel size - Urban congestion Mitigation measures: - Proposed Hooghly underwater tunnel (DPR stage) - Continuous dredging for draft improvement - Anchorage handling optimization 24x7 navigation operations at KDS.	Noted
C. Tariff & incentive structure		
9. Does the port/SMB have flexibility to offer differential tariffs or rebates for coastal cargo? If not, what constraints exist?	SMPK has limited flexibility in tariff setting, as tariff structures are governed by: - Major Port Authorities Act, 2021 - Board-approved Scale of Rates (SoR) - SMPK provides rebates and concessions for coastal cargo within permissible frameworks. - PPP terminals may have greater tariff flexibility depending on concession agreements Constraints: - Need for regulatory approvals - Requirement to maintain financial sustainability - Uniformity considerations across cargo segments	Noted
10. What commercial measures would help attract higher coastal volumes?	The following commercial measures would significantly enhance coastal cargo: End-to-end logistics cost reduction through composite pricing	Noted

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	- Enhanced rebate structures for coastal cargo - Long-term contracts with shipping lines and cargo owners - Development of coastal shipping corridors - Promotion of transloading and STS Operations for handling of higher parcel load. - Incentives for assured return cargo	
11. What policy measures, specific incentives at the central level would most help ports facilitate coastal shipping?	Incentives under coastal promotion schemes should: - Primarily benefit cargo owners/shippers - Ensure pass-through of benefits in logistics cost reduction - Include performance-linked incentives for operators - Support fleet expansion and service reliability A balanced approach linking incentives to: - Lower freight rates - Assured service levels	Noted
D. Inland–Coastal Integration		
12. What is the current status of inland waterway or multimodal integration at port/(s)?	SMPK has a well-established multimodal ecosystem: - Integration with Inland Waterways (NW-1) via River Hooghly, NW-02 & 96 through IBP Routes. - Strong connectivity with road and rail networks as the port is situated in the heart of Kolkata city. - Well connected to hinterland states and countries such as Nepal & Bhutan - Around 7-8% of cargo handled by SMPK is through inland waterways. - Under development projects such as multi-modal terminal and cement bulk terminal at KDS shall impact positively in upcoming further in respect of inland waterway transport. Further SMPK is also developing extended port gate at Balagarh, lies in the upstream part of National Waterway-01 and having v connection with multimodal transporting network.	Noted
13. What improvements are needed to strengthen inland–coastal linkages?	Key improvements required: - Enhanced draft availability in inland waterways such as in National waterway-01 - Development of multimodal logistics parks (MMLPs) and SEZ - Improved last-mile connectivity - Incentivization for barge operators and IWT users - Policy pushes for modal shift from road/rail to waterways	Noted

A. Current Status of Coastal Cargo Traffic and Infrastructure		Remarks
	To provide incentive for construction of new barges but not limited to GRT or DWT.	

Name of Stakeholder/Committee member: Coastal Container Transporter Association

Date: 21.04.2026

Additional Inputs		Remarks
a. Core Principle - Demand-Led Growth	For any modal shift to succeed, the incentive must reach the cargo owner, as the cargo owner: • decides the mode of transport, • bears the freight cost, and • evaluates cost, reliability, and transit time. Unless the cargo owner sees a direct economic benefit, large-scale modal shift will not happen.	Noted
b. Role of Multimodal Operators (FF / MTO)	Freight Forwarders and Multimodal Transport Operators act as the critical bridge in this ecosystem by: • developing viable coastal routes, • aggregating and converting cargo from road/rail to coastal, • designing multimodal logistics solutions, • managing first/last mile connectivity, • ensuring documentation and compliance. • building customer confidence in coastal movement. Any scheme aimed at real modal shift must recognize this market development and execution role.	Noted
c. Role of Vessel Operators	Vessel operators are central to the ecosystem by: • providing capacity and connectivity, • ensuring service reliability and fixed schedules, • enabling scale and continuity of coastal trade. A well-designed scheme should support service stability, frequency, and long-term sustainability of coastal operations, which are essential for building cargo confidence.	
d. Suggested Structure of the Scheme	To ensure balanced and effective implementation, the scheme may be structured as: • Primary incentive to Cargo Owners (Freight benefit / DBT / rebate linked to actual cargo shifted) • Defined support to FF / MTOs (For cargo development, aggregation, multimodal integration, and market creation)	Noted
e. Learning from Global Practices	Support to Vessel Operators (Linked to service reliability, frequency, and capacity deployment)	Noted

Additional Inputs		Remarks
	- European Union (Marco Polo Programme): Focused on shifting cargo from road to short sea, rail, and inland waterways by supporting modal shift projects. - India – Jalvahak Scheme (IWAI): Provides incentives to promote cargo movement through waterways and emphasizes both cargo participation and service availability. - International Port Incentive Models: Designed to reduce logistics cost and stimulate demand, leading to sustainable cargo growth. These examples clearly indicate that demand-side stimulation combined with ecosystem support delivers the best results.	
f. Key Recommendations	- Incentive to be linked with actual cargo shift (measurable and outcome-based) - Focus on reducing logistics cost for cargo owners - Encourage multimodal integration (road + rail + coastal + IWAI) - Support reliable and fixed-day coastal services - Promote green logistics and carbon reduction - Give priority to bulk, agri, and large industrial cargo segments	Noted

Format for receiving Stakeholder Comments on the Proposed Scheme of Coastal Cargo Promotion Scheme, 2026

Name of Stakeholder/Committee member: Maersk Group

Date: 05.05.2026

Additional Inputs		Remarks
From your sector’s perspective, which commodities are better suited for increased coastal movement over the next 2–5 years?	Considering that a longer hinterland leg, makes overall coastal shipping costs unviable, the commodities which have catchment closer to ports are best suited for coastal movement. That having said, the optimum set up would be to create cost effective end to end connections (from key hinterland areas, esp. in North) to be able to make the most of Coastal shipping.	Noted
Are there specific corridors (current/new) where coastal shipping could become pivotal, if supported by right incentives/infrastructure?	The corridors connecting Gujarat ports with Tamil Nadu ports (providing logistics connection in the “golden Quadrilateral” will be pivotal in establishing coastal trade. It will also be interesting to study the involved transit time and costs in conjunction with developing DFC corridors as a competing alternative.	Noted
Where does the largest cost disadvantage vs rail/road arise (freight, port charges, first/last mile, etc.)?	First Mile/ Last mile followed by low freight paying capability of the current target commodities (premium products which can have the ability to pay donot use coastal for known challenges)	Noted
What are the top barriers limiting coastal usage today? (reliability, serviceability, documentation, first/last mile, others)	1. Missing Reliable services, few operators 2. Hinterland connectivity.	Noted
Have there been examples of coastal routes/services discontinued? If yes, what were the primary reasons?	No	Noted

Email Correspondence with Committee members and Stakeholder

Aneena R Innocent

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 20 April 2026 16:29
To: ipa; chm; secy; chairman; chairman; chairman; cpa; vptchairman; chairman; chairman; chairman; chairman; chairman; cpa; tm; mpa; chairman; chairman; nmpa; Managing Director; dychairman; dycpt; tm; tmdrsrvpt; tm; tm; trafficmanager; tm; Chief Traffic; tm; trafficmanager; gm-trafficdc; gm-ops; tm; Tanuta Pal; Shiladitya Mustaphi; Irika Jain; Chinmay Jain; Amit K Singh; Omkar D Karmarkar; md-kpl; ramchandra.ad; ramchandrasoren.ppt
Cc: Shyam Jagannathan; jkumar9; CoastalBranch DGS; Aneena R Innocent; aybarudwale.ext; gargsarthak
Subject: THIRD & FINAL Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 21st April 2026 at 1200hrs
Attachments: 1st Stakeholder Consultation on Coastal Cargo Promotion Scheme (Stakeholder).pdf

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a Thrid and final stakeholder Interaction Meeting with industry has been scheduled on **21st April 2026 at 1200hrs.**

You are requested to kindly go through the trailing message documents and provide your valuable inputs on the Scheme by **20.04.2026.**

The meeting link for the subject meeting is as below:

[THIRD & FINAL Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) 21st April 2026 at 1200hrs | Meeting-Join | Microsoft Teams](#)

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)

Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "ipa" <ipa@ipa.nic.in>, "chm" <chm@paradiport.gov.in>, "secy" <secy@paradiport.gov.in>, "chairman" <chairman@kamarajarport.gov.in>, "chairman" <chairman@vocport.gov.in>, "chairman" <chairman@chennaiport.gov.in>, "cpa" <cpa@chennaiport.gov.in>, "vptchairman" <vpt.chairman@gmail.com>, "chairman" <chairman@vizagport.gov.in>, "chairman" <chairman@jnport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "chairman" <chairman@smportkolkata.shipping.gov.in>, "chairman" <chairman@mumbaiport.gov.in>, "cpa" <cpa@cochinport.gov.in>, "tm" <tm@cochinport.gov.in>, "mpa" <mpa@mpa.gov.in>, "chairman" <chairman@mptgoa.gov.in>, "chairman" <chairman@nmpt.gov.in>, "nmpa" <nmpa@mangaloreport.gov.in>, "Managing Director" <md.ipa@nic.in>, "dychairman" <dychairman@deendayalport.gov.in>, "dycpt" <dycpt@vocport.gov.in>, "tm" <tm@kolkataporttrust.gov.in>, "tmdrsrvpt" <tm.drsr.vpt@gov.in>, "tm" <tm@chennaiport.gov.in>, "tm" <tm@vocport.gov.in>, "trafficmanager" <trafficmanager@nmpt.gov.in>, "tm" <tm@mptgoa.gov.in>, "Chief Traffic" <cmt@jnport.gov.in>, "tm" <tm@mumbaiport.gov.in>, "trafficmanager" <trafficmanager@deendayalport.gov.in>, "gm-trafficdc" <gm-

traffic.hdc@smportkolkata.shipping.gov.in>, "gm-ops"<gm-ops@kplmail.in>,
 "tm"<tm@paradiport.gov.in>, "Tanuta Pal"<Tanuta.Pal@in.ey.com>, "Shiladitya
 Mustaphi"<Shiladitya.Mustaphi@in.ey.com>, "Irika Jain"<Irika.Jain@in.ey.com>, "Chinmay
 Jain"<Chinmay.Jain4@in.ey.com>, "Amit K Singh"<Amit13.Singh@in.ey.com>, "Omkar D
 Karmarkar"<Omkar.Karmarkar@in.ey.com>, "md-kpl"<md-kpl@kplmail.in>,
 "ramchandra.ad"<ramchandra.ad@paradiport.gov.in>,
 "ramchandrasoren.ppt"<ramchandrasoren.ppt@gmail.com>
 Cc: "Shyam Jagannathan"<dg-dgs@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch
 DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>,
 "aybarudwaleext"<aybarudwale.ext@deloitte.com>, "gargsarthak"<garg.sarthak@bcg.com>
 Date: Wed, 15 Apr 2026 00:32:10 +0530
 Subject: Re: Second Stakeholders consulting meeting for formulation of Coastal Cargo Promotion
 Scheme (CCPS) 15th April 2026 at 14:30hrs - reg.

Sir,

Please find attached the presentation on the Coastal Cargo Promotion Scheme, as presented during the 1st
 Stakeholder Consultation Meeting, for kind information.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ipa"<ipa@ipa.nic.in>, "chm"<chm@paradiport.gov.in>, "secy"<secy@paradiport.gov.in>,
 "chairman"<chairman@kamarajarport.gov.in>, "chairman"<chairman@vocport.gov.in>,
 "chairman"<chairman@chennaiport.gov.in>, "cpa"<cpa@chennaiport.gov.in>,
 "vptchairman"<vpt.chairman@gmail.com>, "chairman"<chairman@vizagport.gov.in>,
 "chairman"<chairman@jnport.gov.in>, "chairman"<chairman@deendayalport.gov.in>,
 "chairman"<chairman@smportkolkata.shipping.gov.in>, "chairman"<chairman@mumbaiport.gov.in>,
 "cpa"<cpa@cochinport.gov.in>, "tm"<tm@cochinport.gov.in>, "mpa"<mpa@mpa.gov.in>,
 "chairman"<chairman@mptgoa.gov.in>, "chairman"<chairman@nmpt.gov.in>,
 "nmpa"<nmpa@mangaloreport.gov.in>, "Managing Director"<md.ipa@nic.in>,
 "dychairman"<dychairman@deendayalport.gov.in>, "dycpt"<dycpt@vocport.gov.in>,
 "tm"<tm@kolkataporttrust.gov.in>, "tmdrsrvpt"<tm.drsvpt@gov.in>,
 "tm"<tm@chennaiport.gov.in>, "tm"<tm@vocport.gov.in>,
 "trafficmanager"<trafficmanager@nmpt.gov.in>, "tm"<tm@mptgoa.gov.in>, "Chief
 Traffic"<cmt@jnport.gov.in>, "tm"<tm@mumbaiport.gov.in>,
 "trafficmanager"<trafficmanager@deendayalport.gov.in>, "gm-traffic(hdc)"<[gm-traffic\(hdc\)@smportkolkata.shipping.gov.in](mailto:gm-traffic(hdc)@smportkolkata.shipping.gov.in)>,
 "gm-ops"<gm-ops@kplmail.in>,
 "tm"<tm@paradiport.gov.in>, "Tanuta Pal"<Tanuta.Pal@in.ey.com>, "Shiladitya
 Mustaphi"<Shiladitya.Mustaphi@in.ey.com>, "Irika Jain"<Irika.Jain@in.ey.com>, "Chinmay
 Jain"<Chinmay.Jain4@in.ey.com>, "Amit K Singh"<Amit13.Singh@in.ey.com>, "Omkar D
 Karmarkar"<Omkar.Karmarkar@in.ey.com>, "md-kpl"<md-kpl@kplmail.in>,
 "ramchandra.ad"<ramchandra.ad@paradiport.gov.in>,
 "ramchandrasoren.ppt"<ramchandrasoren.ppt@gmail.com>
 Cc: "Shyam Jagannathan"<dg-dgs@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch
 DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>,
 "aybarudwaleext"<aybarudwale.ext@deloitte.com>, "gargsarthak"<garg.sarthak@bcg.com>
 Date: Mon, 13 Apr 2026 13:21:53 +0530
 Subject: Second Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme
 (CCPS) 15th April 2026 at 14:30hrs - reg.

Regards,
 Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a Second stakeholder Interaction Meeting with industry has been scheduled on **15th April 2026 at 14:30hrs.**

You are requested to kindly go through the trailing message documents and provide your valuable inputs on the Scheme by **15.04.2026.**

The meeting link for the subject meeting is as below:

[Second Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) 15th April 2026 at 14:30hrs - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
To: "ipa" <ipa@ipa.nic.in>, "chm" <chm@paradiport.gov.in>, "secy" <secy@paradiport.gov.in>, "chairman" <chairman@kamarajarport.gov.in>, "chairman" <chairman@vocport.gov.in>, "chairman" <chairman@chennaiport.gov.in>, "cpa" <cpa@chennaiport.gov.in>, "vptchairman" <vpt.chairman@gmail.com>, "chairman" <chairman@vizagport.gov.in>, "chairman" <chairman@jnport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "chairman" <chairman@smportkolkata.shipping.gov.in>, "chairman" <chairman@mumbaiport.gov.in>, "cpa" <cpa@cochinport.gov.in>, "tm" <tm@cochinport.gov.in>, "mpa" <mpa@mpa.gov.in>, "chairman" <chairman@mptgoa.gov.in>, "chairman" <chairman@nmpt.gov.in>, "nmpa" <nmpa@mangaloreport.gov.in>, "Managing Director" <md.ipa@nic.in>, "dychairman" <dychairman@deendayalport.gov.in>, "dycpt" <dycpt@vocport.gov.in>, "tm" <tm@kolkataporttrust.gov.in>, "tm" <tm@vocport.gov.in>, "tm" <tm@chennaiport.gov.in>, "tm" <tm@vocport.gov.in>, "trafficmanager" <trafficmanager@nmpt.gov.in>, "tm" <tm@mptgoa.gov.in>, "Chief Traffic" <cmt@jnport.gov.in>, "tm" <tm@mumbaiport.gov.in>, "trafficmanager" <trafficmanager@deendayalport.gov.in>, "gm-traffic" <gm-traffic.hdc@smportkolkata.shipping.gov.in>, "gm-ops" <gm-ops@kplmail.in>, "tm" <tm@paradiport.gov.in>, "Tanuta Pal" <Tanuta.Pal@in.ey.com>, "Shiladitya Mustaphi" <Shiladitya.Mustaphi@in.ey.com>, "Irika Jain" <Irika.Jain@in.ey.com>, "Chinmay Jain" <Chinmay.Jain4@in.ey.com>, "Amit K Singh" <Amit13.Singh@in.ey.com>, "Omkar D Karmarkar" <Omkar.Karmarkar@in.ey.com>, "md-kpl" <md-kpl@kplmail.in>, "ramchandra.ad" <ramchandra.ad@paradiport.gov.in>, "ramchandrasoren.ppt" <ramchandrasoren.ppt@gmail.com>
Cc: "Shyam Jagannathan" <dg-dgs@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>, "gargsarthak" <garg.sarthak@bcg.com>
Date: Tue, 07 Apr 2026 07:07:17 +0530
Subject: Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 8th April 2026 at 16:00hrs - reg.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Sir/Madam,

Reference trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a First Stakeholder Consultation Meeting with Major Ports has been scheduled on **8th April 2026 at 16:00hrs.**

The Scheme is being formulated through a structured consultative process involving Ministries, Departments, and stakeholders. The draft CCPS has been developed and revised based on inputs received during previous committee meetings, and the same has been circulated along with the Background Note, Draft Framework, and commodity-specific questionnaires.

The meeting is being convened to deliberate on port-specific inputs, including port-side incentives, operational and infrastructural challenges, and measures required for effective implementation of the Scheme.

You are requested to kindly nominate suitable officials from your organization to attend the meeting and provide valuable inputs.

The meeting Link is as below:

[Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
To: "ipa" <ipa@ipa.nic.in>, "chm" <chm@paradipport.gov.in>, "secy" <secy@paradipport.gov.in>, "chairman" <chairman@kamarajarport.gov.in>, "chairman" <chairman@vocport.gov.in>, "chairman" <chairman@chennaiport.gov.in>, "cpa" <cpa@chennaiport.gov.in>, "vptchairman" <vpt.chairman@gmail.com>, "chairman" <chairman@vizagport.gov.in>, "chairman" <chairman@jnport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "chairman" <chairman@smportkolkata.shipping.gov.in>, "chairman" <chairman@mumbaiport.gov.in>, "cpa" <cpa@cochinport.gov.in>, "tm" <tm@cochinport.gov.in>, "mpa" <mpa@mpa.gov.in>, "chairman" <chairman@mptgoa.gov.in>, "chairman" <chairman@nmpt.gov.in>, "nmpa" <nmpa@mangaloreport.gov.in>, "Managing Director" <md.ipa@nic.in>
Cc: "MandeepSingh Randhawa" <director-ship@gov.in>, "Shyam Jagannathan" <dg-dgs@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>
Date: Fri, 20 Mar 2026 07:49:00 +0530
Subject: Nomination of Single Point of Contact (SPOC) and submission of preliminary inputs for formulation of Coastal Cargo Promotion Scheme (CCPS) - reg.

Sir/Madam,

Kindly find enclosed herewith a letter regarding the nomination of a Single Point of Contact (SPOC) and submission of preliminary inputs for the formulation of the Coastal Cargo Promotion Scheme (CCPS).

It is requested that the Ministry may kindly nominate the SPOC and furnish the requisite inputs as outlined in the enclosed letter at the earliest.

This may kindly be accorded priority.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Aneena R Innocent

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 08 May 2026 10:46
To: Chairman MbPT; chairman; chairman; Managing Director; MandeepSingh Randhawa; ipa; chm; secy; chairman; chairman; gm-ops; md-kpl; Shyam Jagannathan
Cc: gargsarthak; Aneena R Innocent; pradeepsk-dgs; nebu.oommen; Abul Kalam Azad; Killi Mohana Rao; Sushil Mansing Khopde; sudhir.kohakade; Palaniappan Muthu; pcmeena-dgs; singh.deependra; Nisha Yadav; DGS SECRETARIAT; aybarudwale.ext; jkumar9
Subject: Third Committee level reiteration on the Coastal Cargo Promotion Scheme on 08th May 2026 at 1230hrs - online
Attachments: Annexure-A (Detailed Background Study Report).pdf; Annexure C (Regulatory and Taxation).pdf; Annexure B - Framework_Coastal Cargo Promotion Scheme (3).pdf; Executive summary.pdf

Dear Sir,

Reference trailing message, the Third Committee level reiteration meeting on the Coastal Cargo promotion scheme(CCPS) shall be held on 08.05.2026 at 1230 hrs online.

Kindly find attached the Revised final draft of Coastal Cargo Promotion Scheme (CCPS) Annexures as discussed.

The submission comprises the following :

- Annexure A: Detailed Background Study Report
- Annexure B: Framework - Coastal Cargo Promotion Scheme
- Annexure C: Regulatory and Taxation issues
- Executive summary of CCPS.

The meeting link for the online consultation is as below:

[Third Committee level reiteration on the Coastal Cargo Promotion Scheme on 08th May 2026 at 1230hrs - online | Meeting-Join | Microsoft Teams](#)

All are kindly requested to make it convenient to attend the meeting.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "Chairman MbPT"<chairman@mumbaiport.gov.in>, "chairman"<chairman@kplmail.in>,
 "chairman"<chairman@deendayalport.gov.in>, "Managing Director"<md.ipa@nic.in>, "MandeepSingh
 Randhawa"<director-ship@gov.in>, "ipa"<ipa@ipa.nic.in>, "chm"<chm@paradiport.gov.in>,
 "secy"<secy@paradiport.gov.in>, "chairman"<chairman@kamarajarport.gov.in>,
 497

"cpa"<cpa@chennaiport.gov.in>, "vptchairman"<vpt.chairman@gmail.com>,
 "chairman"<chairman@vizagport.gov.in>, "dychairman"<dychairman@deendayalport.gov.in>,
 "tm"<tm@kolkataporttrust.gov.in>, "tmdrsrvpt"<tm.drsvr.vpt@gov.in>,
 "tm"<tm@chennaiport.gov.in>, "tm"<tm@mumbaiport.gov.in>,
 "trafficmanager"<trafficmanager@deendayalport.gov.in>, "gm-ops"<gm-ops@kplmail.in>, "Irika Jain"<Irika.Jain@in.ey.com>, "md-kpl"<md-kpl@kplmail.in>
 Cc: "Shyam Jagannathan"<dg-dgs@gov.in>, "gargsarthak"<garg.sarthak@bcg.com>,
 "aneenainnocent"<aneena.innocent@in.ey.com>, "Pradeep Sudhakar"<pradeepsk-dgs@gov.in>,
 "Nebu Oommen"<nebu.oommen@gov.in>, "Ash Mohomad"<amohd-dgs@nic.in>, "Abul Kalam Azad"<abulkalam.azad@gov.in>,
 "Killi Mohana Rao"<kmrao-dgs@nic.in>, "Sushil Mansing Khopde"<addldg-dgs@gov.in>,
 "SUDHIR KOHAKADE"<sudhir.kohakade@gov.in>, "Palaniappan Muthu"<muthu.pl@gov.in>,
 "Pooran Meena"<pcmeena-dgs@gov.in>, "Deependra Bisen"<singh.deependra@gov.in>,
 "Praveen Nair"<praveen.nair@gov.in>, "Nitin Mukesh"<n.mukesh@gov.in>,
 "chm"<chm@paradiport.gov.in>, "Nisha Yadav"<nisha.yadav@nic.in>,
 "DGS SECRETARIAT"<dgship.sect@gov.in>
 Date: Wed, 06 May 2026 18:49:24 +0530
 Subject: Re: Second Committee level reiteration on the Coastal Cargo Promotion Scheme on 5th May 2026 at 1500hrs - online

Sir,

Please find attached the Minutes of Meeting (MoM) of the Second Committee-Level Meeting for finalization of the Coastal Cargo Promotion Scheme (CCPS) for your kind perusal.

You are requested to kindly review the CCPS documents submitted in trailing message and share your inputs, if any.

The presentation made during the meeting is also enclosed for your reference.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "Shyam Jagannathan"<dg-dgs@gov.in>, "Chairman MbPT"<chairman@mumbaiport.gov.in>,
 "chairman"<chairman@kplmail.in>, "chairman"<chairman@deendayalport.gov.in>, "Managing Director"<md.ipa@nic.in>,
 "MandeepSingh Randhawa"<director-ship@gov.in>, "ipa"<ipa@ipa.nic.in>,
 "chm"<chm@paradiport.gov.in>, "secy"<secy@paradiport.gov.in>,
 "chairman"<chairman@kamarajarport.gov.in>, "chairman"<chairman@vocport.gov.in>,
 "chairman"<chairman@chennaiport.gov.in>, "cpa"<cpa@chennaiport.gov.in>,
 "vptchairman"<vpt.chairman@gmail.com>, "chairman"<chairman@vizagport.gov.in>,
 "chairman"<chairman@jnport.gov.in>, "chairman"<chairman@smportkolkata.shipping.gov.in>,
 "cpa"<cpa@cochinport.gov.in>, "tm"<tm@cochinport.gov.in>, "mpa"<mpa@mpa.gov.in>,
 "chairman"<chairman@mptgoa.gov.in>, "chairman"<chairman@nmpt.gov.in>,
 "nmpa"<nmpa@mangaloreport.gov.in>, "dychairman"<dychairman@deendayalport.gov.in>,
 "dycpt"<dycpt@vocport.gov.in>, "tm"<tm@kolkataporttrust.gov.in>,
 "tmdrsrvpt"<tm.drsvr.vpt@gov.in>, "tm"<tm@chennaiport.gov.in>, "tm"<tm@vocport.gov.in>,
 "trafficmanager"<trafficmanager@nmpt.gov.in>, "tm"<tm@mptgoa.gov.in>, "Chief Traffic"<cmt@jnport.gov.in>,
 "tm"<tm@mumbaiport.gov.in>,
 "trafficmanager"<trafficmanager@deendayalport.gov.in>, "gm-trafficdc"<gm-traffic.hdc@smportkolkata.shipping.gov.in>,
 "gm-ops"<gm-ops@kplmail.in>,
 "tm"<tm@paradiport.gov.in>, "Tanuta Pal"<Tanuta.Pal@in.ey.com>,
 "Shiladitya Mustaphi"<Shiladitya.Mustaphi@in.ey.com>,
 "Irika Jain"<Irika.Jain@in.ey.com>,
 "Chinmay Jain"<Chinmay.Jain4@in.ey.com>,
 "Amit K Singh"<Amit13.Singh@in.ey.com>,
 "Omkar D

Karmarkar"<Omkar.Karmarkar@in.ey.com>, "md-kpl"<md-kpl@kplmail.in>,
 "ramchandra.ad"<ramchandra.ad@paradiport.gov.in>,
 "ramchandrasoren.ppt"<ramchandrasoren.ppt@gmail.com>
 Cc: "gargsarthak"<garg.sarthak@bcg.com>, "aneenainnocent"<aneena.innocent@in.ey.com>,
 "Pradeep Sudhakar"<pradeepsk-dgs@gov.in>, "Nebu Oommen"<nebu.oommen@gov.in>, "Ash
 Mohomad"<amohd-dgs@nic.in>, "Abul Kalam Azad"<abulkalam.azad@gov.in>, "Killi Mohana
 Rao"<kmrao-dgs@nic.in>, "Sushil Mansing Khopde"<addldg-dgs@gov.in>, "SUDHIR
 KOHAKADE"<sudhir.kohakade@gov.in>, "Palaniappan Muthu"<muthu.pl@gov.in>, "Pooran
 Meena"<pcmeena-dgs@gov.in>, "Deependra Bisen"<singh.deependra@gov.in>, "Praveen
 Nair"<praveen.nair@gov.in>, "Nitin Mukesh"<n.mukesh@gov.in>, "chm"<chm@paradiport.gov.in>,
 "Nisha Yadav"<nisha.yadav@nic.in>, "DGS SECRETARIAT"<dgship.sect@gov.in>
 Date: Sun, 03 May 2026 23:58:51 +0530
 Subject: Second Committee level reiteration on the Coastal Cargo Promotion Scheme on 5th May 2026
 at 1500hrs - online

Sir,

Reference trailing message, the Second Committee level reiteration meeting on the Coastal Cargo promotion scheme(CCPS) shall be held on 05.05.2026 at 1500 hrs online.

The relevant documents of the CCSPS scheme are attached for your kind reference.

The meeting link for the online consultation is as below:

[Second Committee level reiteration on the Coastal Cargo Promotion Scheme on 5th May 2026 at 1500hrs - online | Meeting-Join | Microsoft Teams](#)

All are kindly requested to make it convenient to attend the meeting.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal)
 Directorate General of Shipping

From: Shyam Jagannathan <dg-dgs@gov.in>
 To: "Ravi kumar M"<ravi.k43@gov.in>, "gargsarthak"<garg.sarthak@bcg.com>,
 "aneenainnocent"<aneena.innocent@in.ey.com>
 Cc: "Pradeep Sudhakar"<pradeepsk-dgs@gov.in>, "Nebu Oommen"<nebu.oommen@gov.in>, "Ash
 Mohomad"<amohd-dgs@nic.in>, "Abul Kalam Azad"<abulkalam.azad@gov.in>, "Killi Mohana
 Rao"<kmrao-dgs@nic.in>, "Sushil Mansing Khopde"<addldg-dgs@gov.in>, "SUDHIR
 KOHAKADE"<sudhir.kohakade@gov.in>, "Palaniappan Muthu"<muthu.pl@gov.in>, "Pooran
 Meena"<pcmeena-dgs@gov.in>, "Deependra Bisen"<singh.deependra@gov.in>, "Praveen
 Nair"<praveen.nair@gov.in>, "Nitin Mukesh"<n.mukesh@gov.in>, "chm"<chm@paradiport.gov.in>,
 "chairman"<chairman@deendayalport.gov.in>, "Chairman MbPT"<chairman@mumbaiport.gov.in>,
 "chairman"<chairman@kplmail.in>, "Managing Director"<md.ipa@nic.in>, "MandeepSingh
 Randhawa"<director-ship@gov.in>
 Date: Fri, 01 May 2026 13:15:40 +0530
 Subject: Final three-tiered consultation at Directorate General of Shipping Level and submission of the
 Coastal Cargo Promotion Scheme to Ministry of Ports, Shipping and Waterways latest by the 8th of
 May 2026 afternoon

01st May 2026, 1310 Hrs

Sub: Final three-tiered consultation at Directorate General of Shipping Level and submission of the Coastal Cargo Promotion Scheme to Ministry of Ports, Shipping and Waterways latest by the 8th of May 2026 afternoon

Kind attention: Shri Ravi Kumar M, SS, Shri Nebu Ommen, DyCSS, Shri Pradeep Sudhakaran, CSS, NA I/C, CS I/C, Shri P L Muthu, Asst DG Coastal Branch, Costal PMU/ SEEED PMC/ 11/ Strategic Ship Building Consultants- BCG/ PO, MMDs and concerned members in the Coastal Cargo Promotion Scheme as notified by the MoPSW

Sir,

Pursuant to the works initiated and coordinated by Shri Ravi Kuma M, SS the following aspects have been prepared and are attached with this E mail

- (1) Costal Cargo Promotion Scheme Executive summary (Draft)
- (2) Coastal Cargo Promotion Scheme- Draft Report
- (3) Annexure "C" - Regulatory and Taxation related aspects (Draft)
- (4) Annexure" B" – Framework for the Coastal Cargo Promotion Scheme
- (5) Stakeholder consultation as initiated and done till date

Given the above, the following three tiered structure of inputs and collation of views and refinements on the baseline draft framework is solicited wherein the following dates are indicated

First reiteration : Date and time suggested – **4th of May 2026 at 1000 Hrs online** – The internal reiteration with the DGS officials shall include all the three technical heads, CSS, NA I/C, CS I/C and the Addl DG, Crew and Training branch too and all the consultancies including the Strategic consultancy and the taxation PMU and other related consultants (training and Crew strategic consultants) + MSW consultants- PMU

Second committee level reiteration: **5th of May 2026, Tuesday at 1500 Hrs online** – All Committee members as notified by the MoPSW and all officials who have participated in the DGS including the consultants and also the stakeholders and other single point of contact and the first run of the draft version shall be shared with all concerned

Third and final reiteration: Limited to Committee members – **8th of May 2026 at 1230 hrs** – This is limited to only the Committee members for the final reiteration and finalisation of all recommendations and the submission thereof.

Shri Ravi Kumar M, DDG, Coastal Branch to please coordinate and ensure that proper notices and the sharing of the links are undertaken accordingly and the documents although shared herewith are also widely disseminated thereof to all quarters for a wide consultation and finalization. A copy of the mail described above is being marked to the Committee members for prior intimation; however, it is requested that formal separate intimation to the Committee members and also the single point of contacts in the consulted Ministries and also the associations and stakeholders be undertaken and proceeded with for formal record thereof.

It is mandatory that the draft framework as finalized be submitted to the Ministry of Ports, Shipping and Waterways with two specific inputs

- (a) The Maritime single window is a precondition to be operationalized for the deployment of the Coastal Cargo Promotion Scheme as to be finally approved by the Union Cabinet and provisioned resources in the budget under the relevant head of account and IPA shall be the coordination and disbursing authority under formal approval and governance structure as indicated in the draft framework.
- (b) The Ministry of Ports, Shipping and Waterways be requested for a final inter-ministerial consultation as matters relating to Coastal Cargo Agreement would be a follow up in the concerned Ministry and also open ended stakeholder consultation by the Ministry of Ports, Shipping and Waterways may also be necessitated under

appropriate chairmanship for record and validation of the Committee recommendations in a workshop to be convened under the directions of the Ministry of Ports, Shipping and Waterways by the IPA as appropriate. Please take steps accordingly for the follow up and intimation to all concerned accordingly.

Regards

नौवहन महानिदेशक एवं अपर सचिव, भारत सरकार,
नौवहन महानिदेशालय,
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय,
भारत सरकार,
9वीं मंज़िल, बीटा बिल्डिंग, आई-थिंक टेक्नो कैंपस,
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Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 20 April 2026 16:21
To: sanghicmo; gmbporbandar; pfsonavlakhi; bulkopsindia; portofficerokp; gmbad1; customokha; dcch-custokha; manoj; cfogcptcl; rajeevechechani; investors; sayalipatkar; samsulsarkar; operations-ebtl; nishajotwani; umakantsingh1; gauravgupta; eplsecretarial; pojamgmb; sankalpkmarext; investorrelationinppv; parikshitgogate; pfsojakhauport; infodesk; igrc; companysecretary; investor_relations; adfamreli; amr; bilimoranagarpalica; dcstampdvoval; brp; collector-dev; dydeogirsomnath; girsomnath; pankajsinha; jagdishpatel; Nileshchawda; vijayrathore; jugalkishorjoshi; marinecontroldahej; sg-custmgl; alang; contact; deepakrazdan; dcmundra45; Vikalp Bharadwaj, IAS; krupanidhitripathi; Anil Kaushik; dbvana; mirajshah; lancyvarghese; inframumbai; pvc; fil; prathamesh; info; sgondane; info; jaymehta; dplradio; sandeepgupta; cdbelapurmum; jigarshah; bssshinde; ceommb; wpsmumbai; secretariald; kamleshbhagia; Captain Of Ports Department Goa; pritam; marine; gpsil; mailkkd; mailhyd; npadhi; captparakash; info; latakoduganti; trcrao1963; prls_bcw; mdbpdcl; S SATYANARAYANA IAS SATYANARAYANA IAS; mails; kwrport2016; chairman; nmptsecretary; aroundmangalorecom; cs; Ajinesh Madankara; Assistant Executive Engineer Mechanical; PORT OFFICER KOZHIKODE; Comdt.Sreekumar G; anilayikunnam; Port Officer Kollam; kollamportoffice; vizhinjamporkmb; purservizhinjam; spcazhikkalport; pckannurport; poazhikkal; pcthalasseryport; kodungallurport; info; md; gm; acts; admin; edi; Port Conservator Vatakara; pvcsales; secretarial; tnmb; cuddaloreport; District Collector Ramanathapuram; kkportltd; chairman; krishnan; reachdhamraport; DIRECTORATE OF PORTS AND IWT ODISHA; subarnarekha; edoffice; info; sales; portblair; secretarial; Director, Port Department Puducherry; lakportcomp; ceo-gmb; cgm-gmb; mmbmh; ceommb; Shine A Haq; Chief Executive Officer APMB; apmaritime; ceowbmbice-wb; ceokmb2019; portofficerkkd Kumar, Jai; Barudwale, Ayesha - Ext; CoastalBranch DGS; Debansu Sinha; aneenainnocent; gargsarthak
Cc:
Subject: [EXT] Third & FINAL Consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 21st April 2026 at 13:00hrs - reg.
Attachments: Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure-A (Background study).pdf; Questionnaire for Minor and Private Ports.docx

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **21st April 2026 at 13:00hrs**.

You are requested to kindly go through the trailing message documents and provide your valuable inputs on the Scheme by **20.04.2026**.

The meeting link for the subject meeting is as below:

[Third & FINAL Consultation meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) 21st April 2026 at 13:00hrs - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Deputy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "sanghicmo" <sanghicmo@sanghiment.com>, "gmbporbandar" <gmbporbandar@gmail.com>, "pfsonavlakhi" <pfsonavlakhi@gmail.com>, "bulkopsindia" <bulkopsindia@merchantsphg.com>, "portofficerokp" <portofficerokp@gmail.com>, "gmbad1" <gmbad1@sancharnet.in>, "customokha" <customokha@gmail.com>, "dcch-custokha" <dcch-custokha@nic.in>, "manoj" <manoj@pmafatlalgroup.com>, "cfogcptcl" <cfo.gcptcl@gcptcl.in>, "rajeevechechani" <rajeeve.chechani@gcptcl.in>, "investors" <investors@petronetlng.in>, "sayalipatkar" <sayali.patkar@adityabirla.com>, "samsulsarkar" <samsul.sarkar@ril.com>, "operations-ebtl" <operations-ebtl@essarport.co.in>, "nishajotwani" <nisha.jotwani@essarport.co.in>, "umakantsingh1" <umakant.singh1@essarport.co.in>, "gauravgupta" <gaurav.gupta@essarport.co.in>, "eplsecretarial" <epl.secretarial@essarport.co.in>, "pojamgmb" <pojam.gmb@gmail.com>, "sankalpkumarext" <sankalp.kumar.ext@ambujacement.com>, "investorrelationinppv" <investorrelationinppv@apmterminals.com>, "parikshitgogate" <parikshit.gogate@shell.com>, "pfsojakhauport" <pfsojakhauport@gmail.com>, "infodesk" <infodesk@larsentoubro.com>, "igrc" <igrc@larsentoubro.com>, "companysecretary" <company.secretary@sptl.co.in>, "investor_relations" <investor_relations@ril.com>, "adfamreli" <adfamreli@gmail.com>, "amr" <amr@gujarat.gov.in>, "bilimoranagarpalica" <bilimoranagarpalica@yahoo.co.in>, "dcstampdvoval" <dcstampdvoval@gmail.com>, "brp" <brp@nargolport.com>, "collector-dev" <collector-dev@gujarat.gov.in>, "dydeogirsomnath" <dy.deogirsomnath@gmail.com>, "girsomnath" <girsomnath@gujarat.gov.in>, "pankajsinha" <pankaj.sinha@adani.com>, "jagdishpatel" <jagdish.patel@adani.com>, "nileshchawda" <nilesh.chawda@adani.com>, "vijayrathore" <vijay.rathore@adani.com>, "jugalkishorjoshi" <jugalkishor.joshi@adani.com>, "marinecontroldahej" <marinecontrol.dahej@adani.com>, "sg-custmgl" <sg-custmgl@nic.in>, "alang" <alang@alangship.com>, "contact" <contact@maritimecluster.org>, "deepakrazdan" <deepak.razdan@adityabirla.com>, "dcmundra45" <dcmundra45@gmail.com>, "Vikalp Bharadwaj, IAS" <collector-amr@gujarat.gov.in>, "krupanidhitripathi" <krupanidhi.tripathi@ril.com>, "Anil Kaushik" <adol-daman-dd@nic.in>, "dbvana" <dbvana@bankofbaroda.co.in>, "mirajshah" <miraj.shah@jsw.in>, "lancyvarghese" <lancy.varghese@jsw.in>, "inframumbai" <infra.mumbai@jsw.in>, "pvc" <pvc@finolexind.com>, "fil" <fil@finolexind.com>, "prathamesh" <prathamesh@pnpport.com>, "info" <info@konkanlng.in>, "sgondane" <sgondane@konkanlng.in>, "info" <info@rediport.com>, "jaymehta" <jaymehta@gmail.com>, "dplradio" <dpl.radio@adani.com>, "sandeepgupta" <sandeepgupta@angreport.in>, "cbdbelapurmum" <cbdbelapur.mum@bkivv.org>, "jigarshah" <jigar.shah@skilgroup.co.in>, "bssshinde" <bs.shinde@mumbaiport.gov.in>, "ceommb" <ceommb@bom3.vsnl.net.in>, "wpsmumbai" <wps.mumbai@wilhelmsen.com>, "secretariad" <secretariad@gmail.com>, "kamleshbhagia" <kamlesh.bhagia@adani.com>, "Captain Of Ports Department Goa" <cpt-port.goa@nic.in>, "pritam" <pritam@gangavaram.com>, "marine" <marine@gangavaram.com>, "gpsil" <gpsil@gangavaram.com>, "mailkkd" <mailkkd@kakinadaseaports.in>, "mailhyd" <mailhyd@kakinadaseaports.in>, "npadhi" <n.padhi@adani.com>, "captprakash" <capt.prakash@adani.com>, "info" <info@krishnapatnamport.com>, "latakoduganti" <latakoduganti@gmail.com>, "trcrao1963" <trcrao1963@gmail.com>, "prls_bcw" <prls_bcw@ap.gov.in>, "mdbpdcl" <md.bpdcl@apmaritime.in>, "S SATYANARAYANA IAS SATYANARAYANA IAS" <prlsecy_bcw@ap.gov.in>, "mails" <mails@kakinadaseaports.in>, "kwrport2016" <kwrport2016@gmail.com>, "chairman" <chairman@nmpt.gov.in>, "nmptsecretary" <nmptsecretary@gmail.com>, "aroundmangalorecom" <aroundmangalore.com@gmail.com>, "cs" <cs@gvpr.co.in>, "Ajinesh Madankara" <spcbeyepore.port@kerala.gov.in>, "Assistant Executive Engineer Mechanical" <aemewbeyepore.port@kerala.gov.in>, "PORT OFFICER KOZHIKODE" <pokozhikode.port@kerala.gov.in>, "Comdt.Sreekumar

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Date: Mon, 13 Apr 2026 13:16:37 +0530
Subject: Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 15th April 2026 at 16:00hrs - reg.

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **15th April 2026 at 16:00hrs**.

You are requested to kindly go through the trailing message documents and provide your valuable inputs on the Scheme by **15.04.2026**.

The meeting link for the subject meeting is as below:

[Second Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) 15th April 2026 at 16:00hrs - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
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 "edoffice"<edoffice@subarnarekhaort.com>, "info"<info@gopalpurports.in>,
 "sales"<sales@gopalpurports.in>, "portblair"<portblair@sancharnet.in>,
 "secretarial"<secretarial@karaikalport.com>, "port"<port@py.gov.in>,
 "lakportcomp"<lakportcomp@gmail.com>, "ceo-gmb"<ceo-gmb@gujarat.gov.in>, "cgm-gmb"<cgm-gmb@gujarat.gov.in>,
 "mmbmh"<mmbmh@gmail.com>, "ceommmb"<ceo.mmb@maharashtra.gov.in>,
 "Shine A Haq"<ceo.kmb@kerala.gov.in>, "Chief Executive Officer APMB"<ceo-apmb@ap.gov.in>,
 "apmaritime"<apmaritime@ap.gov.in>, "ceowbmbice-wb"<ceowbmb.ice-wb@bangla.gov.in>,
 "ceokmb2019"<ceokmb2019@gmail.com>
 Cc: "jkumar9"<jkumar9@deloitte.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>,
 "CoastalBranch DGS"<coastal-dgs@nic.in>, "Debansu Sinha"<dpsinha-dgs@gov.in>,
 "aneenainnocent"<aneena.innocent@in.ey.com>, "gargsarthak"<garg.sarthak@bcg.com>
 Date: Tue, 07 Apr 2026 08:28:10 +0530
 Subject: Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS)
 7th April 2026 at 16:30hrs - reg.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech)
 Directorate General of Shipping

Sir/Madam,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated 17th February 2026, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for the design, development, and recommendation of a comprehensive Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including: Chairpersons of Major Port Authorities, namely Paradip Port Authority, Mumbai Port Authority, Deendayal Port Authority, Kamarajar Port Limited, Managing Director, Indian Ports Association and Director (Shipping), Ministry of Ports, Shipping and Waterways
3. The Terms of Reference (ToR) of the Committee, inter alia, include:
 - Designing and recommending a comprehensive framework for CCPS, including financial incentives, infrastructure support, cargo commitments, and related measures;
 - Aligning the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from ~6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;
 - Assessing and incorporating inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns;
 - Undertaking stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other stakeholders;

- Developing a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and
 - Ensuring alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.
4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs and easing congestion on the national road and rail network. In this regard, active participation of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.
 5. In this regard, a Background Note on the Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and port-specific questionnaires, are enclosed for kind inputs. The above details may kindly be furnished on or before **13th April 2026** to enable for finalization of the Scheme. Preliminary inputs on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations may be provided. The matter may kindly be accorded priority.
 6. The Stakeholder Consultation Meeting with on above with all Maritime boards and minor ports has been scheduled on 7th **April 2026 at 16:30hrs** and the meeting link is as below:

[Stakeholders consultation meeting on the Coastal Cargo Promotion Scheme \(CCPS\) on 7th April 2026 at 16:30hrs - reg. | Meeting-Join | Microsoft Teams](#)

You are requested to kindly nominate suitable official from your organization to attend the above meeting and provide valuable inputs.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 20 April 2026 16:11
To: ceo; kekre; insa; rakesh; svkher; cmd; investors; corporatecomm; pressrelations; shareholder; india; investorrelations; jswsteel; investorrelations; investor; investor_relations; investor; ppltd; MTOMultimodalTransportOperatorBranch DGS; rupali; mail; president; admin; vc; csia; ajaysahai; z_crudechartering; jains; kamaluddinma; SAMANTAP; SHIPPINGHEAD; anishkj; singh_ajaykumar; pillai_u; RASHMI_DIBYA; rigmove; mdutt; lngshipping; chandrasai; sudip; mbhagat; cildelhi; pankajkumar; nandkishorsharma; akxyajain; vishaljindal; rachnasood; ketanmokashi; sureshcgaggar; sharadtyagi; manishk; piyussrivastava; sugandhajayaswal; AshutoshMathur; Ashishgupta; hirenshah; tarunkalra; karankochhar; viveksharma1; dhisnair; mbykajaykumar; veer; aryaspl; pramodb; pushpashirsat; anilpoojary; alimpatel; bakshi; dcs; Virendra Gupta; Pikender Pal Singh; Roshan Kumar; Ravi Bhushan; Ashwani Gupta; Nidhi Verma; Archana Kumari; Ruchika Bhatia; Viplavi Vinod Joshi; R Mukundan; Sumita Chakravarty; Anita Naik; sunita.prajapati; ASSOCHAM; Ambika Sharma; Arushi Jain; FICCI Infrastructure Division; Varun Gogia; Anshuman Chaudhary; Neerja Singh; Vinay Kumar Gupta; Neerja Singh; Akshay Mittal
Cc: Kumar, Jai; CoastalBranch DGS; aneenainnocent; Barudwale, Ayesha - Ext; gargsarthak
Subject: [EXT] Third & FINAL Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) @ 21st April 2026 at 1015hrs
Attachments: 1st Stakeholder Consultation on Coastal Cargo Promotion Scheme (Stakeholder).pdf

Sir,

The Third and Final Stakeholder consultation meeting on CCPS shall be held on 21st April 2026 at 1015hrs .

The meeting link for the subject meeting is as below:

[Third & FINAL Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) @ 21st April 2026 at 1015hrs | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Deputy Director General(Tech.Coastal)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ceo"<ceo@insa.org.in>, "kekre"<kekre@insa.org.in>, "insa"<insa@insa.org.in>, "rakesh"<rakesh@iccsa.in>, "svkher"<sv.kher@sci.co.in>, "cmd"<cmd@sci.co.in>, "investors"<investors@adani.com>, "corporatecomm"<corporatecomm@maruti.co.in>, "pressrelations"<pressrelations@tatamotors.com>, "shareholder"<shareholder@mahindra.com>, "india"<india@hyundai.com>, "investorrelations"<investor.relations@ultratechcement.com>, "jswsteel"<jswsteel@jsw.in>, "investorrelations"<investor.relations@tatasteel.com>, "investor"<investor@dalmiabharat.com>, "investor_relations"<investor_relations@acclimited.com>, "investor"<investor@jindalsteelpower.com>, "ppltd"<ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS"<mto-dgs@nic.in>, "rupali"<rupali@insa.org.in>, "mail"<mail@iccsa.in>, "president"<president@imare.in>, "admin"<admin@imfederation.in>, "vc"<vc@imfederation.in>, "csia"<csia@bombaychamber.com>, "ajaysahai"<ajaysahai@fioe.org>,

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 "veer"<veer@shaanmarine.com>, "aryaspl"<aryaspl@aryaoffshore.com>,
 "pramodb"<pramodb@jmbaxi.com>, "pushpashirsat"<pushpa.shirsat@benline.com>,
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 "Ambika Sharma"<ambika.sharma@assocham.com>, "Arushi Jain"<arushi.jain@assocham.com>, "FICCI
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 Mittal"<Akshay.Mittal@ficci.com>
 Cc: "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>,
 "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>,
 "gargsarthak"<garg.sarthak@bcg.com>
 Date: Wed, 15 Apr 2026 00:34:38 +0530
 Subject: Re: Second Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) @
 15th April 2026 at 12:00rs.

Sir,

Please find attached the presentation on the Coastal Cargo Promotion Scheme, as presented during the 1st Stakeholder Consultation Meeting, for kind information.

The meeting link for the subject meeting on 15th April t 1200hrs is as below:

[Second Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) @ 15th April 2026 at 12:00rs. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ceo" <ceo@insa.org.in>, "kekcre" <kekcre@insa.org.in>, "insa" <insa@insa.org.in>, "rakesh" <rakesh@iccsa.in>, "svkher" <sv.kher@sci.co.in>, "cmd" <cmd@sci.co.in>, "investors" <investors@adani.com>, "corporatecomm" <corporatecomm@maruti.co.in>, "pressrelations" <pressrelations@tatamotors.com>, "shareholder" <shareholder@mahindra.com>, "india" <india@hyundai.com>, "investorrelations" <investor.relations@ultratechcement.com>, "jswsteel" <jswsteel@jsw.in>, "investorrelations" <investor.relations@tatasteel.com>, "investor" <investor@dalmiabharat.com>, "investor_relations" <investor_relations@acclimited.com>, "investor" <investor@jindalsteelpower.com>, "ppltd" <ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS" <mto-dgs@nic.in>, "rupali" <rupali@insa.org.in>, "mail" <mail@iccsa.in>, "president" <president@imare.in>, "admin" <admin@imfederation.in>, "vc" <vc@imfederation.in>, "csla" <csla@bombaychamber.com>, "ajaysahai" <ajaysahai@fieo.org>, "z_crudechartering" <z_crudechartering@bharatpetroleum.in>, "jains" <jains@bharatpetroleum.com>, "kamaluddinma" <kamaluddinma@indianoil.in>, "SAMANTAP" <SAMANTAP@indianoil.in>, "SHIPPINGHEAD" <SHIPPING.HEAD@hpcl.in>, "anishkj" <anishkj@hpcl.in>, "singh_ajaykumar" <singh_ajaykumar@ongc.co.in>, "pillai_u" <pillai_u@ongc.co.in>, "RASHMI_DIBYA" <RASHMI_DIBYA@ongc.co.in>, "rigmove" <rigmove@ongc.co.in>, "mdutt" <mdutt@gail.co.in>, "Ingshipping" <Ingshipping@gail.co.in>, "chandrasai" <chandrasai@sail.in>, "sudip" <sudip@sail.in>, "mbhagat" <mbhagat@vizagsteel.com>, "cildelhi" <cil.delhi@coalindia.in>, "pankajkumar" <pankaj.kumar@sci.co.in>, "nandkishorsharma" <nandkishor.sharma@jindalsteel.com>, "akxyajain" <akxya.jain@jindalsteel.com>, "vishaljindal" <vishal.jindal@jindalsaw.com>, "rachnasood" <rachna.sood@ril.com>, "ketanmokashi" <ketan.mokashi@ril.com>, "sureshcgaggar" <suresh.c.gaggar@ril.com>, "sharadtyagi" <sharad.tyagi@ril.com>, "manishk" <manish.k@jsw.in>, "piyussrivastava" <piyus.srivastava@jindalsteel.com>, "sugandhajayaswal" <sugandha.jayaswal@tatasteel.com>, "AshutoshMathur" <Ashutosh.Mathur@amns.in>, "Ashishgupta" <Ashish.gupta@adani.com>, "hirenshah" <hiren.shah@adani.com>, "tarunkalra" <tarun.kalra@msc.com>, "karankochhar" <karankochhar@maersk.com>, "viveksharma1" <vivek.sharma.1@maersk.com>, "dhisnair" <dhi.snair@cma-cgm.com>, "mbykajaykumar" <mby.kajaykumar@cma-cgm.com>, "veer" <veer@shaanmarine.com>, "aryaspl" <aryaspl@aryaoffshore.com>, "pramodb" <pramodb@jmbaxi.com>, "pushpashirsat" <pushpa.shirsat@benline.com>, "anilpoojary" <anil.poojary@kodeeshipping.com>, "alimpatel" <alim.patel@shrichandrabulk.com>, "bakshi" <bakshi@samsaragroup.com>, "dcs" <dcs@sparmada.com>, "Virendra Gupta" <virendra.gupta@cii.in>, "Pikender Pal Singh" <pikender.pal.singh@cii.in>, "Roshan Kumar" <roshan.kumar@cii.in>, "Ravi Bhushan" <ravi.bhushan@cii.in>, "Ashwani Gupta" <chairman.shippingandports@cii.in>, "Nidhi Verma" <nidhi.verma@cii.in>, "Archana Kumari" <archana.kumari@cii.in>, "Ruchika Bhatia" <ruchika.bhatia@cii.in>, "Viplavi Vinod Joshi" <viplavi.joshi@cii.in>, "R Mukundan" <chairman.ascon@cii.in>, "Sumita Chakravarty" <Sumita.Chakravarty@assochoam.com>, "Anita Naik" <anita.naik@assochoam.com>, "sunita.prajapati" <sunita.prajapati@assochoam.co.in>, "ASSOCHAM" <assocham@assochoam.co.in>, "Ambika Sharma" <ambika.sharma@assochoam.com>, "Arushi Jain" <arushi.jain@assochoam.com>, "FICCI Infrastructure Division" <infra@ficci.com>, "Varun Gogia" <varun.gogia@ficci.com>, "Anshuman Chaudhary" <anshuman.chaudhary@ficci.com>, "Neerja Singh" <railway.infra@ficci.com>, "Vinay Kumar Gupta" <vinay.gupta@ficci.com>, "Neerja Singh" <logistics.committee@ficci.com>, "Akshay Mittal" <Akshay.Mittal@ficci.com>
 Cc: "Shyam Jagannathan" <dg-dgs@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>, "gargsarthak" <garg.sarthak@bcg.com>
 Date: Mon, 13 Apr 2026 12:51:24 +0530
 Subject: Second Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) @ 13th April 2026 at 14:00rs.

Regards,

Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **15th April 2026 at 12:00hrs.**

You are requested to kindly go through the trailing message documents and provide your valuable inputs on the Scheme by **15.04.2026.**

The meeting link for the subject meeting is as below:

[Second Stakeholder consultation meeting on the Coastal Cargo Promotion Scheme \(CCPS\) @ 15th April 2026 at 12:00hrs. | Meeting-Join | Microsoft Teams](#)

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "ceo" <ceo@insa.org.in>, "kekcre" <kekcre@insa.org.in>, "insa" <insa@insa.org.in>, "rakesh" <rakesh@iccsa.in>, "svkher" <sv.kher@sci.co.in>, "cmd" <cmd@sci.co.in>, "investors" <investors@adani.com>, "corporatecomm" <corporatecomm@maruti.co.in>, "pressrelations" <pressrelations@tatamotors.com>, "shareholder" <shareholder@mahindra.com>, "india" <india@hyundai.com>, "investorrelations" <investor.relations@ultratechcement.com>, "jswsteel" <jswsteel@jsw.in>, "investorrelations" <investor.relations@tatasteel.com>, "investor" <investor@dalmiabharat.com>, "investor_relations" <investor_relations@acclimited.com>, "investor" <investor@jindalsteelpower.com>, "ppltd" <ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS" <mto-dgs@nic.in>, "rupali" <rupali@insa.org.in>, "mail" <mail@iccsa.in>, "president" <president@imare.in>, "admin" <admin@imfederation.in>, "vc" <vc@imfederation.in>, "csia" <csia@bombaychamber.com>, "ajaysahai" <ajaysahai@fio.org>, "z_crudechartering" <z_crudechartering@bharatpetroleum.in>, "jains" <jains@bharatpetroleum.com>, "kamaluddinma" <kamaluddinma@indianoil.in>, "SAMANTAP" <SAMANTAP@indianoil.in>, "SHIPPINGHEAD" <SHIPPING.HEAD@hpcl.in>, "anishkj" <anishkj@hpcl.in>, "singh_ajaykumar" <singh_ajaykumar@ongc.co.in>, "pillai_u" <pillai_u@ongc.co.in>, "RASHMI_DIBYA" <RASHMI_DIBYA@ongc.co.in>, "rigmove" <rigmove@ongc.co.in>, "mdutt" <mdutt@gail.co.in>, "Ingshipping" <Ingshipping@gail.co.in>, "chandrasai" <chandrasai@sail.in>, "sudip" <sudip@sail.in>, "mbhagat" <mbhagat@vizagsteel.com>, "cildelhi" <cil.delhi@coalindia.in>, "pankajkumar" <pankaj.kumar@sci.co.in>, "nandkishorsharma" <nandkishor.sharma@jindalsteel.com>, "akxyajain" <akxya.jain@jindalsteel.com>, "vishaljindal" <vishal.jindal@jindalsaw.com>, "rachnasood" <rachna.sood@ril.com>, "ketanmokashi" <ketan.mokashi@ril.com>, "sureshcagggar" <suresh.c.gagggar@ril.com>, "sharadtyagi" <sharad.tyagi@ril.com>, "manishk" <manish.k@jsw.in>, "piyussrivastava" <piyus.srivastava@jindalsteel.com>, "sugandhajayaswal" <sugandha.jayaswal@tatasteel.com>,

"AshutoshMathur"<Ashutosh.Mathur@amns.in>, "Ashishgupta"<Ashish.gupta@adani.com>, "hirenshah"<hiren.shah@adani.com>, "tarunkalra"<tarun.kalra@msc.com>, "karankochhar"<karankochhar@maersk.com>, "viveksharma1"<vivek.sharma.1@maersk.com>, "dhisnair"<dhi.snair@cma-cgm.com>, "mbykajaykumar"<mby.kajaykumar@cma-cgm.com>, "veer"<veer@shaanmarine.com>, "aryaspl"<aryaspl@aryaoffshore.com>, "pramodb"<pramodb@jimbaxi.com>, "pushpashirsat"<pushpa.shirsat@benline.com>, "anilpoojary"<anil.poojary@kodeeshipping.com>, "alimpatel"<alim.patel@shrichandrabulk.com>, "bakshi"<bakshi@samsaragroup.com>, "dcs"<dcs@sparmada.com>, "Virendra Gupta"<virendra.gupta@cii.in>, "Pikender Pal Singh"<pikender.pal.singh@cii.in>, "Roshan Kumar"<roshan.kumar@cii.in>, "Ravi Bhushan"<ravi.bhushan@cii.in>, "Ashwani Gupta"<chairman.shippingandports@cii.in>, "Nidhi Verma"<nidhi.verma@cii.in>, "Archana Kumari"<archana.kumari@cii.in>, "Ruchika Bhatia"<ruchika.bhatia@cii.in>, "Viplavi Vinod Joshi"<viplavi.joshi@cii.in>, "R Mukundan"<chairman.ascon@cii.in>, "Sumita Chakravarty"<Sumita.Chakravarty@assocham.com>, "Anita Naik"<anita.naik@assocham.com>, "sunita.prajapati"<sunita.prajapati@assocham.co.in>, "ASSOCHAM"<assocahm@assocham.co.in>, "Ambika Sharma"<ambika.sharma@assocham.com>, "Arushi Jain"<arushi.jain@assocham.com>, "FICCI Infrastructure Division"<infra@ficci.com>, "Varun Gogia"<varun.gogia@ficci.com>, "Anshuman Chaudhary"<anshuman.chaudhary@ficci.com>, "Neerja Singh"<railway.infra@ficci.com>, "Vinay Kumar Gupta"<vinay.gupta@ficci.com>, "Neerja Singh"<logistics.committee@ficci.com>, "Akshay Mittal"<Akshay.Mittal@ficci.com>

Cc: "Shyam Jagannathan"<dg-dgs@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>

Date: Wed, 08 Apr 2026 23:38:44 +0530

Subject: Re: First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) - reg @ 09th April 2026 at 14:00rs.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **09th April 2026 at 14:00hrs**.

The Scheme is being formulated through a structured and consultative process involving relevant Ministries, Departments, and key stakeholders. The draft CCPS has been developed and refined based on inputs received during earlier consultations and is being circulated along with the Background study of the scheme, Draft Framework of the scheme and commodity-specific questionnaire. You are requested to kindly go through the attached documents and provide your valuable inputs on the Scheme by **13.04.2026**.

The meeting is being convened to deliberate to receive stakeholder inputs on the draft frame work of teh scheme, including policy, regulatory, operational, and infrastructure-related aspects, as well as to discuss measures required for effective implementation of the Scheme.

You are requested to kindly participate in the meeting and provide your valuable inputs.

The meeting link for the subject meeting is as below:

512

[First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
To: "ceo" <ceo@insa.org.in>, "kekcre" <kekcre@insa.org.in>, "insa" <insa@insa.org.in>, "rakesh" <rakesh@iccsa.in>, "svkher" <sv.kher@sci.co.in>, "cmd" <cmd@sci.co.in>, "investors" <investors@adani.com>, "corporatecomm" <corporatecomm@maruti.co.in>, "pressrelations" <pressrelations@tatamotors.com>, "shareholder" <shareholder@mahindra.com>, "india" <india@hyundai.com>, "investorrelations" <investor.relations@ultratechcement.com>, "jswsteel" <jswsteel@jsw.in>, "investorrelations" <investor.relations@tatasteel.com>, "investor" <investor@dalmiabharat.com>, "investor_relations" <investor_relations@acclimited.com>, "investor" <investor@jindalsteelpower.com>, "ppltd" <ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS" <mto-dgs@nic.in>
Cc: "MandeepSingh Randhawa" <director-ship@gov.in>, "Shyam Jagannathan" <dg-dgs@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>
Date: Mon, 06 Apr 2026 11:20:24 +0530
Subject: First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) - reg @ 08th April 2026 at 14:30hrs.

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a Stakeholder Interaction Meeting has been scheduled on **08th April 2026 at 14:30hrs.**

The Scheme is being formulated through a structured consultative process involving Ministries, Departments, and key stakeholders. The draft CCPS has been developed and revised based on inputs received during previous consultations and has been circulated along with the Background Note, Draft Framework, and commodity-specific questionnaires.

The meeting is being convened to deliberate on stakeholder inputs on the revised draft, including policy, regulatory, operational, and infrastructure-related aspects, as well as to discuss measures required for effective implementation of the Scheme.

You are requested to kindly participate in the meeting and provide your valuable inputs.

The meeting link for the subject meeting is as below:

[First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ceo" <ceo@insa.org.in>, "kekre" <kekre@insa.org.in>, "insa" <insa@insa.org.in>, "rakesh" <rakesh@iccsa.in>, "svkher" <sv.kher@sci.co.in>, "cmd" <cmd@sci.co.in>, "investors" <investors@adani.com>, "corporatecomm" <corporatecomm@maruti.co.in>, "pressrelations" <pressrelations@tatamotors.com>, "shareholder" <shareholder@mahindra.com>, "india" <india@hyundai.com>, "investorrelations" <investor.relations@ultratechcement.com>, "jswsteel" <jswsteel@jsw.in>, "investorrelations" <investor.relations@tatasteel.com>, "investor" <investor@dalmiabharat.com>, "investor_relations" <investor_relations@acclimited.com>, "investor" <investor@jindalsteelpower.com>, "ppltd" <ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS" <mto-dgs@nic.in>
 Cc: "MandeepSingh Randhawa" <director-ship@gov.in>, "Shyam Jagannathan" <dg-dgs@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>
 Date: Fri, 20 Mar 2026 07:49:37 +0530
 Subject: Nomination of Single Point of Contact (SPOC) and submission of preliminary inputs for formulation of Coastal Cargo Promotion Scheme (CCPS) - reg.

Sir,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated **17th February 2026**, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for design, development, and recommendation of a comprehensive **Coastal Cargo Promotion Scheme (CCPS)** aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including:
 - Chairpersons of Major Port Authorities, namely:
 - Paradip Port Authority
 - Mumbai Port Authority
 - Deendayal Port Authority
 - Kamarajar Port Limited
 - Managing Director, Indian Ports Association
 - Director (Shipping), Ministry of Ports, Shipping and Waterways
3. The Terms of Reference (ToR) of the Committee, inter alia, include the following:
 - To design, develop, and recommend a comprehensive framework for the CCPS, including financial incentives for cargo movement, infrastructure support, cargo commitments, and related measures;
 - To align the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from approximately 6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;

- To assess and incorporate inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns of cargo;
- To undertake stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other relevant stakeholders;
- To develop a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and
- To ensure alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.

4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs and easing congestion on the national road and rail network. In this regard, active participation of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.

5. In view of the above, it is requested that Ministry may kindly:

- i. Nominate a **Single Point of Contact (SPOC)** for coordination with the Committee; and
- ii. Furnish **preliminary inputs** on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations.

6. In this regard, a Background Note on Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and Port-specific questionnaires, are enclosed for kind review, examination, and detailed inputs/deliberations of the Ministry.

7. The above details may kindly be furnished on or before 24th March 2026, to enable the Committee to proceed with stakeholder consultations and adhere to the prescribed timelines for finalization of the Scheme. The matter may kindly be accorded priority.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 20 April 2026 16:46
To: soumik; krithbanerjee; portofficerkkd; sureshcgaggar; Apoorvkulkarni; chiragchutani; tarunkalra; dsandesh; deepak
Cc: Kumar, Jai; Barudwale, Ayesha - Ext; CoastalBranch DGS; Debansu Sinha; aneenainnocent; gargsarthak
Subject: [EXT] Re: Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 15th April 2026 at 16:00hrs - reg.
Attachments: Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure-A (Background study).pdf; Questionnaire for Minor and Private Ports.docx; 1st Stakeholder Consultation on Coastal Cargo Promotion Scheme (Ministries) (20.04.2026).pdf; Questionnaire for other stakeholders.docx; Questionnaire for Major ports and IPA.docx

Sir/Madam,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated 17th February 2026, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for the design, development, and recommendation of a comprehensive Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including: Chairpersons of Major Port Authorities, namely Paradip Port Authority, Mumbai Port Authority, Deendayal Port Authority, Kamarajar Port Limited, Managing Director, Indian Ports Association and Director (Shipping), Ministry of Ports, Shipping and Waterways
3. The Terms of Reference (ToR) of the Committee, inter alia, include:
 - Designing and recommending a comprehensive framework for CCPS, including financial incentives, infrastructure support, cargo commitments, and related measures;
 - Aligning the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from ~6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;
 - Assessing and incorporating inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns;
 - Undertaking stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other stakeholders;
 - Developing a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and
 - Ensuring alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.
4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs and easing congestion on the national road and rail network. In this regard, active participation

of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.

5. In this regard, a Background Note on the Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and port-specific questionnaires, are enclosed for kind inputs. The above details may kindly be furnished on or before **21st April 2026** to enable for finalization of the Scheme. Preliminary inputs on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations may be provided. The matter may kindly be accorded priority.

You are requested to kindly nominate suitable official from your organization to attend the above meeting and provide valuable inputs.

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 15 April 2026 00:35
To: ceo; kekre; insa; rakesh; svkher; cmd; investors; corporatecomm; pressrelations; shareholder; india; investorrelations; jswsteel; investorrelations; investor; investor_relations; investor; ppltd; MTOMultimodalTransportOperatorBranch DGS; rupali; mail; president; admin; vc; csia; ajaysahai; z_crudechartering; jains; kamaluddinma; SAMANTAP; SHIPPINGHEAD; anishkj; singh_ajaykumar; pillai_u; RASHMI_DIBYA; rigmove; mdutt; lngshipping; chandrasai; sudip; mbhagat; cildelhi; pankajkumar; nandkishorsharma; akxyajain; vishaljindal; rachnasood; ketanmokashi; sureshcgaggar; sharadtyagi; manishk; piyussrivastava; sugandhajayaswal; AshutoshMathur; Ashishgupta; hirenshah; tarunkalra; karankochhar; viveksharma1; dhisnair; mbykajaykumar; veer; aryaspl; pramodb; pushpashirsat; anilpoojary; alimpatel; bakshi; dcs; Virendra Gupta; Pikender Pal Singh; Roshan Kumar; Ravi Bhushan; Ashwani Gupta; Nidhi Verma; Archana Kumari; Ruchika Bhatia; Viplavi Vinod Joshi; R Mukundan; Sumita Chakravarty; Anita Naik; sunita.prajapati; ASSOCHAM; Ambika Sharma; Arushi Jain; FICCI Infrastructure Division; Varun Gogia; Anshuman Chaudhary; Neerja Singh; Vinay Kumar Gupta; Neerja Singh; Akshay Mittal
Cc: Kumar, Jai; CoastalBranch DGS; aneenainnocent; Barudwale, Ayesha - Ext; gargsarthak
Subject: [EXT] Re: Second Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) @ 15th April 2026 at 12:00rs.
Attachments: 1st Stakeholder Consultation on Coastal Cargo Promotion Scheme (Stakeholder).pdf

Sir,

Please find attached the presentation on the Coastal Cargo Promotion Scheme, as presented during the 1st Stakeholder Consultation Meeting, for kind information.

The meeting link for the subject meeting on 15th April t 1200hrs is as below:

[Second Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) @ 15th April 2026 at 12:00rs. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ceo"<ceo@insa.org.in>, "kekre"<kekre@insa.org.in>, "insa"<insa@insa.org.in>, "rakesh"<rakesh@iccsa.in>, "svkher"<sv.kher@sci.co.in>, "cmd"<cmd@sci.co.in>, "investors"<investors@adani.com>, "corporatecomm"<corporatecomm@maruti.co.in>, "pressrelations"<pressrelations@tatamotors.com>, "shareholder"<shareholder@mahindra.com>, "india"<india@hyundai.com>, "investorrelations"<investor.relations@ultratechcement.com>, "jswsteel"<jswsteel@jsw.in>, "investorrelations"<investor.relations@tatasteel.com>, "investor"<investor@dalmiabharat.com>, "investor_relations"<investor_relations@acclimited.com>, "investor"<investor@jindalsteelpower.com>, "ppltd"<ppltd@ppl.co.in>,

"MTOMultimodalTransportOperatorBranch DGS"<mto-dgs@nic.in>, "rupali"<rupali@insa.org.in>, "mail"<mail@iccsa.in>, "president"<president@imare.in>, "admin"<admin@imfederation.in>, "vc"<vc@imfederation.in>, "csla"<csla@bombaychamber.com>, "ajaysahai"<ajaysahai@fio.org>, "z_crudechartering"<z_crudechartering@bharatpetroleum.in>, "jains"<jains@bharatpetroleum.com>, "kamaluddinma"<kamaluddinma@indianoil.in>, "SAMANTAP"<SAMANTAP@indianoil.in>, "SHIPPINGHEAD"<SHIPPING.HEAD@hpcl.in>, "anishkj"<anishkj@hpcl.in>, "singh_ajaykumar"<singh_ajaykumar@ongc.co.in>, "pillai_u"<pillai_u@ongc.co.in>, "RASHMI_DIBYA"<RASHMI_DIBYA@ongc.co.in>, "rigmove"<rigmove@ongc.co.in>, "mdutt"<mdutt@gail.co.in>, "Ingshipping"<Ingshipping@gail.co.in>, "chandrasai"<chandrasai@sail.in>, "sudip"<sudip@sail.in>, "mbhagat"<mbhagat@vizagsteel.com>, "cildelhi"<cil.delhi@coalindia.in>, "pankajkumar"<pankaj.kumar@sci.co.in>, "nandkishorsharma"<nandkishor.sharma@jindalsteel.com>, "akxyajain"<akxya.jain@jindalsteel.com>, "vishaljindal"<vishal.jindal@jindalsaw.com>, "rachnasood"<rachna.sood@ril.com>, "ketanmokashi"<ketan.mokashi@ril.com>, "sureshcgaggar"<suresh.c.gaggar@ril.com>, "sharadtyagi"<sharad.tyagi@ril.com>, "manishk"<manish.k@jsw.in>, "piyussrivastava"<piyus.srivastava@jindalsteel.com>, "sugandhajayaswal"<sugandha.jayaswal@tatasteel.com>, "AshutoshMathur"<Ashutosh.Mathur@amns.in>, "Ashishgupta"<Ashish.gupta@adani.com>, "hirenshah"<hiren.shah@adani.com>, "tarunkalra"<tarun.kalra@msc.com>, "karankochhar"<karankochhar@maersk.com>, "viveksharma1"<vivek.sharma.1@maersk.com>, "dhisnair"<dhi.snair@cma-cgm.com>, "mbykajaykumar"<mby.kajaykumar@cma-cgm.com>, "veer"<veer@shaanmarine.com>, "aryaspl"<aryaspl@aryaoffshore.com>, "pramodb"<pramodb@jmbaxi.com>, "pushpashirsat"<pushpa.shirsat@benline.com>, "anilpoojary"<anil.poojary@kodeeshipping.com>, "alimpatel"<alim.patel@shrichandrabulk.com>, "bakshi"<bakshi@samsaragroup.com>, "dcs"<dcs@sparmada.com>, "Virendra Gupta"<virendra.gupta@cii.in>, "Pikender Pal Singh"<pikender.pal.singh@cii.in>, "Roshan Kumar"<roshan.kumar@cii.in>, "Ravi Bhushan"<ravi.bhushan@cii.in>, "Ashwani Gupta"<chairman.shippingandports@cii.in>, "Nidhi Verma"<nidhi.verma@cii.in>, "Archana Kumari"<archana.kumari@cii.in>, "Ruchika Bhatia"<ruchika.bhatia@cii.in>, "Viplavi Vinod Joshi"<viplavi.joshi@cii.in>, "R Mukundan"<chairman.ascon@cii.in>, "Sumita Chakravarty"<Sumita.Chakravarty@assocham.com>, "Anita Naik"<anita.naik@assocham.com>, "sunita.prajapati"<sunita.prajapati@assocham.co.in>, "ASSOCHAM"<assocahm@assocham.co.in>, "Ambika Sharma"<ambika.sharma@assocham.com>, "Arushi Jain"<arushi.jain@assocham.com>, "FICCI Infrastructure Division"<infra@ficci.com>, "Varun Gogia"<varun.gogia@ficci.com>, "Anshuman Chaudhary"<anshuman.chaudhary@ficci.com>, "Neerja Singh"<railway.infra@ficci.com>, "Vinay Kumar Gupta"<vinay.gupta@ficci.com>, "Neerja Singh"<logistics.committee@ficci.com>, "Akshay Mittal"<Akshay.Mittal@ficci.com>

Cc: "Shyam Jagannathan"<dg-dgs@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>, "gargsarthak"<garg.sarthak@bcg.com>

Date: Mon, 13 Apr 2026 12:51:24 +0530

Subject: Second Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) @ 13th April 2026 at 14:00rs.

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **15th April 2026 at 12:00hrs**.

You are requested to kindly go through the trailing message documents and provide your valuable inputs on the Scheme by **15.04.2026**.

The meeting link for the subject meeting is as below:

[Second Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) @ 15th April 2026 at 12:00rs. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

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DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>,
 "aybarudwaleext"<aybarudwale.ext@deloitte.com>

Date: Wed, 08 Apr 2026 23:38:44 +0530

Subject: Re: First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) - reg
 @ 09th April 2026 at 14:00rs.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech)
 Directorate General of Shipping

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **09th April 2026 at 14:00hrs**.

The Scheme is being formulated through a structured and consultative process involving relevant Ministries, Departments, and key stakeholders. The draft CCPS has been developed and refined based on inputs received during earlier consultations and is being circulated along with the Background study of the scheme, Draft Framework of the scheme and commodity-specific questionnaire. You are requested to kindly go through the attached documents and provide your valuable inputs on the Scheme by **13.04.2026**.

The meeting is being convened to deliberate to receive stakeholder inputs on the draft frame work of teh scheme, including policy, regulatory, operational, and infrastructure-related aspects, as well as to discuss measures required for effective implementation of the Scheme.

You are requested to kindly participate in the meeting and provide your valuable inputs.

The meeting link for the subject meeting is as below:

[First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ceo"<ceo@insa.org.in>, "kekcre"<kekcre@insa.org.in>, "insa"<insa@insa.org.in>,
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 "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>
 Date: Mon, 06 Apr 2026 11:20:24 +0530
 Subject: First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) - reg @
 08th April 2026 at 14:30hrs.

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a Stakeholder Interaction Meeting has been scheduled on **08th April 2026 at 14:30hrs.**

The Scheme is being formulated through a structured consultative process involving Ministries, Departments, and key stakeholders. The draft CCPS has been developed and revised based on inputs received during previous consultations and has been circulated along with the Background Note, Draft Framework, and commodity-specific questionnaires.

The meeting is being convened to deliberate on stakeholder inputs on the revised draft, including policy, regulatory, operational, and infrastructure-related aspects, as well as to discuss measures required for effective implementation of the Scheme.

You are requested to kindly participate in the meeting and provide your valuable inputs.

The meeting link for the subject meeting is as below:

[First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

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 "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>
 Date: Fri, 20 Mar 2026 07:49:37 +0530
 Subject: Nomination of Single Point of Contact (SPOC) and submission of preliminary inputs for
 formulation of Coastal Cargo Promotion Scheme (CCPS) - reg.

Sir,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated **17th February 2026**, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for design, development, and recommendation of a comprehensive **Coastal Cargo Promotion Scheme (CCPS)** aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including:
 - Chairpersons of Major Port Authorities, namely:
 - Paradip Port Authority
 - Mumbai Port Authority
 - Deendayal Port Authority
 - Kamarajar Port Limited
 - Managing Director, Indian Ports Association
 - Director (Shipping), Ministry of Ports, Shipping and Waterways
3. The Terms of Reference (ToR) of the Committee, inter alia, include the following:
 - To design, develop, and recommend a comprehensive framework for the CCPS, including financial incentives for cargo movement, infrastructure support, cargo commitments, and related measures;
 - To align the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from approximately 6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;
 - To assess and incorporate inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns of cargo;
 - To undertake stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other relevant stakeholders;
 - To develop a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and
 - To ensure alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.
4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs and easing congestion on the national road and rail network. In this regard, active participation of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.
5. In view of the above, it is requested that Ministry may kindly:
 - i. Nominate a **Single Point of Contact (SPOC)** for coordination with the Committee; and
 - ii. Furnish **preliminary inputs** on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations.

6. In this regard, a Background Note on Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and Port-specific questionnaires, are enclosed for kind review, examination, and detailed inputs/deliberations of the Ministry.

7. The above details may kindly be furnished on or before 24th March 2026, to enable the Committee to proceed with stakeholder consultations and adhere to the prescribed timelines for finalization of the Scheme. The matter may kindly be accorded priority.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 15 April 2026 01:17
To: sanghicmo; gmbporbandar; pfsonavlakhi; bulkopsindia; portofficerokp; gmbad1; customokha; dcch-custokha; manoj; cfogcptcl; rajeevechechani; investors; sayalipatkar; samsulsarkar; operations-ebtl; nishajotwani; umakantsingh1; gauravgupta; eplsecretarial; pojamgmb; sankalpkmarext; investorrelationinppv; parikshitgogate; pfsojakhauport; infodesk; igrc; companysecretary; investor_relations; adfamreli; amr; bilimoranagarpalica; dcstampdvoval; brp; collector-dev; dydeogirsomnath; girsomnath; pankajsinha; jagdishpatel; Nileshchawda; vijayrathore; jugalkishorjoshi; marinecontroldaha; sg-custmgl; alang; contact; deepakrazdan; dcmundra45; Vikalp Bharadwaj, IAS; krupanidhitripathi; Anil Kaushik; dbvana; mirajshah; lancyvarghese; inframumbai; pvc; fil; prathamesh; info; sgondane; info; jaymehta; dplradio; sandeepgupta; cdbelapurmum; jigarshah; bssshinde; ceommb; wpsmumbai; secretariald; kamleshbhagia; Captain Of Ports Department Goa; pritam; marine; gpsil; mailkkd; mailhyd; npadhi; captparakash; info; latakoduganti; trcrao1963; prls_bcw; mdbpdcl; S SATYANARAYANA IAS SATYANARAYANA IAS; mails; kwrport2016; chairman; nmptsecretary; aroundmangalorecom; cs; Ajinesh Madankara; Assistant Executive Engineer Mechanical; PORT OFFICER KOZHIKODE; Comdt.Sreekumar G; anilayikunnam; Port Officer Kollam; kollamportoffice; vizhinjamporkmb; purservizhinjam; spcazhikkalport; pckannurport; poazhikkal; pcthalasseryport; kodungallurport; info; md; gm; acts; admin; edi; Port Conservator Vatakara; pvcsales; secretarial; tnmb; cuddaloreport; District Collector Ramanathapuram; kkportltd; chairman; krishnan; reachdhamraport; DIRECTORATE OF PORTS AND IWT ODISHA; subarnarekha; edoffice; info; sales; portblair; secretarial; Director, Port Department Puducherry; lakportcomp; ceo-gmb; cgm-gmb; mmbmh; ceommb; Shine A Haq; Chief Executive Officer APMB; apmaritime; ceowbmbice-wb; ceokmb2019
Cc: Kumar, Jai; Barudwale, Ayesha - Ext; CoastalBranch DGS; Debansu Sinha; aneenainnocent; gargsarthak
Subject: [EXT] Re: Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 15th April 2026 at 16:00hrs - reg.
Attachments: 1st Stakeholder Consultation on Coastal Cargo Promotion Scheme (Stakeholder).pdf

Sir,

Please find attached the presentation on the Coastal Cargo Promotion Scheme, as presented during the 1st Stakeholder Consultation Meeting, for kind information.

The meeting link for the subject meeting is as below:

[Second Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) 15th April 2026 at 16:00hrs - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

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Cc: "jkumar9"<jkumar9@deloitte.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>, "Debansu Sinha"<dpsinha-dgs@gov.in>, "aneenainnocent"<aneena.innocent@in.ey.com>, "gargsarthak"<garg.sarthak@bcg.com>
Date: Mon, 13 Apr 2026 13:16:37 +0530
Subject: Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 15th April 2026 at 16:00hrs - reg.

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **15th April 2026 at 16:00hrs**.

You are requested to kindly go through the trailing message documents and provide your valuable inputs on the Scheme by **15.04.2026**.

The meeting link for the subject meeting is as below:

[Second Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) 15th April 2026 at 16:00hrs - reg. | Meeting-Join | Microsoft Teams](#)

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)

Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "sanghicmo"<sanghicmo@sanghiment.com>, "gmbporbandar"<gmbporbandar@gmail.com>, "pfsonavlakhi"<pfsonavlakhi@gmail.com>, "bulkopsindia"<bulkopsindia@merchantsphg.com>, "portofficerokp"<portofficerokp@gmail.com>, "gmbad1"<gmbad1@sancharnet.in>, "customokha"<customokha@gmail.com>, "dcch-custokha"<dcch-custokha@nic.in>, "manoj"<manoj@pmafatlalgroup.com>, "cfogcptcl"<cfo.gcptcl@gcptcl.in>, "rajeevechechani"<rajeeve.chechani@gcptcl.in>, "investors"<investors@petronetlng.in>, "sayalipatkar"<sayali.patkar@adityabirla.com>, "samsulsarkar"<samsul.sarkar@ril.com>, "operations-ebtl"<operations-ebtl@essarport.co.in>, "nishajotwani"<nisha.jotwani@essarport.co.in>,

527

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Date: Tue, 07 Apr 2026 08:28:10 +0530

Subject: Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 7th April 2026 at 16:30hrs - reg.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Sir/Madam,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated 17th February 2026, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for the design, development, and recommendation of a comprehensive Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including: Chairpersons of Major Port Authorities, namely Paradip Port Authority, Mumbai Port Authority, Deendayal Port Authority, Kamarajar Port Limited, Managing Director, Indian Ports Association and Director (Shipping), Ministry of Ports, Shipping and Waterways
3. The Terms of Reference (ToR) of the Committee, inter alia, include:
 - Designing and recommending a comprehensive framework for CCPS, including financial incentives, infrastructure support, cargo commitments, and related measures;
 - Aligning the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from ~6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;
 - Assessing and incorporating inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns;
 - Undertaking stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other stakeholders;
 - Developing a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and
 - Ensuring alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.
4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs

and easing congestion on the national road and rail network. In this regard, active participation of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.

5. In this regard, a Background Note on the Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and port-specific questionnaires, are enclosed for kind inputs. The above details may kindly be furnished on or before **13th April 2026** to enable for finalization of the Scheme. Preliminary inputs on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations may be provided. The matter may kindly be accorded priority.
6. The Stakeholder Consultation Meeting with on above with all Maritime boards and minor ports has been scheduled on **7th April 2026 at 16:30hrs** and the meeting link is as below:

[Stakeholders consultation meeting on the Coastal Cargo Promotion Scheme \(CCPS\) on 7th April 2026 at 16:30hrs - req. | Meeting-Join | Microsoft Teams](#)

You are requested to kindly nominate suitable official from your organization to attend the above meeting and provide valuable inputs.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 15 April 2026 00:32
To: ipa; chm; secy; chairman; chairman; chairman; cpa; vptchairman; chairman; chairman; chairman; chairman; chairman; cpa; tm; mpa; chairman; chairman; nmpa; Managing Director; dychairman; dycpt; tm; tmdrsrvpt; tm; tm; trafficmanager; tm; Chief Traffic; tm; trafficmanager; gm-trafficfdc; gm-ops; tm; Tanuta Pal; Shiladitya Mustaphi; Irika Jain; Chinmay Jain; Amit K Singh; Omkar D Karmarkar; md-kpl; ramchandra.ad; ramchandrasoren.ppt
Cc: Shyam Jagannathan; Kumar, Jai; CoastalBranch DGS; aneenainnocent; Barudwale, Ayesha - Ext; gargsarthak
Subject: [EXT] Re: Second Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 15th April 2026 at 14:30hrs - reg.
Attachments: 1st Stakeholder Consultation on Coastal Cargo Promotion Scheme (Stakeholder).pdf

Sir,

Please find attached the presentation on the Coastal Cargo Promotion Scheme, as presented during the 1st Stakeholder Consultation Meeting, for kind information.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ipa"<ipa@ipa.nic.in>, "chm"<chm@paradiport.gov.in>, "secy"<secy@paradiport.gov.in>, "chairman"<chairman@kamarajarport.gov.in>, "chairman"<chairman@vocport.gov.in>, "chairman"<chairman@chennaiport.gov.in>, "cpa"<cpa@chennaiport.gov.in>, "vptchairman"<vpt.chairman@gmail.com>, "chairman"<chairman@vizagport.gov.in>, "chairman"<chairman@jnport.gov.in>, "chairman"<chairman@deendayalport.gov.in>, "chairman"<chairman@smporkolkata.shipping.gov.in>, "chairman"<chairman@mumbaiport.gov.in>, "cpa"<cpa@cochinport.gov.in>, "tm"<tm@cochinport.gov.in>, "mpa"<mpa@mpa.gov.in>, "chairman"<chairman@mptgoa.gov.in>, "chairman"<chairman@nmpt.gov.in>, "nmpa"<nmpa@mangaloreport.gov.in>, "Managing Director"<md.ipa@nic.in>, "dychairman"<dychairman@deendayalport.gov.in>, "dycpt"<dycpt@vocport.gov.in>, "tm"<tm@kolkataporttrust.gov.in>, "tmdrsrvpt"<tm.drsr.vpt@gov.in>, "tm"<tm@chennaiport.gov.in>, "tm"<tm@vocport.gov.in>, "trafficmanager"<trafficmanager@nmpt.gov.in>, "tm"<tm@mptgoa.gov.in>, "Chief Traffic"<cmt@jnport.gov.in>, "tm"<tm@mumbaiport.gov.in>, "trafficmanager"<trafficmanager@deendayalport.gov.in>, "gm-trafficfdc"<gm-traffic.fdc@smporkolkata.shipping.gov.in>, "gm-ops"<gm-ops@kplmail.in>, "tm"<tm@paradiport.gov.in>, "Tanuta Pal"<Tanuta.Pal@in.ey.com>, "Shiladitya Mustaphi"<Shiladitya.Mustaphi@in.ey.com>, "Irika Jain"<Irika.Jain@in.ey.com>, "Chinmay Jain"<Chinmay.Jain4@in.ey.com>, "Amit K Singh"<Amit13.Singh@in.ey.com>, "Omkar D Karmarkar"<Omkar.Karmarkar@in.ey.com>, "md-kpl"<md-kpl@kplmail.in>, "ramchandra.ad"<ramchandra.ad@paradiport.gov.in>, "ramchandrasoren.ppt"<ramchandrasoren.ppt@gmail.com>
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"aybarudwaleext"<aybarudwale.ext@deloitte.com>, "gargsarthak"<garg.sarthak@bcg.com>

Date: Mon, 13 Apr 2026 13:21:53 +0530

Subject: Second Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 15th April 2026 at 14:30hrs - reg.

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a Second stakeholder Interaction Meeting with industry has been scheduled on **15th April 2026 at 14:30hrs**.

You are requested to kindly go through the trailing message documents and provide your valuable inputs on the Scheme by **15.04.2026**.

The meeting link for the subject meeting is as below:

[Second Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) 15th April 2026 at 14:30hrs - reg. | Meeting-Join | Microsoft Teams](#)

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)

Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "ipa"<ipa@ipa.nic.in>, "chm"<chm@paradiport.gov.in>, "secy"<secy@paradiport.gov.in>, "chairman"<chairman@kamarajarport.gov.in>, "chairman"<chairman@vocport.gov.in>, "chairman"<chairman@chennaiport.gov.in>, "cpa"<cpa@chennaiport.gov.in>, "vptchairman"<vpt.chairman@gmail.com>, "chairman"<chairman@vizagport.gov.in>, "chairman"<chairman@jnport.gov.in>, "chairman"<chairman@deendayalport.gov.in>, "chairman"<chairman@smportkolkata.shipping.gov.in>, "chairman"<chairman@mumbaiport.gov.in>, "cpa"<cpa@cochinport.gov.in>, "tm"<tm@cochinport.gov.in>, "mpa"<mpa@mpa.gov.in>, "chairman"<chairman@mptgoa.gov.in>, "chairman"<chairman@nmpt.gov.in>, "nmpa"<nmpa@mangaloreport.gov.in>, "Managing Director"<md.ipa@nic.in>, "dychairman"<dychairman@deendayalport.gov.in>, "dycpt"<dycpt@vocport.gov.in>, "tm"<tm@kolkataporttrust.gov.in>, "tmdrsrvpt"<tm.drsv.vpt@gov.in>, "tm"<tm@chennaiport.gov.in>, "tm"<tm@vocport.gov.in>, "trafficmanager"<trafficmanager@nmpt.gov.in>, "tm"<tm@mptgoa.gov.in>, "Chief Traffic"<cmt@jnport.gov.in>, "tm"<tm@mumbaiport.gov.in>, "trafficmanager"<trafficmanager@deendayalport.gov.in>, "gm-trafficdc"<gm-traffic.hdc@smportkolkata.shipping.gov.in>, "gm-ops"<gm-ops@kplmail.in>, "tm"<tm@paradiport.gov.in>, "Tanuta Pal"<Tanuta.Pal@in.ey.com>, "Shiladitya Mustaphi"<Shiladitya.Mustaphi@in.ey.com>, "Irika Jain"<Irika.Jain@in.ey.com>, "Chinmay Jain"<Chinmay.Jain4@in.ey.com>, "Amit K Singh"<Amit13.Singh@in.ey.com>, "Omkar D Karmarkar"<Omkar.Karmarkar@in.ey.com>, "md-kpl"<md-kpl@kplmail.in>, "ramchandra.ad"<ramchandra.ad@paradiport.gov.in>, "ramchandrasoren.ppt"<ramchandrasoren.ppt@gmail.com>

Cc: "Shyam Jagannathan"<dg-dgs@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>, "gargsarthak"<garg.sarthak@bcg.com>

Date: Tue, 07 Apr 2026 07:07:17 +0530

Subject: Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 8th April 2026 at 16:00hrs - reg.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Sir/Madam,

Reference trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a First Stakeholder Consultation Meeting with Major Ports has been scheduled on 8th **April 2026 at 16:00hrs.**

The Scheme is being formulated through a structured consultative process involving Ministries, Departments, and stakeholders. The draft CCPS has been developed and revised based on inputs received during previous committee meetings, and the same has been circulated along with the Background Note, Draft Framework, and commodity-specific questionnaires.

The meeting is being convened to deliberate on port-specific inputs, including port-side incentives, operational and infrastructural challenges, and measures required for effective implementation of the Scheme.

You are requested to kindly nominate suitable officials from your organization to attend the meeting and provide valuable inputs.

The meeting Link is as below:

[Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
To: "ipa" <ipa@ipa.nic.in>, "chm" <chm@paradiport.gov.in>, "secy" <secy@paradiport.gov.in>, "chairman" <chairman@kamarajarport.gov.in>, "chairman" <chairman@vocport.gov.in>, "chairman" <chairman@chennaiport.gov.in>, "cpa" <cpa@chennaiport.gov.in>, "vptchairman" <vpt.chairman@gmail.com>, "chairman" <chairman@vizagport.gov.in>, "chairman" <chairman@jnport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "chairman" <chairman@smpportkolkata.shipping.gov.in>, "chairman" <chairman@mumbaiport.gov.in>, "cpa" <cpa@cochinport.gov.in>, "tm" <tm@cochinport.gov.in>, "mpa" <mpa@mpa.gov.in>, "chairman" <chairman@mptgoa.gov.in>, "chairman" <chairman@nmpt.gov.in>, "nmpa" <nmpa@mangaloreport.gov.in>, "Managing Director" <md.ipa@nic.in>

533

Cc: "MandeepSingh Randhawa"<director-ship@gov.in>, "Shyam Jagannathan"<dg-dgs@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>
Date: Fri, 20 Mar 2026 07:49:00 +0530
Subject: Nomination of Single Point of Contact (SPOC) and submission of preliminary inputs for formulation of Coastal Cargo Promotion Scheme (CCPS) - reg.

Sir/Madam,

Kindly find enclosed herewith a letter regarding the nomination of a Single Point of Contact (SPOC) and submission of preliminary inputs for the formulation of the Coastal Cargo Promotion Scheme (CCPS).

It is requested that the Ministry may kindly nominate the SPOC and furnish the requisite inputs as outlined in the enclosed letter at the earliest.

This may kindly be accorded priority.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 13 April 2026 13:22
To: ipa; chm; secy; chairman; chairman; chairman; cpa; vptchairman; chairman; chairman; chairman; chairman; chairman; cpa; tm; mpa; chairman; chairman; nmpa; Managing Director; dychairman; dycpt; tm; tmdrsrvpt; tm; tm; trafficmanager; tm; Chief Traffic; tm; trafficmanager; gm-trafficdc; gm-ops; tm; Tanuta Pal; Shiladitya Mustaphi; Irika Jain; Chinmay Jain; Amit K Singh; Omkar D Karmarkar; md-kpl; ramchandra.ad; ramchandrasoren.ppt
Cc: Shyam Jagannathan; Kumar, Jai; CoastalBranch DGS; aneenainnocent; Barudwale, Ayesha - Ext; gargsarthak
Subject: [EXT] Second Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 15th April 2026 at 14:30hrs - reg.
Attachments: Questionnaire - Major ports and IPA.pdf; Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure-A (Background study).pdf

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a Second stakeholder Interaction Meeting with industry has been scheduled on **15th April 2026 at 14:30hrs**.

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Regards,

Ravi Kumar M

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 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "ipa"<ipa@ipa.nic.in>, "chm"<chm@paradiport.gov.in>, "secy"<secy@paradiport.gov.in>, "chairman"<chairman@kamarajarport.gov.in>, "chairman"<chairman@vocport.gov.in>, "chairman"<chairman@chennaiport.gov.in>, "cpa"<cpa@chennaiport.gov.in>, "vptchairman"<vpt.chairman@gmail.com>, "chairman"<chairman@vizagport.gov.in>, "chairman"<chairman@jnport.gov.in>, "chairman"<chairman@deendayalport.gov.in>, "chairman"<chairman@smporkolkata.shipping.gov.in>, "chairman"<chairman@mumbaiport.gov.in>, "cpa"<cpa@cochinport.gov.in>, "tm"<tm@cochinport.gov.in>, "mpa"<mpa@mpa.gov.in>, "chairman"<chairman@mptgoa.gov.in>, "chairman"<chairman@nmpt.gov.in>, "nmpa"<nmpa@mangaloreport.gov.in>, "Managing Director"<md.ipa@nic.in>, "dychairman"<dychairman@deendayalport.gov.in>, "dycpt"<dycpt@vocport.gov.in>,

"tm"<tm@kolkataporttrust.gov.in>, "tm" <tm@chennaiport.gov.in>, "tm"<tm@vocport.gov.in>, "trafficmanager"<trafficmanager@nmpt.gov.in>, "tm"<tm@mptgoa.gov.in>, "Chief Traffic"<cmt@jnport.gov.in>, "tm"<tm@mumbaiport.gov.in>, "trafficmanager"<trafficmanager@deendayalport.gov.in>, "gm-traffic" <gm-traffic.hdc@smportkolkata.shipping.gov.in>, "gm-ops"<gm-ops@kplmail.in>, "tm"<tm@paradiport.gov.in>, "Tanuta Pal"<Tanuta.Pal@in.ey.com>, "Shiladitya Mustaphi"<Shiladitya.Mustaphi@in.ey.com>, "Irika Jain"<Irika.Jain@in.ey.com>, "Chinmay Jain"<Chinmay.Jain4@in.ey.com>, "Amit K Singh"<Amit13.Singh@in.ey.com>, "Omkar D Karmarkar"<Omkar.Karmarkar@in.ey.com>, "md-kpl"<md-kpl@kplmail.in>, "ramchandra.ad"<ramchandra.ad@paradiport.gov.in>, "ramchandrasoren.ppt"<ramchandrasoren.ppt@gmail.com>
Cc: "Shyam Jagannathan"<dg-dgs@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwalext"<aybarudwale.ext@deloitte.com>, "gargsarthak"<garg.sarthak@bcg.com>
Date: Tue, 07 Apr 2026 07:07:17 +0530
Subject: Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 8th April 2026 at 16:00hrs - reg.

Sir/Madam,

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Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
To: "ipa"<ipa@ipa.nic.in>, "chm"<chm@paradiport.gov.in>, "secy"<secy@paradiport.gov.in>, "chairman"<chairman@kamarajarport.gov.in>, "chairman"<chairman@vocport.gov.in>,
536

"chairman"<chairman@chennaiport.gov.in>, "cpa"<cpa@chennaiport.gov.in>,
 "vptchairman"<vpt.chairman@gmail.com>, "chairman"<chairman@vizagport.gov.in>,
 "chairman"<chairman@jnport.gov.in>, "chairman"<chairman@deendayalport.gov.in>,
 "chairman"<chairman@smpportkolkata.shipping.gov.in>, "chairman"<chairman@mumbaiport.gov.in>,
 "cpa"<cpa@cochinport.gov.in>, "tm"<tm@cochinport.gov.in>, "mpa"<mpa@mpa.gov.in>,
 "chairman"<chairman@mptgoa.gov.in>, "chairman"<chairman@nmpt.gov.in>,
 "nmpa"<nmpa@mangaloreport.gov.in>, "Managing Director"<md.ipa@nic.in>
 Cc: "MandeepSingh Randhawa"<director-ship@gov.in>, "Shyam Jagannathan"<dg-dgs@gov.in>,
 "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>,
 "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>
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 Directorate General of Shipping

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech)
 Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 13 April 2026 13:17
To: sanghicmo; gmbporbandar; pfsonavlakhi; bulkopsindia; portofficerokp; gmbad1; customokha; dcch-custokha; manoj; cfogcptcl; rajeevechechani; investors; sayalipatkar; samsulsarkar; operations-ebtl; nishajotwani; umakantsingh1; gauravgupta; eplsecretarial; pojamgmb; sankalpkmarext; investorrelationinppv; parikshitgogate; pfsojakhauport; infodesk; igrc; companysecretary; investor_relations; adfamreli; amr; bilimoranagarpalica; dcstampdvoval; brp; collector-dev; dydeogirsomnath; girsomnath; pankajsinha; jagdishpatel; Nileshchawda; vijayrathore; jugalkishorjoshi; marinecontroldahej; sg-custmgl; alang; contact; deepakrazdan; dcmundra45; Vikalp Bharadwaj, IAS; krupanidhitripathi; Anil Kaushik; dbvana; mirajshah; lancyvarghese; inframumbai; pvc; fil; prathamesh; info; sgondane; info; jaymehta; dplradio; sandeepgupta; cdbelapurmum; jigarshah; bssshinde; ceommb; wpsmumbai; secretariald; kamleshbhagia; Captain Of Ports Department Goa; pritam; marine; gpsil; mailkkd; mailhyd; npadhi; captparakash; info; latakoduganti; trcrao1963; prls_bcw; mdbpdcl; S SATYANARAYANA IAS SATYANARAYANA IAS; mails; kwrport2016; chairman; nmptsecretary; aroundmangalorecom; cs; Ajinesh Madankara; Assistant Executive Engineer Mechanical; PORT OFFICER KOZHIKODE; Comdt.Sreekumar G; anilayikunnam; Port Officer Kollam; kollamportoffice; vizhinjamporkmb; purservizhinjam; spcazhikkalport; pckannurport; poazhikkal; pcthalasseryport; kodungallurport; info; md; gm; acts; admin; edi; Port Conservator Vatakara; pvcsales; secretarial; tnmb; cuddaloreport; District Collector Ramanathapuram; kkportltd; chairman; krishnan; reachdhamraport; DIRECTORATE OF PORTS AND IWT ODISHA; subarnarekha; edoffice; info; sales; portblair; secretarial; Director, Port Department Puducherry; lakportcomp; ceo-gmb; cgm-gmb; mmbmh; ceommb; Shine A Haq; Chief Executive Officer APMB; apmaritime; ceowbmbice-wb; ceokmb2019
Cc: Kumar, Jai; Barudwale, Ayesha - Ext; CoastalBranch DGS; Debansu Sinha; aneenainnocent; gargsarthak
Subject: [EXT] Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 15th April 2026 at 16:00hrs - reg.
Attachments: Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure-A (Background study).pdf; Questionnaire for Minor and Private Ports.docx

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **15th April 2026 at 16:00hrs.**

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Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "sanghicmo" <sanghicmo@sanghiment.com>, "gmbporbandar" <gmbporbandar@gmail.com>, "pfsonavlakhi" <pfsonavlakhi@gmail.com>, "bulkopsindia" <bulkopsindia@merchantsphg.com>, "portofficerokp" <portofficerokp@gmail.com>, "gmbad1" <gmbad1@sancharnet.in>, "customokha" <customokha@gmail.com>, "dcch-custokha" <dcch-custokha@nic.in>, "manoj" <manoj@pmafatlalgroup.com>, "cfogcptcl" <cfo.gcptcl@gcptcl.in>, "rajeevechechani" <rajeeve.chechani@gcptcl.in>, "investors" <investors@petronetlng.in>, "sayalipatkar" <sayali.patkar@adityabirla.com>, "samsulsarkar" <samsul.sarkar@ril.com>, "operations-ebtl" <operations-ebtl@essarport.co.in>, "nishajotwani" <nisha.jotwani@essarport.co.in>, "umakantsingh1" <umakant.singh1@essarport.co.in>, "gauravgupta" <gaurav.gupta@essarport.co.in>, "eplsecretarial" <epl.secretarial@essarport.co.in>, "pojamgmb" <pojam.gmb@gmail.com>, "sankalpkumarext" <sankalp.kumar.ext@ambujacement.com>, "investorrelationinppv" <investorrelationinppv@apmterminals.com>, "parikshitgogate" <parikshit.gogate@shell.com>, "pfsojakhauport" <pfsojakhauport@gmail.com>, "infodesk" <infodesk@larsentoubro.com>, "igrc" <igrc@larsentoubro.com>, "companysecretary" <company.secretary@sptl.co.in>, "investor_relations" <investor_relations@ril.com>, "adfamreli" <adfamreli@gmail.com>, "amr" <amr@gujarat.gov.in>, "bilimoranagarpalica" <bilimoranagarpalica@yahoo.co.in>, "dcstampdvoval" <dcstampdvoval@gmail.com>, "brp" <brp@nargolport.com>, "collector-dev" <collector-dev@gujarat.gov.in>, "dydeogirsomnath" <dy.deogirsomnath@gmail.com>, "girsomnath" <girsomnath@gujarat.gov.in>, "pankajsinha" <pankaj.sinha@adani.com>, "jagdishpatel" <jagdish.patel@adani.com>, "nileshchawda" <nilesh.chawda@adani.com>, "vijayrathore" <vijay.rathore@adani.com>, "jugalkishorjoshi" <jugalkishor.joshi@adani.com>, "marinecontroldahej" <marinecontrol.dahej@adani.com>, "sg-custmgl" <sg-custmgl@nic.in>, "alang" <alang@alangship.com>, "contact" <contact@maritimecluster.org>, "deepakrazdan" <deepak.razdan@adityabirla.com>, "dcmundra45" <dcmundra45@gmail.com>, "collector-amr" <collector-amr@gujarat.gov.in>, "krupanidhitripathi" <krupanidhi.tripathi@ril.com>, "adol-daman-dd" <adol-daman-dd@nic.in>, "dbvana" <dbvana@bankofbaroda.co.in>, "mirajshah" <miraj.shah@jsw.in>, "lancyvarghese" <lancy.varghese@jsw.in>, "inframumbai" <infra.mumbai@jsw.in>, "pvc" <pvc@finolexind.com>, "fil" <fil@finolexind.com>, "prathamesh" <prathamesh@pnpport.com>, "info" <info@konkanlng.in>, "sgondane" <sgondane@konkanlng.in>, "info" <info@rediport.com>, "jaymehta" <jaymehta@gmail.com>, "dplradio" <dpl.radio@adani.com>, "sandeepgupta" <sandeepgupta@angreport.in>, "cbdbelapurmum" <cbdbelapur.mum@bkivv.org>, "jigarshah" <jigar.shah@skilgroup.co.in>, "bssshinde" <bs.shinde@mumbaiport.gov.in>, "ceomb" <ceomb@bom3.vsnl.net.in>, "wpsmumbai" <wps.mumbai@wilhelmsen.com>, "secretariad" <secretariad@gmail.com>, "kamleshbhagia" <kamlesh.bhagia@adani.com>, "Captain Of Ports Department Goa" <cpt-port.goa@nic.in>, "pritam" <pritam@gangavaram.com>, "marine" <marine@gangavaram.com>, "gpsil" <gpsil@gangavaram.com>, "mailkkd" <mailkkd@kakinadaseaports.in>, "mailhyd" <mailhyd@kakinadaseaports.in>, "npadhi" <n.padhi@adani.com>, "captprakash" <capt.prakash@adani.com>, "info" <info@krishnapatnamport.com>, "latakoduganti" <latakoduganti@gmail.com>, "trcrao1963" <trcrao1963@gmail.com>, "prls_bcw" <prls_bcw@ap.gov.in>, "mdbpdcl" <md.bpdcl@apmaritime.in>, "prlseacy_bcw" <prlseacy_bcw@ap.gov.in>, "mails" <mails@kakinadaseaports.in>, "kwrport2016" <kwrport2016@gmail.com>, "chairman" <chairman@nmpt.gov.in>, "nmptsecretary" <nmptsecretary@gmail.com>, "aroundmangalorecom" <aroundmangalore.com@gmail.com>, "cs" <cs@gvpr.co.in>, "spcbeyreport" <spcbeyreport.port@kerala.gov.in>,

"aeemewbeyreport" <aeemewbeyreport@kerala.gov.in>,
 "pokozhikodeport" <pokozhikode.port@kerala.gov.in>,
 "poalappuzhaport" <poalappuzha.port@kerala.gov.in>, "anilayikunnam" <anilayikunnam@gmail.com>,
 "pokollamport" <pokollam.port@kerala.gov.in>, "kollamportoffice" <kollamportoffice@gmail.com>,
 "vizhinjamportkmb" <vizhinjamport.kmb@gmail.com>, "purservizhinjam" <purservizhinjam@gmail.com>,
 "spcazhikkalport" <spcazhikkal.port@kerala.gov.in>, "pckannurport" <pckannur.port@kerala.gov.in>,
 "poazhikkal" <poazhikkal@gmail.com>, "pcthalasseryport" <pcthalassery.port@kerala.gov.in>,
 "kodungallurport" <kodungallurport@gmail.com>, "info" <info@kottayamport.com>,
 "md" <md@kottayamport.com>, "gm" <gm@kottayamport.com>, "acts" <acts@kottayamport.com>,
 "admin" <admin@kottayamport.com>, "edi" <edi@kottayamport.com>,
 "pcvadakaraport" <pcvadakara.port@kerala.gov.in>, "pvcsales" <pvcsales@sanmarggroup.com>,
 "secretarial" <secretarial@ppnpower.com>, "tnmb" <tnmb@tn.gov.in>,
 "cuddaloreport" <cuddaloreport@gmail.com>, "collrmd" <collrmd@nic.in>,
 "kkportltd" <kkportltd@gmail.com>, "chairman" <chairman@chennaiport.gov.in>,
 "skrishnan" <skrishnan@cpcl.co.in>, "reachdhamraport" <reach.dhamraport@adani.com>,
 "portsniwtod" <portsniwt.od@nic.in>, "subarnarekha" <subarnarekha.port@gmail.com>,
 "edoffice" <edoffice@subarnarekha.com>, "info" <info@gopalpurports.in>,
 "sales" <sales@gopalpurports.in>, "portblair" <portblair@sancharnet.in>,
 "secretarial" <secretarial@karaikalport.com>, "port" <port@py.gov.in>,
 "lakportcomp" <lakportcomp@gmail.com>, "ceo-gmb" <ceo-gmb@gujarat.gov.in>, "cgm-gmb" <cgm-gmb@gujarat.gov.in>,
 "mmbmh" <mmbmh@gmail.com>, "ceommb" <ceo.mmb@maharashtra.gov.in>,
 "Shine A Haq" <ceo.kmb@kerala.gov.in>, "Chief Executive Officer APMB" <ceo-apmb@ap.gov.in>,
 "apmaritime" <apmaritime@ap.gov.in>, "ceowbmbice-wb" <ceowbmb.ice-wb@bangla.gov.in>,
 "ceokmb2019" <ceokmb2019@gmail.com>
 Cc: "jkumar9" <jkumar9@deloitte.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>,
 "CoastalBranch DGS" <coastal-dgs@nic.in>, "Debansu Sinha" <dpsinha-dgs@gov.in>,
 "aneenainnocent" <aneena.innocent@in.ey.com>, "gargsarthak" <garg.sarthak@bcg.com>
 Date: Tue, 07 Apr 2026 08:28:10 +0530
 Subject: Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS)
 7th April 2026 at 16:30hrs - reg.

Sir/Madam,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated 17th February 2026, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for the design, development, and recommendation of a comprehensive Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including: Chairpersons of Major Port Authorities, namely Paradip Port Authority, Mumbai Port Authority, Deendayal Port Authority, Kamarajar Port Limited, Managing Director, Indian Ports Association and Director (Shipping), Ministry of Ports, Shipping and Waterways
3. The Terms of Reference (ToR) of the Committee, inter alia, include:
 - Designing and recommending a comprehensive framework for CCPS, including financial incentives, infrastructure support, cargo commitments, and related measures;
 - Aligning the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from ~6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;
 - Assessing and incorporating inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns;

- Undertaking stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other stakeholders;
 - Developing a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and
 - Ensuring alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.
4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs and easing congestion on the national road and rail network. In this regard, active participation of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.
 5. In this regard, a Background Note on the Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and port-specific questionnaires, are enclosed for kind inputs. The above details may kindly be furnished on or before **13th April 2026** to enable for finalization of the Scheme. Preliminary inputs on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations may be provided. The matter may kindly be accorded priority.
 6. The Stakeholder Consultation Meeting with on above with all Maritime boards and minor ports has been scheduled on **7th April 2026 at 16:30hrs** and the meeting link is as below:

[Stakeholders consultation meeting on the Coastal Cargo Promotion Scheme \(CCPS\) on 7th April 2026 at 16:30hrs - reg. | Meeting-Join | Microsoft Teams](#)

You are requested to kindly nominate suitable official from your organization to attend the above meeting and provide valuable inputs.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 08 April 2026 23:39
To: ceo; kekre; insa; rakesh; svkher; cmd; investors; corporatecomm; pressrelations; shareholder; india; investorrelations; jswsteel; investorrelations; investor; investor_relations; investor; ppltd; MTOMultimodalTransportOperatorBranch DGS; rupali; mail; president; admin; vc; csia; ajaysahai; z_crudechartering; jains; kamaluddinma; SAMANTAP; SHIPPINGHEAD; anishkj; singh_ajaykumar; pillai_u; RASHMI_DIBYA; rigmove; mdutt; lngshipping; chandrasai; sudip; mbhagat; cildelhi; pankajkumar; nandkishorsharma; akxyajain; vishaljindal; rachnasood; ketanmokashi; sureshcgaggar; sharadyagi; manishk; piyussrivastava; sugandhajayaswal; AshutoshMathur; Ashishgupta; hirenshah; tarunkalra; karankochhar; viveksharma1; dhisnair; mbykajaykumar; veer; aryaspl; pramodb; pushpashirsat; anilpoojary; alimpatel; bakshi; dcs; Virendra Gupta; Pikender Pal Singh; Roshan Kumar; Ravi Bhushan; Ashwani Gupta; Nidhi Verma; Archana Kumari; Ruchika Bhatia; Viplavi Vinod Joshi; R Mukundan; Sumita Chakravarty; Anita Naik; sunita.prajapati; ASSOCHAM; Ambika Sharma; Arushi Jain; FICCI Infrastructure Division; Varun Gogia; Anshuman Chaudhary; Neerja Singh; Vinay Kumar Gupta; Neerja Singh; Akshay Mittal
Cc: Shyam Jagannathan; Kumar, Jai; CoastalBranch DGS; aneenainnocent; Barudwale, Ayesha - Ext
Subject: [EXT] Re: First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) - reg @ 09th April 2026 at 14:00rs.
Attachments: Questionnaire - Consultation with other stakeholders.pdf; Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure-A (Background study).pdf

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **09th April 2026 at 14:00hrs.**

The Scheme is being formulated through a structured and consultative process involving relevant Ministries, Departments, and key stakeholders. The draft CCPS has been developed and refined based on inputs received during earlier consultations and is being circulated along with the Background study of the scheme, Draft Framework of the scheme and commodity-specific questionnaire. You are requested to kindly go through the attached documents and provide your valuable inputs on the Scheme by **13.04.2026.**

The meeting is being convened to deliberate to receive stakeholder inputs on the draft frame work of teh scheme, including policy, regulatory, operational, and infrastructure-related aspects, as well as to discuss measures required for effective implementation of the Scheme.

You are requested to kindly participate in the meeting and provide your valuable inputs.

The meeting link for the subject meeting is as below:

[First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ceo"<ceo@insa.org.in>, "kekre"<kekre@insa.org.in>, "insa"<insa@insa.org.in>, "rakesh"<rakesh@iccsa.in>, "svkher"<sv.kher@sci.co.in>, "cmd"<cmd@sci.co.in>, "investors"<investors@adani.com>, "corporatecomm"<corporatecomm@maruti.co.in>, "pressrelations"<pressrelations@tata motors.com>, "shareholder"<shareholder@mahindra.com>, "india"<india@hyundai.com>, "investorrelations"<investor.relations@ultratechcement.com>, "jswsteel"<jswsteel@jsw.in>, "investorrelations"<investor.relations@tatasteel.com>, "investor"<investor@dalmiabharat.com>, "investor_relations"<investor_relations@acclimited.com>, "investor"<investor@jindalsteelpower.com>, "ppltd"<ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS"<mto-dgs@nic.in>
 Cc: "MandeepSingh Randhawa"<director-ship@gov.in>, "Shyam Jagannathan"<dg-dgs@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>
 Date: Mon, 06 Apr 2026 11:20:24 +0530
 Subject: First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) - reg @ 08th April 2026 at 14:30hrs.

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a Stakeholder Interaction Meeting has been scheduled on **08th April 2026 at 14:30hrs.**

The Scheme is being formulated through a structured consultative process involving Ministries, Departments, and key stakeholders. The draft CCPS has been developed and revised based on inputs received during previous consultations and has been circulated along with the Background Note, Draft Framework, and commodity-specific questionnaires.

The meeting is being convened to deliberate on stakeholder inputs on the revised draft, including policy, regulatory, operational, and infrastructure-related aspects, as well as to discuss measures required for effective implementation of the Scheme.

You are requested to kindly participate in the meeting and provide your valuable inputs.

The meeting link for the subject meeting is as below:

[First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ceo" <ceo@insa.org.in>, "kekre" <kekre@insa.org.in>, "insa" <insa@insa.org.in>, "rakesh" <rakesh@iccsa.in>, "svkher" <sv.kher@sci.co.in>, "cmd" <cmd@sci.co.in>, "investors" <investors@adani.com>, "corporatecomm" <corporatecomm@maruti.co.in>, "pressrelations" <pressrelations@tatamotors.com>, "shareholder" <shareholder@mahindra.com>, "india" <india@hyundai.com>, "investorrelations" <investor.relations@ultratechcement.com>, "jswsteel" <jswsteel@jsw.in>, "investorrelations" <investor.relations@tatasteel.com>, "investor" <investor@dalmiabharat.com>, "investor_relations" <investor_relations@acclimited.com>, "investor" <investor@jindalsteelpower.com>, "ppltd" <ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS" <mto-dgs@nic.in>
 Cc: "MandeepSingh Randhawa" <director-ship@gov.in>, "Shyam Jagannathan" <dg-dgs@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>
 Date: Fri, 20 Mar 2026 07:49:37 +0530
 Subject: Nomination of Single Point of Contact (SPOC) and submission of preliminary inputs for formulation of Coastal Cargo Promotion Scheme (CCPS) - reg.

Sir,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated **17th February 2026**, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for design, development, and recommendation of a comprehensive **Coastal Cargo Promotion Scheme (CCPS)** aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including:
 - Chairpersons of Major Port Authorities, namely:
 - Paradip Port Authority
 - Mumbai Port Authority
 - Deendayal Port Authority
 - Kamarajar Port Limited
 - Managing Director, Indian Ports Association
 - Director (Shipping), Ministry of Ports, Shipping and Waterways
3. The Terms of Reference (ToR) of the Committee, inter alia, include the following:
 - To design, develop, and recommend a comprehensive framework for the CCPS, including financial incentives for cargo movement, infrastructure support, cargo commitments, and related measures;
 - To align the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from approximately 6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;
 - To assess and incorporate inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns of cargo;
 - To undertake stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other relevant stakeholders;
 - To develop a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and

To ensure alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.

4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs and easing congestion on the national road and rail network. In this regard, active participation of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.

5. In view of the above, it is requested that Ministry may kindly:

- i. Nominate a **Single Point of Contact (SPOC)** for coordination with the Committee; and
- ii. Furnish **preliminary inputs** on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations.

6. In this regard, a Background Note on Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and Port-specific questionnaires, are enclosed for kind review, examination, and detailed inputs/deliberations of the Ministry.

7. The above details may kindly be furnished on or before 24th March 2026, to enable the Committee to proceed with stakeholder consultations and adhere to the prescribed timelines for finalization of the Scheme. The matter may kindly be accorded priority.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 13 April 2026 12:51
To: ceo; kekre; insa; rakesh; svkher; cmd; investors; corporatecomm; pressrelations; shareholder; india; investorrelations; jswsteel; investorrelations; investor; investor_relations; investor; ppltd; MTOMultimodalTransportOperatorBranch DGS; rupali; mail; president; admin; vc; csia; ajaysahai; z_crudechartering; jains; kamaluddinma; SAMANTAP; SHIPPINGHEAD; anishkj; singh_ajaykumar; pillai_u; RASHMI_DIBYA; rigmove; mdutt; Ingshipping; chandrasai; sudip; mbhagat; cildelhi; pankajkumar; nandkishorsharma; akxyajain; vishaljindal; rachnasood; ketanmokashi; sureshcgaggar; sharadtyagi; manishk; piyussrivastava; sugandhajayaswal; AshutoshMathur; Ashishgupta; hirenshah; tarunkalra; karankochhar; viveksharma1; dhisnair; mbykajaykumar; veer; aryaspl; pramodb; pushpashirsat; anilpoojary; alimpatel; bakshi; dcs; Virendra Gupta; Pikender Pal Singh; Roshan Kumar; Ravi Bhushan; Ashwani Gupta; Nidhi Verma; Archana Kumari; Ruchika Bhatia; Viplavi Vinod Joshi; R Mukundan; Sumita Chakravarty; Anita Naik; sunita.prajapati; ASSOCHAM; Ambika Sharma; Arushi Jain; FICCI Infrastructure Division; Varun Gogia; Anshuman Chaudhary; Neerja Singh; Vinay Kumar Gupta; Neerja Singh; Akshay Mittal
Cc: Shyam Jagannathan; Kumar, Jai; CoastalBranch DGS; aneenainnocent; Barudwale, Ayesha - Ext; gargsarthak
Subject: [EXT] Second Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) @ 13th April 2026 at 14:00rs.
Follow Up Flag: Follow up
Flag Status: Flagged

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a frist Stakeholder Interaction Meeting with industry has been scheduled on **15th April 2026 at 12:00hrs.**

You are requested to kindly go through the trailing message documents and provide your valuable inputs on the Scheme by **15.04.2026.**

The meeting link for the subject meeting is as below:

[Second Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) @ 15th April 2026 at 12:00rs. | Meeting-Join | Microsoft Teams](#)

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)

Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "ceo" <ceo@insa.org.in>, "kekere" <kekere@insa.org.in>, "insa" <insa@insa.org.in>, "rakesh" <rakesh@iccsa.in>, "svkher" <sv.kher@sci.co.in>, "cmd" <cmd@sci.co.in>, "investors" <investors@adani.com>, "corporatecomm" <corporatecomm@maruti.co.in>, "pressrelations" <pressrelations@tatamotors.com>, "shareholder" <shareholder@mahindra.com>, "india" <india@hyundai.com>, "investorrelations" <investor.relations@ultratechcement.com>, "jswsteel" <jswsteel@jsw.in>, "investorrelations" <investor.relations@tatasteel.com>, "investor" <investor@dalmiabharat.com>, "investor_relations" <investor_relations@acclimited.com>, "investor" <investor@jindalsteelpower.com>, "ppltd" <ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS" <mto-dgs@nic.in>, "rupali" <rupali@insa.org.in>, "mail" <mail@iccsa.in>, "president" <president@imare.in>, "admin" <admin@imfederation.in>, "vc" <vc@imfederation.in>, "csia" <csia@bombaychamber.com>, "ajaysahai" <ajaysahai@fioe.org>, "z_crudechartering" <z_crudechartering@bharatpetroleum.in>, "jains" <jains@bharatpetroleum.com>, "kamaluddinma" <kamaluddinma@indianoil.in>, "SAMANTAP" <SAMANTAP@indianoil.in>, "SHIPPINGHEAD" <SHIPPING.HEAD@hpcl.in>, "anishkj" <anishkj@hpcl.in>, "singh_ajaykumar" <singh_ajaykumar@ongc.co.in>, "pillai_u" <pillai_u@ongc.co.in>, "RASHMI_DIBYA" <RASHMI_DIBYA@ongc.co.in>, "rigmove" <rigmove@ongc.co.in>, "mdutt" <mdutt@gail.co.in>, "Ingshipping" <Ingshipping@gail.co.in>, "chandrasai" <chandrasai@sail.in>, "sudip" <sudip@sail.in>, "mbhagat" <mbhagat@vizagsteel.com>, "cildelhi" <cil.delhi@coalindia.in>, "pankajkumar" <pankaj.kumar@sci.co.in>, "nandkishorsharma" <nandkishor.sharma@jindalsteel.com>, "akxyajain" <akxya.jain@jindalsteel.com>, "vishaljindal" <vishal.jindal@jindalsaw.com>, "rachnasood" <rachna.sood@ril.com>, "ketanmokashi" <ketan.mokashi@ril.com>, "sureshcgaggar" <suresh.c.gaggar@ril.com>, "sharadtyagi" <sharad.tyagi@ril.com>, "manishk" <manish.k@jsw.in>, "piyusssrivastava" <piyus.srivastava@jindalsteel.com>, "sugandhajayaswal" <sugandha.jayaswal@tatasteel.com>, "AshutoshMathur" <Ashutosh.Mathur@amns.in>, "Ashishgupta" <Ashish.gupta@adani.com>, "hirenshah" <hiren.shah@adani.com>, "tarunkalra" <tarun.kalra@msc.com>, "karankochhar" <karankochhar@maersk.com>, "viveksharma1" <vivek.sharma.1@maersk.com>, "dhisnair" <dhi.snair@cma-cgm.com>, "mbykajaykumar" <mby.kajaykumar@cma-cgm.com>, "veer" <veer@shaanmarine.com>, "aryaspl" <aryaspl@aryaoffshore.com>, "pramodb" <pramodb@jimbaxi.com>, "pushpashirsat" <pushpa.shirsat@benline.com>, "anilpoojary" <anil.poojary@kodeeshipping.com>, "alimpatel" <alim.patel@shrichandrabulk.com>, "bakshi" <bakshi@samsaragroup.com>, "dcs" <dcs@sparmada.com>, "Virendra Gupta" <virendra.gupta@cii.in>, "Pikender Pal Singh" <pikender.pal.singh@cii.in>, "Roshan Kumar" <roshan.kumar@cii.in>, "Ravi Bhushan" <ravi.bhushan@cii.in>, "Ashwani Gupta" <chairman.shippingandports@cii.in>, "Nidhi Verma" <nidhi.verma@cii.in>, "Archana Kumari" <archana.kumari@cii.in>, "Ruchika Bhatia" <ruchika.bhatia@cii.in>, "Viplavi Vinod Joshi" <viplavi.joshi@cii.in>, "R Mukundan" <chairman.ascon@cii.in>, "Sumita Chakravarty" <Sumita.Chakravarty@assocham.com>, "Anita Naik" <anita.naik@assocham.com>, "sunita.prajapati" <sunita.prajapati@assocham.co.in>, "ASSOCHAM" <assocham@assocham.co.in>, "Ambika Sharma" <ambika.sharma@assocham.com>, "Arushi Jain" <arushi.jain@assocham.com>, "FICCI Infrastructure Division" <infra@ficci.com>, "Varun Gogia" <varun.gogia@ficci.com>, "Anshuman Chaudhary" <anshuman.chaudhary@ficci.com>, "Neerja Singh" <railway.infra@ficci.com>, "Vinay Kumar Gupta" <vinay.gupta@ficci.com>, "Neerja Singh" <logistics.committee@ficci.com>, "Akshay Mittal" <akshay.mittal@ficci.com>

Cc: "Shyam Jagannathan" <dg-dgs@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>

Date: Wed, 08 Apr 2026 23:38:44 +0530

Subject: Re: First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) - reg @ 09th April 2026 at 14:00rs.

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of

cargo from road and rail to coastal shipping, it is informed that a first Stakeholder Interaction Meeting with industry has been scheduled on **09th April 2026 at 14:00hrs**.

The Scheme is being formulated through a structured and consultative process involving relevant Ministries, Departments, and key stakeholders. The draft CCPS has been developed and refined based on inputs received during earlier consultations and is being circulated along with the Background study of the scheme, Draft Framework of the scheme and commodity-specific questionnaire. You are requested to kindly go through the attached documents and provide your valuable inputs on the Scheme by **13.04.2026**.

The meeting is being convened to deliberate to receive stakeholder inputs on the draft framework of the scheme, including policy, regulatory, operational, and infrastructure-related aspects, as well as to discuss measures required for effective implementation of the Scheme.

You are requested to kindly participate in the meeting and provide your valuable inputs.

The meeting link for the subject meeting is as below:

[First Stakeholder consultation meeting on the Coastal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
To: "ceo" <ceo@insa.org.in>, "kekre" <kekre@insa.org.in>, "insa" <insa@insa.org.in>, "rakesh" <rakesh@iccsa.in>, "svkher" <sv.kher@sci.co.in>, "cmd" <cmd@sci.co.in>, "investors" <investors@adani.com>, "corporatecomm" <corporatecomm@maruti.co.in>, "pressrelations" <pressrelations@tatamotors.com>, "shareholder" <shareholder@mahindra.com>, "india" <india@hyundai.com>, "investorrelations" <investor.relations@ultratechcement.com>, "jswsteel" <jswsteel@jsw.in>, "investorrelations" <investor.relations@tatasteel.com>, "investor" <investor@dalmiabharat.com>, "investor_relations" <investor_relations@acclimited.com>, "investor" <investor@jindalsteelpower.com>, "ppltd" <ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS" <mto-dgs@nic.in>
Cc: "MandeepSingh Randhawa" <director-ship@gov.in>, "Shyam Jagannathan" <dg-dgs@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>
Date: Mon, 06 Apr 2026 11:20:24 +0530
Subject: First Stakeholder consultation meeting on the Coastal Cargo Promotion Scheme (CCPS) - reg @ 08th April 2026 at 14:30hrs.

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of

cargo from road and rail to coastal shipping, it is informed that a Stakeholder Interaction Meeting has been scheduled on **08th April 2026 at 14:30hrs.**

The Scheme is being formulated through a structured consultative process involving Ministries, Departments, and key stakeholders. The draft CCPS has been developed and revised based on inputs received during previous consultations and has been circulated along with the Background Note, Draft Framework, and commodity-specific questionnaires.

The meeting is being convened to deliberate on stakeholder inputs on the revised draft, including policy, regulatory, operational, and infrastructure-related aspects, as well as to discuss measures required for effective implementation of the Scheme.

You are requested to kindly participate in the meeting and provide your valuable inputs.

The meeting link for the subject meeting is as below:

[First Stakeholder consultation meeting on the Coastal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)

Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "ceo" <ceo@insa.org.in>, "kekre" <kekre@insa.org.in>, "insa" <insa@insa.org.in>, "rakesh" <rakesh@iccsa.in>, "svkher" <sv.kher@sci.co.in>, "cmd" <cmd@sci.co.in>, "investors" <investors@adani.com>, "corporatecomm" <corporatecomm@maruti.co.in>, "pressrelations" <pressrelations@tatamotors.com>, "shareholder" <shareholder@mahindra.com>, "india" <india@hyundai.com>, "investorrelations" <investor.relations@ultratechcement.com>, "jswsteel" <jswsteel@jsw.in>, "investorrelations" <investor.relations@tatasteel.com>, "investor" <investor@dalmiabharat.com>, "investor_relations" <investor_relations@acclimited.com>, "investor" <investor@jindalsteelpower.com>, "ppltd" <ppltd@ppl.co.in>,

"MTOMultimodalTransportOperatorBranch DGS" <mto-dgs@nic.in>

Cc: "MandeepSingh Randhawa" <director-ship@gov.in>, "Shyam Jagannathan" <dg-dgs@gov.in>,

"jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>,

"aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>

Date: Fri, 20 Mar 2026 07:49:37 +0530

Subject: Nomination of Single Point of Contact (SPOC) and submission of preliminary inputs for formulation of Coastal Cargo Promotion Scheme (CCPS) - reg.

Sir,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated **17th February 2026**, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for

design, development, and recommendation of a comprehensive **Coastal Cargo Promotion Scheme (CCPS)** aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including:

- Chairpersons of Major Port Authorities, namely:
 - Paradip Port Authority
 - Mumbai Port Authority
 - Deendayal Port Authority
 - Kamarajar Port Limited
- Managing Director, Indian Ports Association
- Director (Shipping), Ministry of Ports, Shipping and Waterways

3. The Terms of Reference (ToR) of the Committee, inter alia, include the following:

- To design, develop, and recommend a comprehensive framework for the CCPS, including financial incentives for cargo movement, infrastructure support, cargo commitments, and related measures;
- To align the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from approximately 6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;
- To assess and incorporate inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns of cargo;
- To undertake stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other relevant stakeholders;
- To develop a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and
- To ensure alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.

4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs and easing congestion on the national road and rail network. In this regard, active participation of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.

5. In view of the above, it is requested that Ministry may kindly:

- i. Nominate a **Single Point of Contact (SPOC)** for coordination with the Committee; and
- ii. Furnish **preliminary inputs** on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations.

6. In this regard, a Background Note on Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and Port-specific questionnaires, are enclosed for kind review, examination, and detailed inputs/deliberations of the Ministry.

7. The above details may kindly be furnished on or before 24th March 2026, to enable the Committee to proceed with stakeholder consultations and adhere to the prescribed timelines for finalization of the Scheme. The matter may kindly be accorded priority.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 07 April 2026 07:07
To: ipa; chm; secy; chairman; chairman; chairman; cpa; vptchairman; chairman; chairman; chairman; chairman; chairman; cpa; tm; mpa; chairman; chairman; nmpa; Managing Director; dychairman; dycpt; tm; tmdrsrvpt; tm; tm; trafficmanager; tm; Chief Traffic; tm; trafficmanager; gm-trafficdc; gm-ops; tm; Tanuta Pal; Shiladitya Mustaphi; Irika Jain; Chinmay Jain; Amit K Singh; Omkar D Karmarkar; md-kpl; ramchandra.ad; ramchandrasoren.ppt
Cc: Shyam Jagannathan; Kumar, Jai; CoastalBranch DGS; aneenainnocent; Barudwale, Ayesha - Ext; gargsarthak
Subject: [EXT] Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 8th April 2026 at 16:00hrs - reg.
Attachments: letter to Ports.pdf; Questionnaire - Major ports and IPA.pdf; Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure-A (Background study).pdf

Sir/Madam,

Reference trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a First Stakeholder Consultation Meeting with Major Ports has been scheduled on 8th **April 2026 at 16:00hrs.**

The Scheme is being formulated through a structured consultative process involving Ministries, Departments, and stakeholders. The draft CCPS has been developed and revised based on inputs received during previous committee meetings, and the same has been circulated along with the Background Note, Draft Framework, and commodity-specific questionnaires.

The meeting is being convened to deliberate on port-specific inputs, including port-side incentives, operational and infrastructural challenges, and measures required for effective implementation of the Scheme.

You are requested to kindly nominate suitable officials from your organization to attend the meeting and provide valuable inputs.

The meeting Link is as below:

[Stakeholders consulting meeting for formulation of Coastal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "ipa" <ipa@ipa.nic.in>, "chm" <chm@paradiport.gov.in>, "secy" <secy@paradiport.gov.in>, "chairman" <chairman@kamarajarport.gov.in>, "chairman" <chairman@vocport.gov.in>, "chairman" <chairman@chennaiport.gov.in>, "cpa" <cpa@chennaiport.gov.in>, "vptchairman" <vpt.chairman@gmail.com>, "chairman" <chairman@vizagport.gov.in>, "chairman" <chairman@jnport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "chairman" <chairman@smportkolkata.shipping.gov.in>, "chairman" <chairman@mumbaiport.gov.in>, "cpa" <cpa@cochinport.gov.in>, "tm" <tm@cochinport.gov.in>, "mpa" <mpa@mpa.gov.in>, "chairman" <chairman@mptgoa.gov.in>, "chairman" <chairman@nmpt.gov.in>, "nmpa" <nmpa@mangaloreport.gov.in>, "Managing Director" <md.ipa@nic.in>
 Cc: "MandeepSingh Randhawa" <director-ship@gov.in>, "Shyam Jagannathan" <dg-dgs@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "aneenainnocent" <aneena.innocent@in.ey.com>, "aybarudwalext" <aybarudwale.ext@deloitte.com>
 Date: Fri, 20 Mar 2026 07:49:00 +0530
 Subject: Nomination of Single Point of Contact (SPOC) and submission of preliminary inputs for formulation of Coastal Cargo Promotion Scheme (CCPS) - reg.

Sir/Madam,

Kindly find enclosed herewith a letter regarding the nomination of a Single Point of Contact (SPOC) and submission of preliminary inputs for the formulation of the Coastal Cargo Promotion Scheme (CCPS).

It is requested that the Ministry may kindly nominate the SPOC and furnish the requisite inputs as outlined in the enclosed letter at the earliest.

This may kindly be accorded priority.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech)
 Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 16 March 2026 11:14
To: Managing Director
Cc: Shyam Jagannathan; Rajesh Kumar Sinha; Kumar, Jai; Choudhary, Rajesh - Ext; Barudwale, Ayesha - Ext; gargsarthak; aneenainnocent; Pradeep Sudhakar; CoastalBranch DGS; chairman; chairman; md-kpl; MandeepSingh Randhawa
Subject: [EXT] Re: Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg
Attachments: OM to DGS and others dated 17.02.2026.pdf; letter dated 24.02.2026.pdf; Annexure-A1 (Background of Draft Scheme Assessment Report - Outline Roadmap).pdf; Annexure A3 - Updated ADB report.pdf; Annexure C - Ministries and Stakeholder Specific Questionnaires .pdf; Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure A2 - Coastal Committee Report(Jan2026).pdf

Sir,

Reference trailing message, it is proposed to convene a preliminary meeting to discuss the inputs required for the **Coastal Cargo Promotion Scheme**.

Accordingly, a meeting is scheduled to be held on **16.03.2025 at 16:30 hrs**.

Meeting Link:

[Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Deputy Director General(Coastal)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "Managing Director"<md.ipa@nic.in>, "chairman"<chairman@mumbaiport.gov.in>, "chairman"<chairman@deendayalport.gov.in>, "md-kpl"<md-kpl@kplmail.in>, "MandeepSingh Randhawa"<director-ship@gov.in>
 Cc: "Shyam Jagannathan"<dg-dgs@gov.in>, "Rajesh Kumar Sinha"<ss-psw@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "rajchoudharyext"<rajchoudhary.ext@deloitte.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>, "gargsarthak"<garg.sarthak@bcg.com>, "aneenainnocent"<aneena.innocent@in.ey.com>, "Pradeep Sudhakar"<pradeepsk-dgs@gov.in>, "CoastalBranch DGS"<coastal-dgs@nic.in>
 Date: Wed, 11 Mar 2026 04:40:31 +0530
 Subject: Re: Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg

Sir,

In continuation of the discussions held during the First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping, the first draft of the scheme framework has been prepared.

In this regard, the first cut of the draft documents is enclosed for kind review and preliminary inputs.

The following documents have been enclosed for your kind perusal:

Sr. No.	Annexure	Details
1	Annexure A1	Background of Draft Scheme Assessment Report – Outline & Roadmap
2	Annexure A2	Coastal Committee Report (Final) – January 2026
3	Annexure A3	Updated ADB Report
4	Annexure B	Framework – Coastal Cargo Promotion Scheme (CCPS)
5	Annexure C	Ministries/Stakeholder-Specific Questionnaires

These documents are being circulated for your review and inputs. It is proposed to schedule an online meeting on **16.03.2026** to discuss the draft framework and obtain preliminary feedback from all the members.

All Committee Members are also requested to share any relevant baseline data, studies, and reports available with them, including analytical studies, sectoral assessments, or related documents, with the Directorate General of Shipping (DGS) to support a comprehensive and data-driven formulation of the Coastal Cargo Promotion Scheme (CCPS).

Based on the inputs received, the above draft documents/annexures will be further refined prior to initiating wider stakeholder and inter-ministerial consultations.

All members are kindly requested to review the enclosed documents and provide their inputs for further necessary action.

Regards,
Ravi Kumar M
Deputy Director General(Coastal)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
To: "Managing Director" <md.ipa@nic.in>, "chairman" <chairman@mumbaiport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "md-kpl" <md-kpl@kplmail.in>
Cc: "Shyam Jagannathan" <dg-dgs@gov.in>, "Rajesh Kumar Sinha" <ss-psw@gov.in>, "MandeepSingh Randhawa" <director-ship@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "rajchoudharyext" <rajchoudhary.ext@deloitte.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>, "gargsarthak" <garg.sarthak@bcg.com>, "aneenainnocent" <aneena.innocent@in.ey.com>, "Pradeep Sudhakar" <pradeepsk-dgs@gov.in>, "Abul Kalam Azad" <abulkalam.azad@gov.in>, "S. Barik" <cs-dgs@nic.in>, "CoastalBranch DGS" <coastal-dgs@nic.in>
Date: Tue, 24 Feb 2026 19:09:11 +0530
Subject: First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg

Sir/Madam,

Kindly refer to the Ministry of Ports, Shipping and Waterways Official Memorandum No. SR-23011/1/2026-MG (379345) dated 17.02.2026 regarding the constitution of a Committee under the chairmanship of the Director General of Shipping for designing and recommending the Coastal Cargo Promotion Scheme (CCPS).

Please find attached herewith letter dated 24.02.2026 on the subject for kind perusal.

In continuance of the above, the **First Committee meeting** on the subject has been scheduled as below:

Date: 25 February 2026

Time: 1630 hrs - 1730 hrs

Venue: 1st Floor, South Tower, N.B.C.C. Place, Bhisham Pitamah Marg, Lodi Road, **New Delhi-110003.**

Mode: Hybrid

Meeting Link:

[First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg | Meeting-Join | Microsoft Teams](#)

The objective of the meeting is to deliberate upon the following:

- The proposed framework and approach for the Coastal Cargo Promotion Scheme;
- Stakeholder inputs on infrastructure, regulatory reforms, incentives, and cargo commitments; and
- The way forward and timelines for preparation of the Draft Roadmap.

You are requested to kindly make it convenient to attend the meeting or nominate an appropriate senior officer/representative on your behalf.

This issues with the approval of the competent authority.

Regards,

Ravi Kumar M

Deputy Director General(Coastal)

Directorate General of Shipping

Mob:7358612893

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech)

Directorate General of Shipping

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 07 April 2026 08:28
To: sanghicmo; gmbporbandar; pfsonavlakhi; bulkopsindia; portofficerokp; gmbad1; customokha; dcch-custokha; manoj; cfogcptcl; rajeevechechani; investors; sayalipatkar; samsulsarkar; operations-ebtl; nishajotwani; umakantsingh1; gauravgupta; eplsecretarial; pojamgmb; sankalpkmarext; investorrelationinppv; parikshitgogate; pfsojakhauport; infodesk; igrc; companysecretary; investor_relations; adfamreli; amr; bilimoranagarpalica; dcstampdvoval; brp; collector-dev; dydeogirsomnath; girsomnath; pankajsinha; jagdishpatel; Nileshchawda; vijayrathore; jugalkishorjoshi; marinecontroldahej; sg-custmgl; alang; contact; deepakrazdan; dcmundra45; collector-amr; krupanidhitripathi; adol-daman-dd; dbvana; mirajshah; lancyvarghese; inframumbai; pvc; fil; prathamesh; info; sgondane; info; jaymehta; dplradio; sandeepgupta; cdbelapurmum; jigارشah; bssshinde; ceommb; wpsmumbai; secretariald; kamleshbhagia; Captain Of Ports Department Goa; pritam; marine; gpsil; mailkkd; mailhyd; npadhi; captparakash; info; latakoduganti; trcrao1963; prls_bcw; mdbpdcl; prlsecy_bcw; mails; kwrport2016; chairman; nmptsecretary; aroundmangalorecom; cs; spcbeyreport; aeemewbeyreport; pokozhikodeport; poalappuzhaport; anilayikunnam; pokollamport; kollamportoffice; vizhinjamporkmb; purservizhinjam; spcazhikkalport; pckannurport; poazhikkal; pcthalasseryport; kodungallurport; info; md; gm; acts; admin; edi; pcvadakraport; pvcsales; secretarial; tnmb; cuddaloreport; collrmd; kkportltd; chairman; skrishnan; reachdhamraport; portsniwtod; subarnarekharport; edoffice; info; sales; portblair; secretarial; port; lakportcomp; ceo-gmb; cgm-gmb; mmbmh; ceommb; Shine A Haq; Chief Executive Officer APMB; apmaritime; ceowbmbice-wb; ceokmb2019
Cc: Kumar, Jai; Barudwale, Ayesha - Ext; CoastalBranch DGS; Debansu Sinha; aneenainnocent; gargsarthak
Subject: [EXT] Stakeholders consultation meeting for formulation of Coastal Cargo Promotion Scheme (CCPS) 7th April 2026 at 16:30hrs - reg.
Attachments: Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure-A (Background study).pdf; Questionnaire for Minor and Private Ports.docx

Sir/Madam,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated 17th February 2026, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for the design, development, and recommendation of a comprehensive Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including: Chairpersons of Major Port Authorities, namely Paradip Port Authority, Mumbai Port Authority, Deendayal Port Authority, Kamarajar Port Limited, Managing Director, Indian Ports Association and Director (Shipping), Ministry of Ports, Shipping and Waterways
3. The Terms of Reference (ToR) of the Committee, inter alia, include:
 - Designing and recommending a comprehensive framework for CCPS, including financial incentives, infrastructure support, cargo commitments, and related measures;

- Aligning the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from ~6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;
 - Assessing and incorporating inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns;
 - Undertaking stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other stakeholders;
 - Developing a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and
 - Ensuring alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.
4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs and easing congestion on the national road and rail network. In this regard, active participation of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.
 5. In this regard, a Background Note on the Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and port-specific questionnaires, are enclosed for kind inputs. The above details may kindly be furnished on or before **13th April 2026** to enable for finalization of the Scheme. Preliminary inputs on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations may be provided. The matter may kindly be accorded priority.
 6. The Stakeholder Consultation Meeting with on above with all Maritime boards and minor ports has been scheduled on 7th **April 2026 at 16:30hrs** and the meeting link is as below:

[Stakeholders consultation meeting on the Coastal Cargo Promotion Scheme \(CCPS\) on 7th April 2026 at 16:30hrs - reg. | Meeting-Join | Microsoft Teams](#)

You are requested to kindly nominate suitable official from your organization to attend the above meeting and provide valuable inputs.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 24 March 2026 17:35
To: chm; Chairman MbPT; chairman; chairman; Managing Director; MandeepSingh Randhawa; md-kpl
Cc: aneenainnocent; SEED PMC DGS; Shyam Jagannathan; gargsarthak; Barudwale, Ayesha - Ext; Kumar, Jai; Managing Director
Subject: [EXT] Re: Interim meeting online on the 25th of March 2026 at 1130 Hrs on the proceedings of the Committee to design, develop ad recommend a Coastal Cargo Promotion Scheme for incentivising Modal shift to coastal shipping

Follow Up Flag: Follow up
Flag Status: Flagged

Sir,

Reference trailing message, Please find below meeting link for the interim online meeting on 25th March 2026 @ 1130hrs.

<https://teams.microsoft.com/meet/41392786546555?p=rNndQeuVuTJaGwvrp>

Regards,
 Ravi Kumar M
 Deputy Director General(Tech/Coastal)
 Directorate General of Shipping

From: Shyam Jagannathan <dg-dgs@gov.in>
 To: "chm"<chm@paradiport.gov.in>, "Chairman MbPT"<chairman@mumbaiport.gov.in>, "chairman"<chairman@deendayalport.gov.in>, "chairman"<chairman@kpmlmail.in>, "Managing Director"<md.ipa@nic.in>, "MandeepSingh Randhawa"<director-ship@gov.in>
 Cc: "Ravi kumar M"<ravi.k43@gov.in>, "aneenainnocent"<aneena.innocent@in.ey.com>, "Seed.pmc-dgs@gov.in"<seed.pmc-dgs@gov.in>
 Date: Tue, 24 Mar 2026 15:41:24 +0530
 Subject: Interim meeting online on the 25th of March 2026 at 1130 Hrs on the proceedings of the Committee to design, develop ad recommend a Coastal Cargo Promotion Scheme for incentivising Modal shift to coastal shipping

Sir,

1, With reference to the OM dated 17th February 2026 constituting the committee, it is requested to kindly make it convenient to please attend the online interaction on the specific aspects related to the Coastal Cargo Promotion Scheme for incentivising Modal Shift to Coastal Shipping.

2. The undersigned has communicated details to the Ministry of Ports, Shipping and Waterways as an interim submission prior to the formal internal consultation process and the same shall be subject to advise, correction and revision as finalised in consultation with the esteemed members of the Committee. The documents as submitted and also circulated by Shri Ravi Kumar M, DDG, Coastal Shipping, Directorate General of Shipping are as follows

(a) Copy of letter on status update on the Coastal Cargo Promotion Scheme

(b) Annexure A – Background study 19th March 2026

(c) Annexure B – Framework of coastal cargo promotion scheme

(d) Annexure C – (Regulatory and Taxation)

3. It is requested to kindly make it convenient to attend the online consultation as a preliminary meeting and also to submit any suggestions, instructions or amendments as considered appropriate. The further course of action shall be deliberation in consultation with the esteemed members of the committee accordingly.

Regards

नौवहन महानिदेशक एवं अपर सचिव, भारत सरकार,
नौवहन महानिदेशालय,
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय,
भारत सरकार,
9वीं मंज़िल, बीटा बिल्डिंग, आई-थिंक टेक्नो कैंपस,
कांजूर गांव रोड, कांजूरमार्ग (पूर्व),
मुंबई - 400042

मोबाइल: +91-9435119100

दूरभाष : +91-22-25752005/10

Director General of Shipping & Additional Secretary to the Government of India,
Directorate General of Shipping,
Ministry of Ports, Shipping and Waterways,
Government of India,
9th Floor, BETA Building, I-Think Techno Campus,
Kanjur Village Road, Kanjurmarg (E),
Mumbai-400042.

Mobile: +91-9435119100

Land line: +91-22-25752005/10

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 11 March 2026 04:41
To: Managing Director; chairman; chairman; md-kpl; MandeepSingh Randhawa
Cc: Shyam Jagannathan; Rajesh Kumar Sinha; Kumar, Jai; Choudhary, Rajesh - Ext; Barudwale, Ayesha - Ext; gargsarthak; aneenainnocent; Pradeep Sudhakar; CoastalBranch DGS
Subject: [EXT] Re: Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg
Attachments: OM to DGS and others dated 17.02.2026.pdf; letter dated 24.02.2026.pdf; Annexure-A1 (Background of Draft Scheme Assessment Report - Outline Roadmap).pdf; Annexure A3 - Updated ADB report.pdf; Annexure C - Ministries and Stakeholder Specific Questionnaires .pdf; Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure A2 - Coastal Committee Report(Jan2026).pdf

Sir,

In continuation of the discussions held during the First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping, the first draft of the scheme framework has been prepared.

In this regard, the first cut of the draft documents is enclosed for kind review and preliminary inputs.

The following documents have been enclosed for your kind perusal:

Sr. No.	Annexure	Details
1	Annexure A1	Background of Draft Scheme Assessment Report – Outline & Roadmap
2	Annexure A2	Coastal Committee Report (Final) – January 2026
3	Annexure A3	Updated ADB Report
4	Annexure B	Framework – Coastal Cargo Promotion Scheme (CCPS)
5	Annexure C	Ministries/Stakeholder-Specific Questionnaires

These documents are being circulated for your review and inputs. It is proposed to schedule an online meeting on **16.03.2026** to discuss the draft framework and obtain preliminary feedback from all the members.

All Committee Members are also requested to share any relevant baseline data, studies, and reports available with them, including analytical studies, sectoral assessments, or related documents, with the Directorate General of Shipping (DGS) to support a comprehensive and data-driven formulation of the Coastal Cargo Promotion Scheme (CCPS).

Based on the inputs received, the above draft documents/annexures will be further refined prior to initiating wider stakeholder and inter-ministerial consultations.

All members are kindly requested to review the enclosed documents and provide their inputs for further necessary action.

Regards,
 Ravi Kumar M
 Deputy Director General(Coastal)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "Managing Director" <md.ipa@nic.in>, "chairman" <chairman@mumbaiport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "md-kpl" <md-kpl@kplmail.in>
 Cc: "Shyam Jagannathan" <dg-dgs@gov.in>, "Rajesh Kumar Sinha" <ss-psw@gov.in>, "MandeepSingh Randhawa" <director-ship@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "rajchoudharyext" <rajchoudhary.ext@deloitte.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>, "gargsarthak" <garg.sarthak@bcg.com>, "aneenainnocent" <aneena.innocent@in.ey.com>, "Pradeep Sudhakar" <pradeepsk-dgs@gov.in>, "Abul Kalam Azad" <abulkalam.azad@gov.in>, "S. Barik" <cs-dgs@nic.in>, "CoastalBranch DGS" <coastal-dgs@nic.in>
 Date: Tue, 24 Feb 2026 19:09:11 +0530
 Subject: First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg

Sir/Madam,

Kindly refer to the Ministry of Ports, Shipping and Waterways Official Memorandum No. SR-23011/1/2026-MG (379345) dated 17.02.2026 regarding the constitution of a Committee under the chairmanship of the Director General of Shipping for designing and recommending the Coastal Cargo Promotion Scheme (CCPS).

Please find attached herewith letter dated 24.02.2026 on the subject for kind perusal.

In continuance of the above, the **First Committee meeting** on the subject has been scheduled as below:

Date: 25 February 2026

Time: 1630 hrs - 1730 hrs

Venue: 1st Floor, South Tower, N.B.C.C. Place, Bhisham Pitamah Marg, Lodi Road, **New Delhi**-110003.

Mode: Hybrid

Meeting Link:

[First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg | Meeting-Join | Microsoft Teams](#)

The objective of the meeting is to deliberate upon the following:

- The proposed framework and approach for the Coastal Cargo Promotion Scheme;
- Stakeholder inputs on infrastructure, regulatory reforms, incentives, and cargo commitments; and
- The way forward and timelines for preparation of the Draft Roadmap.

You are requested to kindly make it convenient to attend the meeting or nominate an appropriate senior officer/representative on your behalf.

This issues with the approval of the competent authority.

Regards,
Ravi Kumar M
Deputy Director General(Coastal)
Directorate General of Shipping
Mob:7358612893

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 06 April 2026 11:20
To: ceo; kekre; insa; rakesh; svkher; cmd; investors; corporatecomm; pressrelations; shareholder; india; investorrelations; jswsteel; investorrelations; investor; investor_relations; investor; ppltd; MTOMultimodalTransportOperatorBranch DGS
Cc: MandeepSingh Randhawa; Shyam Jagannathan; Kumar, Jai; CoastalBranch DGS; aneenainnocent; Barudwale, Ayesha - Ext
Subject: [EXT] First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme (CCPS) - reg @ 08th April 2026 at 14:30hrs.
Attachments: Questionnaire - Consultation with other stakeholders.pdf; Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure-A (Background study).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Sir/Madam,

With reference to the trailing message and ongoing work on the design, development, and recommendations of the Coastal Cargo Promotion Scheme (CCPS) aimed at facilitating modal shift of cargo from road and rail to coastal shipping, it is informed that a Stakeholder Interaction Meeting has been scheduled on **08th April 2026 at 14:30hrs.**

The Scheme is being formulated through a structured consultative process involving Ministries, Departments, and key stakeholders. The draft CCPS has been developed and revised based on inputs received during previous consultations and has been circulated along with the Background Note, Draft Framework, and commodity-specific questionnaires.

The meeting is being convened to deliberate on stakeholder inputs on the revised draft, including policy, regulatory, operational, and infrastructure-related aspects, as well as to discuss measures required for effective implementation of the Scheme.

You are requested to kindly participate in the meeting and provide your valuable inputs.

The meeting link for the subject meeting is as below:

[First Stakeholder consultation meeting on the Costal Cargo Promotion Scheme \(CCPS\) - reg. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal Shipping)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>

To: "ceo"<ceo@insa.org.in>, "kekre"<kekre@insa.org.in>, "insa"<insa@insa.org.in>, "rakesh"<rakesh@iccsa.in>, "svkher"<sv.kher@sci.co.in>, "cmd"<cmd@sci.co.in>, "investors"<investors@adani.com>, "corporatecomm"<corporatecomm@maruti.co.in>, "pressrelations"<pressrelations@tatamotors.com>, "shareholder"<shareholder@mahindra.com>, "india"<india@hyundai.com>, "investorrelations"<investor.relations@ultratechcement.com>, "jswsteel"<jswsteel@jsw.in>, "investorrelations"<investor.relations@tatasteel.com>, "investor"<investor@dalmiabharat.com>, "investor_relations"<investor_relations@acclimited.com>, "investor"<investor@jindalsteelpower.com>, "ppltd"<ppltd@ppl.co.in>, "MTOMultimodalTransportOperatorBranch DGS"<mto-dgs@nic.in>
Cc: "MandeepSingh Randhawa"<director-ship@gov.in>, "Shyam Jagannathan"<dg-dgs@gov.in>, "jkumar9"<jkumar9@deloitte.com>, "CoastalBranch DGS"<coastal-dgs@nic.in>, "aneenainnocent"<aneena.innocent@in.ey.com>, "aybarudwaleext"<aybarudwale.ext@deloitte.com>

Date: Fri, 20 Mar 2026 07:49:37 +0530

Subject: Nomination of Single Point of Contact (SPOC) and submission of preliminary inputs for formulation of Coastal Cargo Promotion Scheme (CCPS) - reg.

Sir,

The Ministry of Ports, Shipping and Waterways, vide Office Memorandum dated **17th February 2026**, has constituted a Committee under the Chairmanship of the Director General of Shipping, Directorate General of Shipping, for design, development, and recommendation of a comprehensive **Coastal Cargo Promotion Scheme (CCPS)** aimed at facilitating modal shift of cargo from road and rail to coastal shipping.

2. The Committee comprises representatives from key maritime and port institutions, including:

- Chairpersons of Major Port Authorities, namely:
 - Paradip Port Authority
 - Mumbai Port Authority
 - Deendayal Port Authority
 - Kamarajar Port Limited
- Managing Director, Indian Ports Association
- Director (Shipping), Ministry of Ports, Shipping and Waterways

3. The Terms of Reference (ToR) of the Committee, inter alia, include the following:

- To design, develop, and recommend a comprehensive framework for the CCPS, including financial incentives for cargo movement, infrastructure support, cargo commitments, and related measures;
- To align the Scheme with the national target of increasing the modal share of coastal and inland waterway transport from approximately 6% to 12% by 2047, as announced in the Union Budget 2026–27, while contributing to reduction in logistics costs and decongestion of road and rail networks;
- To assess and incorporate inputs from Ministries handling major cargo categories, including type, volume, location, and movement patterns of cargo;
- To undertake stakeholder consultations with Major Ports, State Maritime Boards, industry associations, logistics service providers, cargo owners/shippers, and other relevant stakeholders;
- To develop a detailed implementation roadmap, including timelines, institutional responsibilities, resource requirements, monitoring and evaluation framework, and risk mitigation measures; and
- To ensure alignment with national priorities, including climate commitments, sustainable development goals, and long-term scalability of the Scheme.

4. Coastal shipping has significant potential to serve as a cost-efficient, energy-efficient, and environmentally sustainable mode of transport, contributing towards reduction in logistics costs and easing congestion on the national road and rail network. In this regard, active participation of your Ministry is essential for realistic assessment of cargo potential and formulation of an effective and implementable scheme framework.

5. In view of the above, it is requested that Ministry may kindly:

₹66

- i. Nominate a **Single Point of Contact (SPOC)** for coordination with the Committee; and
- ii. Furnish **preliminary inputs** on coastal cargo potential, including details of cargo type, volume, existing transportation patterns, key constraints, and any other relevant observations.

6. In this regard, a Background Note on Draft Scheme Assessment Report Outline & Roadmap, along with the Draft Framework of the Coastal Cargo Promotion Scheme (CCPS) and Port-specific questionnaires, are enclosed for kind review, examination, and detailed inputs/deliberations of the Ministry.

7. The above details may kindly be furnished on or before 24th March 2026, to enable the Committee to proceed with stakeholder consultations and adhere to the prescribed timelines for finalization of the Scheme. The matter may kindly be accorded priority.

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 10 March 2026 23:49
To: Managing Director; chairman; chairman; md-kpl; MandeepSingh Randhawa
Cc: Shyam Jagannathan; Rajesh Kumar Sinha; Kumar, Jai; Choudhary, Rajesh - Ext; Barudwale, Ayesha - Ext; gargsarthak; aneenainnocent; Pradeep Sudhakar; CoastalBranch DGS
Subject: [EXT] Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg
Attachments: OM to DGS and others dated 17.02.2026.pdf; letter dated 24.02.2026.pdf; Annexure-A1 (Background of Draft Scheme Assessment Report - Outline Roadmap).pdf; Annexure A3 - Updated ADB report.pdf; Annexure C - Ministries and Stakeholder Specific Questionnaires .pdf; Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure A2 - Coastal Committee Report(Jan2026).pdf

Sir,

In continuation of the discussions held during the First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal In continuation of the discussions held during the First Meeting of the Committee constituted to design, develop, and recommend a Coastal Cargo Promotion Scheme (CCPS) for incentivizing modal shift to coastal shipping, the first draft of the scheme framework has been prepared.

In this regard, the first cut of the draft documents is enclosed for kind review and preliminary inputs.

The following documents have been enclosed for your kind perusal:

Sr. No.	Annexure	Details
1	Annexure A1	Background of Draft Scheme Assessment Report – Outline & Roadmap
2	Annexure A2	Coastal Committee Report (Final) – January 2026
3	Annexure A3	Updated ADB Report
4	Annexure B	Framework – Coastal Cargo Promotion Scheme (CCPS)
5	Annexure C	Ministries/Stakeholder-Specific Questionnaires

These documents are being circulated for your review and inputs. It is proposed to schedule an online meeting on **16.09.2026** to discuss the draft framework and obtain preliminary feedback from all the members.

All Committee Members are also requested to share any relevant baseline data, studies, and reports available with them, including analytical studies, sectoral assessments, or related documents, with the Directorate General of Shipping (DGS) to support a comprehensive and data-driven formulation of the Coastal Cargo Promotion Scheme (CCPS).

Based on the inputs received, the above draft documents/annexures will be further refined prior to initiating wider stakeholder and inter-ministerial consultations.

All members are kindly requested to review the enclosed documents and provide their inputs for further necessary action.

Regards,
Ravi Kumar M
Deputy Director General(Coastal)
Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
To: "Managing Director" <md.ipa@nic.in>, "chairman" <chairman@mumbaiport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "md-kpl" <md-kpl@kplmail.in>
Cc: "Shyam Jagannathan" <dg-dgs@gov.in>, "Rajesh Kumar Sinha" <ss-psw@gov.in>, "MandeepSingh Randhawa" <director-ship@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "rajchoudharyext" <rajchoudhary.ext@deloitte.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>, "gargsarthak" <garg.sarthak@bcg.com>, "aneenainnocent" <aneena.innocent@in.ey.com>, "Pradeep Sudhakar" <pradeepsk-dgs@gov.in>, "Abul Kalam Azad" <abulkalam.azad@gov.in>, "S. Barik" <cs-dgs@nic.in>, "CoastalBranch DGS" <coastal-dgs@nic.in>
Date: Tue, 24 Feb 2026 19:09:11 +0530
Subject: First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg

Sir/Madam,

Kindly refer to the Ministry of Ports, Shipping and Waterways Official Memorandum No. SR-23011/1/2026-MG (379345) dated 17.02.2026 regarding the constitution of a Committee under the chairmanship of the Director General of Shipping for designing and recommending the Coastal Cargo Promotion Scheme (CCPS).

Please find attached herewith letter dated 24.02.2026 on the subject for kind perusal.

In continuance of the above, the **First Committee meeting** on the subject has been scheduled as below:

Date: 25 February 2026

Time: 1630 hrs - 1730 hrs

Venue: 1st Floor, South Tower, N.B.C.C. Place, Bhisham Pitamah Marg, Lodi Road, **New Delhi-110003.**

Mode: Hybrid

Meeting Link:

[First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg | Meeting-Join | Microsoft Teams](#)

The objective of the meeting is to deliberate upon the following:

- The proposed framework and approach for the Coastal Cargo Promotion Scheme;
- Stakeholder inputs on infrastructure, regulatory reforms, incentives, and cargo commitments; and
- The way forward and timelines for preparation of the Draft Roadmap.

You are requested to kindly make it convenient to attend the meeting or nominate an appropriate senior officer/representative on your behalf.

This issues with the approval of the competent authority.

Regards,
Ravi Kumar M
Deputy Director General(Coastal)
Directorate General of Shipping
Mob:7358612893

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 09 March 2026 12:03
To: Shyam Jagannathan; Kumar, Jai; Barudwale, Ayesha - Ext; Choudhary, Rajesh - Ext; aneenainnocent; gargsarthak; DGS SECRETARIAT; ComputerCell DGS
Subject: [EXT] Internal Discussion on the Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg

Sir,

A meeting shall be conducted online to discuss on the Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping.

In this regard you are requested to kindly make it convenient to attend the meeting.

Meeting Link:

[Internal Discussion on the Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech)
 Directorate General of Shipping

From: Ravi kumar M <ravi.k43@gov.in>
 To: "chairman"<chairman@deendayalport.gov.in>
 Date: Wed, 25 Feb 2026 13:25:38 +0530
 Subject: Re: First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg

Sir,

Trailing message content noted.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech)
 Directorate General of Shipping

---- On Wed, 25 Feb 2026 10:44:50 +0530 Chairman DPA<chairman@deendayalport.gov.in> wrote ----

Dear Sir,

I am directed to refer to your trailing email dated 24.02.2026 regarding first meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping to be held today i.e. 25.02.2026 at 16:30 hrs. and to inform that Shri Sushil Kumar Singh, IRSME, Chairperson, Deendayal Port Authority(DPA) is on official tour to Athens, Greece to attend the Green Shipping Summit from 24th to 25th February, 2026, as nominated by the Ministry of Ports, Shipping and Waterways and he may not attend the today's meeting. Hence, he has requested for grant of leave of absence for day's meeting.

Regards,
Sr.PS to Chairman, DPA
Tel. No.02836-233001

From: Ravi kumar M <ravi.k43@gov.in>
To: "Managing Director" <md.ipa@nic.in>, "chairman" <chairman@mumbaiport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "md-kpl" <md-kpl@kplmail.in>
Cc: "Shyam Jagannathan" <dg-dgs@gov.in>, "Rajesh Kumar Sinha" <ss-psw@gov.in>, "MandeepSingh Randhawa" <director-ship@gov.in>, "jkumar9" <jkumar9@deloitte.com>, "rajchoudharyext" <rajchoudhary.ext@deloitte.com>, "aybarudwaleext" <aybarudwale.ext@deloitte.com>, "gargsarthak" <garg.sarthak@bcg.com>, "aneenainnocent" <aneena.innocent@in.ey.com>, "Pradeep Sudhakar" <pradeepsk-dgs@gov.in>, "Abul Kalam Azad" <abulkalam.azad@gov.in>, "S. Barik" <cs-dgs@nic.in>, "CoastalBranch DGS" <coastal-dgs@nic.in>
Date: Tue, 24 Feb 2026 19:09:11 +0530
Subject: First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg

Sir/Madam,

Kindly refer to the Ministry of Ports, Shipping and Waterways Official Memorandum No. SR-23011/1/2026-MG (379345) dated 17.02.2026 regarding the constitution of a Committee under the chairmanship of the Director General of Shipping for designing and recommending the Coastal Cargo Promotion Scheme (CCPS).

Please find attached herewith letter dated 24.02.2026 on the subject for kind perusal.

In continuance of the above, the **First Committee meeting** on the subject has been scheduled as below:

Date: 25 February 2026

Time: 1630 hrs - 1730 hrs

Venue: 1st Floor, South Tower, N.B.C.C. Place, Bhisham Pitamah Marg, Lodi Road, **New Delhi-110003.**

Mode: Hybrid

Meeting Link:

[First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg | Meeting-Join | Microsoft Teams](#)

The objective of the meeting is to deliberate upon the following:

- The proposed framework and approach for the Coastal Cargo Promotion Scheme;

- Stakeholder inputs on infrastructure, regulatory reforms, incentives, and cargo commitments; and
- The way forward and timelines for preparation of the Draft Roadmap.

You are requested to kindly make it convenient to attend the meeting or nominate an appropriate senior officer/representative on your behalf.

This issues with the approval of the competent authority.

Regards,
Ravi Kumar M
Deputy Director General(Coastal)
Directorate General of Shipping
Mob:7358612893

Regards,
Ravi Kumar M
Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 21 February 2026 19:11
To: CoastalBranch DGS; Debansu Sinha; Kumar, Jai; Barudwale, Ayesha - Ext; Choudhary, Rajesh - Ext; aneenainnocent
Subject: [EXT] Fwd: Meeting Notice - Constiution of a committee to design, develop and recommend a coastal cargo Promotion Scheme for incentivizing modal shift to coastal Shipping.
Attachments: Annexure - 1.pdf; Annexure II Coastal Committee Report (Final) 05Feb2026.pdf; OM to DGS and others dated 17.02.2026.pdf

FYI pls.

===== Forwarded message =====

From: Shyam Jagannathan <dg-dgs@gov.in>
 To: "Ravi kumar M" <ravi.k43@gov.in>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "Palaniappan Muthu" <muthu.pl@gov.in>, "aneenainnocent" <aneena.innocent@in.ey.com>
 Cc: "Abul Kalam Azad" <abulkalam.azad@gov.in>, "DGS Nautical EAC Wing" <nt-dgs@nic.in>, "Engineering Branch DGS" <eng-dgs@nic.in>, "Ajithkumar Sukumaran" <cs-dgs@nic.in>, "Pradeep Sudhakar" <pradeepsk-dgs@gov.in>, "Nebu Oommen" <nebu.oommen@gov.in>
 Date: Sat, 21 Feb 2026 14:07:43 +0530
 Subject: Fwd: Meeting Notice - Constiution of a committee to design, develop and recommend a coastal cargo Promotion Scheme for incentivizing modal shift to coastal Shipping.

===== Forwarded message =====

Sir,

We shall have a preliminary discussion in the office chamber of the DGS on the 23rd of February 2026 at 1500 Hrs to prepare a detailed agenda wise discussion note for the MD, IPA and other committe members and then take steps for the first meeting for a structured consultation with the concerned Ministries, stakeholders and there after submit the same within a time bound period to the Ministry of Ports, Shipping and Waterways at the earliest thereof. Please take steps accordingly

Regards

===== Forwarded message =====

From: SO MG <somg-ship@nic.in>
 To: "Shyam Jagannathan" <dg-dgs@gov.in>, "ComputerCell DGS" <dgship-dgs@nic.in>, "Shyam Jagannathan" <dg-dgs@nic.in>, "DGS SECRETARIAT" <dgship.sect@gov.in>, "Co-ordination Branch DGS" <coord-dgs@nic.in>, "MSLM.S.LawBrannch DGS" <msl-dgs@nic.in>, "Nebu Oommen" <nebu.oommen@gov.in>, "Ash Mohomad" <amohd-dgs@nic.in>, "Indian Ports Association" <ipa@nic.in>, "Indian Ports Association" <ipa@hub.nic.in>, "Managing Director" <md.ipa@nic.in>, "Chairman Mumbai Port Authority" <chairman@mumbaiport.gov.in>, "Chairman" <chairman@deendayalport.gov.in>, "Shri Haranadh" <chm@paradiport.gov.in>, "Chairman KPL" <chairman@kplmail.in>
 Cc: "Shri Vijay Kumar" <secyship@nic.in>, "Rajesh Kumar Sinha" <ss-psw@gov.in>, "MandeepSingh Randhawa" <director-ship@gov.in>, "Vivek Pahwa" <usml-psw@gov.in>, "Vijay Negi" <vs.negi@nic.in>,

"Subhash Chandra"<vcdelhi-ship@nic.in>

Date: Wed, 18 Feb 2026 17:02:50 +0530

Subject: Meeting Notice - Constiution of a committee to design, develop and recommend a coastal cargo Promotion Scheme for incentivizing modal shift to coastal Shipping.

===== Forwarded message =====

Meeting Notice

Sir,

Kind reference is invited to this Ministry's OM dated 17.02.2026 (copy attached) on the above mentioned subject. In this regard, It is informed that first meeting of the committee will be chaired by Secretary (PSW) on Friday i.e. **20.02.2026 at 4:00 PM through VC.**

2. DGS, concerned Major Ports Authorities and IPA are requested to kindly attend the meeting .

With regards,

ML Section / एम एल अनुभाग

Room No. 546 / कमरा सं. ५४६

Ministry of Ports, Shipping and Waterways, Government of India / पत्तन, पोत परिवहन और जलमार्ग मंत्रालय,
भारत सरकार

Transport Bhawan, New Delhi - 110001 / परिवहन भवन, नई दिल्ली - ११०००१

Copy to:

1. VCDelhi-ship for making the VC link for the said meeting and sharing it with the participants.
2. MMO for making the necessary arrangements for the meeting.

===== Forwarded message =====

From: SO MG <somg-ship@nic.in>

To: "Shyam Jagannathan"<dg-dgs@gov.in>, "ComputerCell DGS"<dgship-dgs@nic.in>, "Shyam Jagannathan"<dg-dgs@nic.in>, "DGS SECRETARIAT"<dgship.sect@gov.in>, "Co-ordination Branch DGS"<coord-dgs@nic.in>, "MSLM.S.LawBrannch DGS"<msl-dgs@nic.in>, "Ash Mohomad"<amohd-dgs@nic.in>, "Indian Ports Association"<ipa@nic.in>, "Managing Director"<md.ipa@nic.in>, "chm"<chm@paradiport.gov.in>, "chairman"<chairman@kplmail.in>, "chairman"<chairman@mumbaiport.gov.in>, "chairman"<chairman@deendayalport.gov.in>, "MandeepSingh Randhawa"<director-ship@gov.in>

Cc: "Vivek Pahwa"<usml-psw@gov.in>, "Rajesh Kumar Sinha"<ss-psw@gov.in>, "dychm"<dychm@paradiport.gov.in>, "dychairmanvpt"<dychairman.vpt@gov.in>, "secretary"<secretary@mumbaiport.gov.in>, "Shri Vijay Kumar"<secyship@nic.in>, "Sanjay kalonia"<sanjay.kalonia@gov.in>

Date: Tue, 17 Feb 2026 12:56:40 +0530

Subject: OM - Constiution of a committee to design, develop and recommend a coastal cargo Promotion Scheme for incentivizing modal shift to coastal Shipping.

===== Forwarded message =====

Sir/Madam,

Please find the attachments for kind perusal and necessary actions.

With regards,

ML Section / एम एल अनुभाग

Room No. 546 / कमरा सं. ५४६

Ministry of Ports, Shipping and Waterways, Government of India / पत्तन, पोत परिवहन और जलमार्ग मंत्रालय,
भारत सरकार

Transport Bhawan, New Delhi - 110001 / परिवहन भवन, नई दिल्ली - ११०००१

नौवहन महानिदेशक एवं अपर सचिव, भारत सरकार,

नौवहन महानिदेशालय,

पत्तन, पोत परिवहन और जलमार्ग मंत्रालय,

भारत सरकार,

9वीं मंज़िल, बीटा बिल्डिंग, आई-थिंक टेक्नो कैंपस,

कांजूर गांव रोड, कांजूरमार्ग (पूर्व),

मुंबई - 400042

मोबाइल: +91-9435119100

दूरभाष : +91-22-25752005/10

Director General of Shipping & Additional Secretary to the Government of India,
Directorate General of Shipping,
Ministry of Ports, Shipping and Waterways,
Government of India,
9th Floor, BETA Building,I-Think Techno Campus,
Kanjur Village Road, Kanjurmarg (E),
Mumbai-400042.

Mobile: +91-9435119100

Land line: +91-22-25752005/10

Regards,

Ravi Kumar M

Ship Surveyor-cum-Dy. Director General(Tech)
Directorate General of Shipping

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 24 February 2026 19:09
To: Managing Director; chairman; chairman; md-kpl
Cc: Shyam Jagannathan; Rajesh Kumar Sinha; MandeepSingh Randhawa; Kumar, Jai; Choudhary, Rajesh - Ext; Barudwale, Ayesha - Ext; gargsarthak; aneenainnocent; Pradeep Sudhakar; Abul Kalam Azad; S. Barik; CoastalBranch DGS
Subject: [EXT] First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg
Attachments: OM to DGS and others dated 17.02.2026.pdf; letter dated 24.02.2026.pdf

Sir/Madam,

Kindly refer to the Ministry of Ports, Shipping and Waterways Official Memorandum No. SR-23011/1/2026-MG (379345) dated 17.02.2026 regarding the constitution of a Committee under the chairmanship of the Director General of Shipping for designing and recommending the Coastal Cargo Promotion Scheme (CCPS).

Please find attached herewith letter dated 24.02.2026 on the subject for kind perusal.

In continuance of the above, the **First Committee meeting** on the subject has been scheduled as below:

Date: 25 February 2026

Time: 1630 hrs - 1730 hrs

Venue: 1st Floor, South Tower, N.B.C.C. Place, Bhisham Pitamah Marg, Lodi Road, **New Delhi**-110003.

Mode: Hybrid

Meeting Link:

[First meeting of the Committee to design, develop and recommend a Coastal Cargo Promotion Scheme for incentivizing modal shift to coastal shipping-reg | Meeting-Join | Microsoft Teams](#)

The objective of the meeting is to deliberate upon the following:

- The proposed framework and approach for the Coastal Cargo Promotion Scheme;
- Stakeholder inputs on infrastructure, regulatory reforms, incentives, and cargo commitments; and
- The way forward and timelines for preparation of the Draft Roadmap.

You are requested to kindly make it convenient to attend the meeting or nominate an appropriate senior officer/representative on your behalf.

This issues with the approval of the competent authority.

Regards,
 Ravi Kumar M
 Deputy Director General(Coastal)
 Directorate General of Shipping

Mob:7358612893

Barudwale, Ayesha - Ext

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 23 February 2026 15:24
To: Abul Kalam Azad; DGS Nautical EAC Wing; Engineering Branch DGS; Ajithkumar Sukumaran; Pradeep Sudhakar; Nebu Oommen; Palaniappan Muthu
Cc: CoastalBranch DGS; Shyam Jagannathan; Kumar, Jai; Barudwale, Ayesha - Ext; aneenainnocent
Subject: [EXT] Re: Fwd: Meeting Notice - Constiution of a committee to design, develop and recommend a coastal cargo Promotion Scheme for incentivizing modal shift to coastal Shipping.
Attachments: Annexure - 1.pdf; Annexure II Coastal Committee Report (Final) 05Feb2026.pdf; OM to DGS and others dated 17.02.2026.pdf

Sir,

Please find attached meeting link for the subject meeting.

Meeting Link

[Constitution of a committee to design, develop and recommend a coastal cargo Promotion Scheme for incentivizing modal shift to coastal Shipping. | Meeting-Join | Microsoft Teams](#)

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech)
 Directorate General of Shipping

From: Shyam Jagannathan <dg-dgs@gov.in>
 To: "Ravi kumar M" <ravi.k43@gov.in>, "CoastalBranch DGS" <coastal-dgs@nic.in>, "Palaniappan Muthu" <muthu.pl@gov.in>, "aneenainnocent" <aneena.innocent@in.ey.com>
 Cc: "Abul Kalam Azad" <abulkalam.azad@gov.in>, "DGS Nautical EAC Wing" <nt-dgs@nic.in>, "Engineering Branch DGS" <eng-dgs@nic.in>, "Ajithkumar Sukumaran" <cs-dgs@nic.in>, "Pradeep Sudhakar" <pradeepsk-dgs@gov.in>, "Nebu Oommen" <nebu.oommen@gov.in>
 Date: Sat, 21 Feb 2026 14:07:43 +0530
 Subject: Fwd: Meeting Notice - Constiution of a committee to design, develop and recommend a coastal cargo Promotion Scheme for incentivizing modal shift to coastal Shipping.

Sir,

We shall have a preliminary discussion in the office chamber of the DGS on the 23rd of February 2026 at 1500 Hrs to prepare a detailed agenda wise discussion note for the MD, IPA and other committe members and then take steps for the first meeting for a structured consultation with the concerned Ministries, stakeholders and there after submit the same within a time bound period to the Ministry of Ports, Shipping and Waterways at the earliest thereof. Please take steps accordingly

Regards

===== Forwarded message =====

From: SO MG <somg-ship@nic.in>
 To: "Shyam Jagannathan" <dg-dgs@gov.in>, "ComputerCell DGS" <dgship-dgs@nic.in>, "Shyam

Jagannathan"<dg-dgs@nic.in>, "DGS SECRETARIAT"<dgship.sect@gov.in>, "Co-ordination Branch DGS"<coord-dgs@nic.in>, "MSLM.S.LawBrannch DGS"<msl-dgs@nic.in>, "Nebu Oommen"<nebu.oommen@gov.in>, "Ash Mohomad"<amohd-dgs@nic.in>, "Indian Ports Association"<ipa@nic.in>, "Indian Ports Association"<ipa@hub.nic.in>, "Managing Director"<md.ipa@nic.in>, "Chairman Mumbai Port Authority"<chairman@mumbaiport.gov.in>, "Chairman"<chairman@deendayalport.gov.in>, "Shri Haranadh"<chm@paradiport.gov.in>, "Chairman KPL"<chairman@kplmail.in>

Cc: "Shri Vijay Kumar"<secyship@nic.in>, "Rajesh Kumar Sinha"<ss-psw@gov.in>, "MandeepSingh Randhawa"<director-ship@gov.in>, "Vivek Pahwa"<usml-psw@gov.in>, "Vijay Negi"<vs.negi@nic.in>, "Subhash Chandra"<vcdelhi-ship@nic.in>

Date: Wed, 18 Feb 2026 17:02:50 +0530

Subject: Meeting Notice - Constiution of a committee to design, develop and recommend a coastal cargo Promotion Scheme for incentivizing modal shift to coastal Shipping.

===== Forwarded message =====

Meeting Notice

Sir,

Kind reference is invited to this Ministry's OM dated 17.02.2026 (copy attached) on the above mentioned subject. In this regard, It is informed that first meeting of the committee will be chaired by Secretary (PSW) on Friday i.e. **20.02.2026 at 4:00 PM through VC.**

2. DGS, concerned Major Ports Authorities and IPA are requested to kindly attend the meeting .

With regards,

ML Section / एम एल अनुभाग

Room No. 546 / कमरा सं. ५४६

Ministry of Ports, Shipping and Waterways, Government of India / पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, भारत सरकार

Transport Bhawan, New Delhi - 110001 / परिवहन भवन, नई दिल्ली - ११०००१

Copy to:

1. VCDelhi-ship for making the VC link for the said meeting and sharing it with the participants.
2. MMO for making the necessary arrangements for the meeting.

===== Forwarded message =====

From: SO MG <somg-ship@nic.in>

To: "Shyam Jagannathan"<dg-dgs@gov.in>, "ComputerCell DGS"<dgship-dgs@nic.in>, "Shyam Jagannathan"<dg-dgs@nic.in>, "DGS SECRETARIAT"<dgship.sect@gov.in>, "Co-ordination Branch DGS"<coord-dgs@nic.in>, "MSLM.S.LawBrannch DGS"<msl-dgs@nic.in>, "Ash Mohomad"<amohd-dgs@nic.in>, "Indian Ports Association"<ipa@nic.in>, "Managing Director"<md.ipa@nic.in>,

"chm"<chm@paradiport.gov.in>, "chairman"<chairman@kplmail.in>,
 "chairman"<chairman@mumbaiport.gov.in>, "chairman"<chairman@deendayalport.gov.in>,
 "MandeepSingh Randhawa"<director-ship@gov.in>
 Cc: "Vivek Pahwa"<usml-psw@gov.in>, "Rajesh Kumar Sinha"<ss-psw@gov.in>,
 "dychm"<dychm@paradiport.gov.in>, "dychairmanvpt"<dychairman.vpt@gov.in>,
 "secretary"<secretary@mumbaiport.gov.in>, "Shri Vijay Kumar"<secyship@nic.in>, "Sanjay
 kalonia"<sanjay.kalonia@gov.in>

Date: Tue, 17 Feb 2026 12:56:40 +0530

Subject: OM - Constiution of a committee to design, develop and recommend a coastal cargo
 Promotion Scheme for incentivizing modal shift to coastal Shipping.

===== Forwarded message =====

Sir/Madam,

Please find the attachments for kind perusal and necessary actions.

With regards,

ML Section / एम एल अनुभाग

Room No. 546 / कमरा सं. ५४६

Ministry of Ports, Shipping and Waterways, Government of India / पत्तन, पोत परिवहन और जलमार्ग मंत्रालय,
 भारत सरकार

Transport Bhawan, New Delhi - 110001 / परिवहन भवन, नई दिल्ली - ११०००१

नौवहन महानिदेशक एवं अपर सचिव, भारत सरकार,

नौवहन महानिदेशालय,

पत्तन, पोत परिवहन और जलमार्ग मंत्रालय,

भारत सरकार,

९वीं मंज़िल, बीटा बिल्डिंग, आई-थिंक टेक्नो कैंपस,

कांजूर गांव रोड, कांजूरमार्ग (पूर्व),

मुंबई - 400042

मोबाइल: +91-9435119100

दूरभाष : +91-22-25752005/10

Director General of Shipping & Additional Secretary to the Government of India,
 Directorate General of Shipping,
 Ministry of Ports, Shipping and Waterways,
 Government of India,
 9th Floor, BETA Building, I-Think Techno Campus,
 Kanjur Village Road, Kanjurmarg (E),
 Mumbai-400042.

Mobile: +91-9435119100

Land line: +91-22-25752005/10

Aneena R Innocent

From: Ravi kumar M <ravi.k43@gov.in>
Sent: 03 May 2026 23:59
To: Shyam Jagannathan; Chairman MbPT; chairman; chairman; Managing Director; MandeepSingh Randhawa; ipa; chm; secy; chairman; chairman; chairman; cpa; vptchairman; chairman; chairman; chairman; cpa; tm; mpa; chairman; chairman; nmpa; dychairman; dycpt; tm; tmdrsrvpt; tm; tm; trafficmanager; tm; Chief Traffic; tm; trafficmanager; gm-trafficdc; gm-ops; tm; Tanuta Pal; Shiladitya Mustaphi; Irika Jain; Chinmay Jain; Amit K Singh; Omkar D Karmarkar; md-kpl; ramchandra.ad; ramchandrasoren.ppt
Cc: gargsarthak; Aneena R Innocent; pradeepsk-dgs; nebu.oommen; Ash Mohomad; Abul Kalam Azad; Killi Mohana Rao; Sushil Mansing Khopde; sudhir.kohakade; Palaniappan Muthu; pcmeena-dgs; singh.deependra; Praveen Nair; n.mukesh; chm; Nisha Yadav; DGS SECRETARIAT
Subject: Second Committee level reiteration on the Coastal Cargo Promotion Scheme on 5th May 2026 at 1500hrs - online
Attachments: CCPS_Exce_summary.pdf; CCPS_Consultation_Record.docx; STAKEHOLDER CONSULTATIONS-CCPS.docx; Annexure B - Framework_Coastal Cargo Promotion Scheme.pdf; Annexure C (Regulatory and Taxation).pdf; Annexure-A (Detailed Background Study Report).pdf

Sir,

Reference trailing message, the Second Committee level reiteration meeting on the Coastal Cargo promotion scheme(CCPS) shall be held on 05.05.2026 at 1500 hrs online.

The relevant documents of the CCSPS scheme are attached for your kind reference.

The meeting link for the online consultation is as below:

[Second Committee level reiteration on the Coastal Cargo Promotion Scheme on 5th May 2026 at 1500hrs - online | Meeting-Join | Microsoft Teams](#)

All are kindly requested to make it convenient to attend the meeting.

Regards,
 Ravi Kumar M
 Ship Surveyor-cum-Dy. Director General(Tech/Coastal)
 Directorate General of Shipping

From: Shyam Jagannathan <dg-dgs@gov.in>
 To: "Ravi kumar M" <ravi.k43@gov.in>, "gargsarthak" <garg.sarthak@bcg.com>, "aneenainnocent" <aneena.innocent@in.ey.com>
 Cc: "Pradeep Sudhakar" <pradeepsk-dgs@gov.in>, "Nebu Oommen" <nebu.oommen@gov.in>, "Ash Mohomad" <amohd-dgs@nic.in>, "Abul Kalam Azad" <abulkalam.azad@gov.in>, "Killi Mohana Rao" <kmrao-dgs@nic.in>, "Sushil Mansing Khopde" <addldg-dgs@gov.in>, "SUDHIR KOHAKADE" <sudhir.kohakade@gov.in>, "Palaniappan Muthu" <muthu.pl@gov.in>, "Pooran Meena" <pcmeena-dgs@gov.in>, "Deependra Bisen" <singh.deependra@gov.in>, "Praveen Nair" <praveen.nair@gov.in>, "Nitin Mukesh" <n.mukesh@gov.in>, "chm" <chm@paradiport.gov.in>, "chairman" <chairman@deendayalport.gov.in>, "Chairman MbPT" <chairman@mumbaiport.gov.in>, "chairman" <chairman@kplmail.in>, "Managing Director" <md.ipa@nic.in>, "MandeepSingh

Randhawa"<director-ship@gov.in>

Date: Fri, 01 May 2026 13:15:40 +0530

Subject: Final three-tiered consultation at Directorate General of Shipping Level and submission of the Coastal Cargo Promotion Scheme to Ministry of Ports, Shipping and Waterways latest by the 8th of May 2026 afternoon

01st May 2026, 1310 Hrs

Sub: Final three-tiered consultation at Directorate General of Shipping Level and submission of the Coastal Cargo Promotion Scheme to Ministry of Ports, Shipping and Waterways latest by the 8th of May 2026 afternoon

Kind attention: Shri Ravi Kumar M, SS, Shri Nebu Ommen, DyCSS, Shri Pradeep Sudhakaran, CSS, NA I/C, CS I/C, Shri P L Muthu, Asst DG Coastal Branch, Costal PMU/ SEED PMC/ 11/ Strategic Ship Building Consultants- BCG/ PO, MMDs and concerned members in the Coastal Cargo Promotion Scheme as notified by the MoPSW

Sir,

Pursuant to the works initiated and coordinated by Shri Ravi Kuma M, SS the following aspects have been prepared and are attached with this E mail

- (1) Costal Cargo Promotion Scheme Executive summary (Draft)
- (2) Coastal Cargo Promotion Scheme- Draft Report
- (3) Annexure "C" - Regulatory and Taxation related aspects (Draft)
- (4) Annexure" B" – Framework for the Coastal Cargo Promotion Scheme
- (5) Stakeholder consultation as initiated and done till date

Given the above, the following three tiered structure of inputs and collation of views and refinements on the baseline draft framework is solicited wherein the following dates are indicated

First reiteration : Date and time suggested – **4th of May 2026 at 1000 Hrs online** – The internal reiteration with the DGS officials shall include all the three technical heads, CSS, NA I/C, CS I/C and the Addl DG, Crew and Training branch too and all the consultancies including the Strategic consultancy and the taxation PMU and other related consultants (training and Crew strategic consultants) + MSW consultants- PMU

Second committee level reiteration: **5th of May 2026, Tuesday at 1500 Hrs online** – All Committee members as notified by the MoPSW and all officials who have participated in the DGS including the consultants and also the stakeholders and other single point of contact and the first run of the draft version shall be shared with all concerned

Third and final reiteration: Limited to Committee members – **8th of May 2026 at 1230 hrs** – This is limited to only the Committee members for the final reiteration and finalisation of all recommendations and the submission thereof.

Shri Ravi Kumar M, DDG, Coastal Branch to please coordinate and ensure that proper notices and the sharing of the links are undertaken accordingly and the documents although shared herewith are also widely disseminated thereof to all quarters for a wide consultation and finalization. A copy of the mail described above is being marked to the Committee members for prior intimation; however, it is requested that formal separate intimation to the Committee members and also the single point of contacts in the consulted Ministries and also the associations and stakeholders be undertaken and proceeded with for formal record thereof.

It is mandatory that the draft framework as finalized be submitted to the Ministry of Ports, Shipping and Waterways with two specific inputs

- (a) The Maritime single window is a precondition to be operationalized for the deployment of the Coastal Cargo Promotion Scheme as to be finally approved by the Union Cabinet and provisioned resources in the budget under

the relevant head of account and IPA shall be the coordination and disbursing authority under formal approval and governance structure as indicated in the draft framework.

- (b) The Ministry of Ports, Shipping and Waterways be requested for a final inter-ministerial consultation as matters relating to Coastal Cargo Agreement would be a follow up in the concerned Ministry and also open ended stakeholder consultation by the Ministry of Ports, Shipping and Waterways may also be necessitated under appropriate chairmanship for record and validation of the Committee recommendations in a workshop to be convened under the directions of the Ministry of Ports, Shipping and Waterways by the IPA as appropriate.

Please take steps accordingly for the follow up and intimation to all concerned accordingly.

Regards

नौवहन महानिदेशक एवं अपर सचिव, भारत सरकार,
नौवहन महानिदेशालय,
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय,
भारत सरकार,
9वीं मंज़िल, बीटा बिल्डिंग, आई-थिंक टेक्नो कैम्पस,
कांजूर गांव रोड, कांजूरमार्ग (पूर्व),
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Director General of Shipping & Additional Secretary to the Government of India,
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Government of India,
9th Floor, BETA Building, I-Think Techno Campus,
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