



KRS Infra Ventures Pvt. Ltd.



MARITIME

Opportunities
in **INDIA**



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INTRODUCTION

Government of India plans to invest around INR Rs. 1.25 lakh Crore to develop world-class infrastructure at Indian ports. This move is part of the Maritime India Vision (MIV)-2030, which aims to elevate waterways, drive growth in the shipbuilding sector, and encourage cruise tourism in India.

To accommodate vessels with higher draft and several large crane systems in ports, as well as better yard management capabilities, increased automation, larger storage facilities, smooth inland connectivity, and enhanced labour productivity.

MIV-2030 has identified over 150 initiatives to achieve national maritime objectives, including the development of green sustainable deep sea ports, waste-to-wealth promotion, and domestic ship recycling.

Government of India initiates few green field port projects :

| Port | State | Capacity (MT) | Cost (Rs INR billion) | Current Status |
|---------------------------|----------------|---------------------|-----------------------|----------------|
| Devbhumi Dwarka | Gujarat | 100 | 106.00 | Announced |
| Rewas | Maharashtra | 66 (eventually 457) | 51.99 (Phase 1) | Announced |
| Machilipatnam | Andhra Pradesh | 26.12 | 51.56 | Announced |
| Bhavanapadu | Andhra Pradesh | 23.50 | 43.62 | Announced |
| Riverine Port on Mahanadi | Odisha | 22.00 | 25.62 | Bidding |
| Astaranga | Odisha | 17.70 | 74.17 | Announced |
| Azhikkal | Kerala | 4.05 (Phase 1) | 20 | Announced |

This offer various global players to Invest and develop the Ports with long term leasing & equipment suppliers to supply there equipment's to these upcoming ports.



INDIAN WATERWAY Opportunities

The Inland waterways network of 14850 km, across rivers, channels, backwaters & creeks. The Government of India aims to develop NWs in a bid to cut logistics costs, make logistic mode competitive, and develop the country's inland waterways as a viable, thriving mode of transport, especially for cargo.

Inland Waterways Authority (IWA) of India planned few initiatives to complete the five year vision and develop a self-sustainable, economical, safe and environment friendly supplementary mode of transport for the overall economic growth of the country. The key initiative include increasing the modal share of inland waterways in freight movement from 2% - 2.5%, developing 5000 km of IWT routes across Indian states, integrating IWT with coastal shipping and enhancing regional connectivity through eastern waterway connectivity transport grid. IWA initiates project for the development of NW-2, the development of Pandu port as a hub of inland shipping in the Northeast is also being initiated.

Other initiatives to boost IWT development include extension of the tonnage tax scheme to inland vessels in order to attract private investment. The newly launched



least available depth information system provides real time information on the least available depths at the waterways. Meanwhile, the central sector scheme, for the development of inland waterways in the north eastern states, including Sikkim, provides 100 % financial assistance for the improvement of connectivity to the north eastern states.

Under the Maritime Vision 2030, a target of 200 MT of cargo movement on NWs by 2030 has been fixed. In order to achieve this, another target of 120 MT has been set for 2024-25. Going forward, both segments have a positive outlook owing to the stream of govt initiatives and programs and will present various opportunities for local as well global players.



CONTAINER TRANSHIPMENT HUB

Govt of India, as a part of holistic development of the great nicobar Island, is working towards the development of a Mega International Container Transshipment Port at Gala Thea Bay of the Great Nicobar Island of the Andaman & Nicobar Islands in the Bay of Bengal.

The proposed facility is expected to cost INR Rs 410 billion and will be developed in 4 phases. With a handling capacity of approx. 4 million 20 foot equivalent units (TEUs), Phase 1 is expected to be put into service in 2028. Later this, capacity will be enhances to 16 million TEUs. Phase 1 of the project is expected to cost around INR Rs 180 billion and it will involve building breakwaters, dredging, reclamation, berths, storage areas, building and utilities, as well as purchasing and installing equipment and developing a port colony with the support of the Indian Government. The project focus on the 3 key drivers, which can result in making it a leading container transshipment port, that is, strategic location in terms of proximity (40



nautical miles) with the international shipping trade route, availability of natural water depth of over 20 metres and carrying capacity of transshipment cargo from all ports in the proximity, including Indian ports can save around \$200 million - \$220 million transshipment cargo each year. Besides, several other allied businesses, namely, ship chandlery-ship supplies, ship repair, crew change facility, logistics value-added services, warehousing and bunkering are being planned at this transshipment port.

The establishment of transshipment hubs is one of the key initiatives identified under the Maritime India Vision 2030. This will increase efficiency and throughput, enable the handling of large ships and develop the strategic importance of Indian Ports in the South Asian region. In the coming years, there will be greater requirement of containers, pipelines, tanks and green methods of transshipping materials offer various opportunities for suppliers and investors.

KRS Partnership Proposal - Indian Maritime Infrastructure offer opportunities to Invest & supply equipment's as well as Indian Infrastructure Operations. KRS Infra Ventures become bridge to promote your organization with clients, vendors as well as partnering in tender management as well project implementation etc., we can discuss further to identify the projects as per your capabilities and partner for INDIAN OPPORTUNITIES.



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