

India Ports Infrastructure Market By Type (Major Ports and Minor Ports), By Commodity (Liquid, Bulk, Containerized and Others), By Construction Type (Terminal, Equipment and Others), By Application (Passenger and Cargo), By Region, Competition Forecast & Opportunities, 2029

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Abstracts

The India Ports Infrastructure Market is anticipated to grow at a steady pace and register a high CAGR in the forecast period, 2024-2028. By 2024, the Ministry of Shipping has established a capacity of more than 313 MMT, which would be supported by involvement from the private sector. More than 505 of this capacity is anticipated to be produced by minor ports.

The foundation of port operations is the port infrastructure, which serves the ships, goods, and people who travel through ports. Port infrastructure development necessitates lengthy planning horizons, capital-intensive expenditures, and extended lead times.

COVID-19 Impact on India Ports Infrastructure Market

The COVID-19 pandemic outbreak has had a negative impact on a number of economic sectors. Lockdowns and limitations brought on by the pandemic have had a significant impact on port operations due to a lack of people on the ground, a delay in the manufacturing of port equipment, and interruption of international supply lines. Restrictions also caused goods delivery to be delayed and commerce and marine traffic to decline. But a number of vessels were also stranded on routes, and route restrictions also contributed to backlogs in ports and warehouses.

Ukraine-Russia War Impact on Maritime Industry

The war between Russia and Ukraine has caused significant activity interruptions in the transportation and logistics sector. Demand for shipping through seaways has decreased as a result of the disruption of trade channels caused by blockades in the Black Sea and other shipping routes. The demand for maritime services has decreased in both nations as a result of large shipping firms terminating services to and from Russia.

Government Initiatives

Sagarmala Program:

By using India's coastline and waterways to their full capacity, the Sagarmala Program seeks to improve the performance of the logistics sector in India. A number of initiatives, including port modernization, connectivity improvement, port-led industrialization, and coastal community development, have been launched as part of the Sagarmala project. Sagarmala project has following aims:

- Reduce logistic costs for export-import (EXIM) and domestic trade with minimal infrastructure investment.

- Optimize cost of EXIM container movement.

- Lower the logistics cost of bulk commodities by locating future industrial capacities near the coast.

- Improve export competitiveness by developing port-proximate discrete manufacturing clusters.

- Reduce the cost of transporting domestic cargo by optimizing the modal mix.

Over 800 projects totaling approximately USD 66 billion in projected cost have been chosen for execution as part of the Sagarmala Program and will be carried out between 2015 and 2035 in all coastal states as well as on the Eastern and Western edges of the nation. The Ministry has approved a financial support package of USD 3.28 million and issued USD 0.71 million to Chennai Port Trust as the remaining payment on the second

instalment for the construction of paved storage for processing export goods. In order to maximize the potential for port-led growth, more than 504 projects have been identified, and more than USD 428400 million of infrastructure investment is anticipated as a result of these initiatives. As of March 31, 2022, 217 projects totaling USD 25440 million were being implemented as part of the Sagarmala initiative, out of which 194 projects totaling USD 12020.10 million had already been finished. In the state of Andhra Pradesh, the Sagarmala Program has identified about 119 projects totaling more than USD 12000 million that will improve the infrastructure for port-led industrialization, port modernization, port connectivity enhancement, coastal community development, coastal shipping, and inland waterways. In Maharashtra State, 131 projects totaling USD 12600 million were identified under Sagarmala, and 33 of those projects have been finished.

Major Port Authorities Bill, 2020

The Major Port Trusts Act of 1963 would be replaced by the bill presented to Lok Sabha in March 2020. The measure attempts to professionalise port governance by decentralising decision-making. Additionally, it will contribute to greater openness in how various ports operate.

SAROD-Ports

On September 10, 2020, Shri Mansukh Mandaviya, MOS(IC) Shipping, introduced SAROD-Ports. These ports serve to improve the dispute resolution mechanism by allowing a panel of technical specialists to serve as arbitrators while also providing inexpensive and prompt dispute resolution in a fair way. Because of the rapid, prompt, affordable, and effective conflict resolution procedure provided by this organisation, it will encourage ease of doing business in the marine industry.

Ship Building Financial Assistance Policy (2016-2026)

Any vessel whose construction starts after legally binding contracts have been signed qualifies for financial support. Boats that are built and delivered within three years after the contract's signing date are eligible for financial assistance under the scheme. The delivery period for specialist boats might be increased to six years. Financial support for Indian shipyards should be at a rate of 20% of the contract price, actual revenues, or fair price (whichever is lower). According to the plan, the amount of financial aid provided will be decreased by 3% every three years.

Growth Drivers

As part of the GatiShakti NMP, the Ministry of Ports, Shipping, and Waterways (MOPSW) has identified 101 projects that are expected to cost approximately USD 7603.87 million and are intended to be finished by 2024. The completion date for the nine high-impact projects, which will cost USD 232 million, is set for the end of the current fiscal year.

Tripartite MoU signed for swift development of modern Multi Modal Logistics Park (MMLP) under Bharatmala Pariyojna.

The iconic sea cruise port, the Mumbai International Cruise Terminal, which is being built at BPX-Indira Dock, is anticipated to open in July 2024. The terminal will be able to accommodate 200 ships and one million people annually.

In Andhra Pradesh, the Krishna River stretch between Vijayawada and Muktayala has been given USD 11.66 million in funding for development. This funding will go toward the establishment of four floating pontoons, necessary dredging, and land acquisition for the construction of three fixed Ro-Ro terminals at Muktayala, Harichandrapuram, and Ibrahimpatnam.

Under the National Waterways Act of 2016, 111 waterways (including 5 already existing and 106 new) have been designated as National Waterways (NWs) in order to promote Inland Water Transport (IWT) across the nation.

The Gopalpur Lighthouse in the District of Ganjam, the Puri Lighthouse in the District of Puri, the Chandrabhaga Lighthouse in the District of Puri, the Paradip Lighthouse in the District of Jagatsinghpur, and the False Point Lighthouse in the District of Kendrapara are the five Lighthouses in the State of Odisha where the Government has started to develop tourism through Public-Private Partnership (PPP) mode.

The important and necessary adjustments required to bring the greenfield enterprise to India's IFSC were given in a report named S.A.F.A.L. (Ship Acquisition, Financing and Leasing) to IFSCA.

The Unified Logistics Interface Platform (ULIP) and the National Logistics Portal (NLP) will be integrated by the Government of India (GOI) to increase the effectiveness of the Multi-Modal Logistics Ecosystem.

Through ULIP, 24 Digital Systems from 6 Ministries are being interconnected. A

national single-window logistics portal will be established as a result, enabling real-time cargo tracking, complete cost reduction in logistics, and end-to-end data security.

For a period of five years, from 2020–2021 to 2024–2025, the government approved the following projects for the development of inland water transport (IWT) infrastructure on national waterways in the North–Eastern Region (NER).

(i) NW-2 (Dhubri-Sadiya stretch of river Brahmaputra) at the cost of USD 55.97 million.

(ii) NW-16 (river Barak) & Indo-Bangladesh Protocol (IBP) route at the cost of USD 17.61 million.

Cochin Shipyard Limited has committed to invest in start-up marine businesses.

Market Segmentation

The India Ports Infrastructure Market is divided into Type, Commodity, and Construction Type, Application, Region and Competitive landscape. Based on type, the market is divided into major ports and minor ports. Based on commodity, the market is segmented into liquid, bulk, containerized, and others. Based on construction type, the market is divided into terminal, equipment and others. Based on application, the market is divided into Passenger and Cargo.

Market Players

Major market players in the India Ports Infrastructure Market are GVK Power and - Infrastructure Ltd, Larsen & Toubro Ltd, SKIL Infrastructure Ltd, Infrastructure Leasing & Financial Services Limited, Afcons Infrastructure Limited, Shapoorji Pallonji & Company Private Limited, JSW Infrastructure Ltd, Adani Ports and Special Economic Zone Limited (APSEZ), Essar Ports Limited, DP World Private Limited and Karaikal Port Private Limited.

Report Scope:

In this report, the India Ports Infrastructure Market has been segmented into the following categories, in addition to the industry trends which have also been detailed

below:

India Ports Infrastructure Market, By Type:

Major Ports

Minor Ports

India Ports Infrastructure Market, By Commodity:

Liquid

Bulk

Containerized

Others

India Ports Infrastructure Market, By Construction Type:

Terminal

Equipment

Others

India Ports Infrastructure Market, By Application:

Passenger

Cargo.

India Ports Infrastructure Market, By Region:

North India

South India

West India

East India

Competitive Landscape

Company Profiles: Detailed analysis of the major companies present in the India Ports Infrastructure Market.

Available Customizations:

Tech Sci Research offers customizations according to a company's specific needs. The following customization options are available for the report:

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Detailed analysis and profiling of additional market players (up to five).

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