



KRS Infra Ventures Pvt. Ltd.

Ports, Shipbuilding & Inland Water Transport

Opportunities in **INDIA**

JUNE-JULY 2026



From the **Director** Desk



Dear Friends,

As you are aware that India's marine-sector growth plan is centered on a four-pillar maritime package and a long-term investment roadmap that combines ports, shipbuilding, ship repair, inland waterways, coastal shipping, and green maritime technologies. The clearest near-term policy signal is the INR 69,725 crore (US \$7.30 billion) package approved in 2025, alongside the broader Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047 agenda.

That means building capacity in shipyards, terminals, multimodal connectivity, vessel ownership, repair infrastructure, and digital port systems. The 2025 package is structured around four major instruments: Shipbuilding Financial Assistance Scheme, Maritime Development Fund, Shipbuilding Development Scheme, and supporting reforms in legal, taxation, and technical capability. Together, these are designed to improve bankability and attract private capital.

Key allocations include:

- Shipbuilding Financial Assistance Scheme: INR 24,736 crore (US \$2.59 billion), extended to March 2036.
- Maritime Development Fund: INR 25,000 crore (US \$2.62 billion), including a INR 20,000 crore (US \$2.09 billion) Maritime Investment Fund and a INR 5,000 crore (US \$523 million) Interest Incentivization Fund.
- Shipbuilding Development Scheme: INR 19,989 crore (US \$2.09 billion) for capacity creation, clusters, and the India Ship Technology Centre.

That includes anchor shipyards, port-linked industrial parks, inland terminals, and service businesses that support operating assets. This offers various Investment Opportunities for Global Players. Contact us for more information & guidance.

With Kind Regards



Keshav Gandhi

Executive Director

KRS Infra Ventures Private Limited

Ports, Shipbuilding & IWT- Introduction

India's ports, shipbuilding, and inland water transport sectors are entering a strong capex cycle, supported by Sagar Mala, Maritime India Vision 2030, and the long-term Maritime Amrit Kaal Vision 2047. The opportunity set is broadening port capacity expansion, shipyard modernization, marine logistics, and inland waterways infrastructure.

The immediate pipeline is concentrated in deep-draft port development, greenfield and brownfield shipyards, ship repair, inland terminals, and water-based urban mobility. This creates room for EPC contractors, equipment suppliers, automation firms, logistics players, and marine service providers.

Ports

India's maritime sector is being shaped by large port-led projects and stronger multimodal connectivity. Sagar Mala remains the key program for port modernization, coastal connectivity, and port-led industrial growth.

The most attractive port-side opportunities are:

- Marine EPC and dredging.



- Cargo handling systems and port automation.
- Warehousing, cold chain, and container infrastructure.
- Multimodal logistics parks and port-led industrial zones.
- Coastal shipping and transshipment support services.

A major theme is the development of deep-draft and greenfield capacity that can reduce congestion and improve vessel turnaround time. That should keep demand strong for civil works, mechanical systems, digital port tools, and terminal operations.

Shipbuilding

Shipbuilding is moving from policy intent to execution, backed by the INR 69,725 crore (US \$7.30 billion) package announced in recent year to strengthen shipbuilding, ship repair, and maritime financing. The package includes support for shipbuilding assistance, a maritime development fund, and cluster development.



The most relevant opportunities are:

- Greenfield shipyards and brownfield expansion.
- Ship repair and retrofit facilities.
- Vessel construction for ferries, coastal ships, tugs, and offshore support vessels.
- Marine components, outfitting, and steel fabrication.
- Design engineering, digital shipyard systems, and automation.

This is also creating an ancillary opportunity for suppliers of marine equipment, propulsion systems, coatings, electricals, and ship design services. The market is moving toward larger integrated clusters rather than standalone yards.

Inland Water Transport

IWT is becoming a practical logistics and mobility segment, not just a policy idea. India has 111 declared National Waterways, and the Government has said 20 new waterways will be operationalized over the next five years.

The strongest IWT opportunities are:

- Multimodal terminals and community jetties.
- Dredging, river training, and navigational aids.
- Ferry, Ro-Ro, and passenger terminal development.
- Inland vessel construction, leasing, and operations.
- Cargo handling, warehousing, and last-mile road and rail links.

Urban water mobility is also emerging as a serious theme, especially in metro and river-city markets. That opens opportunities in terminals, electric ferries, operations contracts, and route-linked service ecosystems.

For IWT, it is safer to say India has 111 declared National Waterways, with 32 operational waterways as of the latest public reporting, and the Government is pushing additional waterways into operation over the next five years.



Indian Ports

India's port and shipping sector includes several proposed greenfield projects at the announced, bidding, or pre-bid stages, primarily non-major ports under Sagar Mala to add ~200+ MTPA capacity via PPP models. These focus on deep-draft facilities for containers, bulk, and multipurpose cargo, with investments exceeding INR 50,000 crore (US \$5.23 billion) collectively.

India targets INR 80 lakh crore (US\$1 trillion) in Sagar Mala linked port infrastructure



investment by 2047, creating openings in deep draft terminals, container yards, logistics parks, and multimodal terminals.

Under the Sabarimala program, 315 projects have been completed, 210 projects are under implementation, and 320 projects are in the planning stage.

Major Indian ports achieved 915.17 million tons (MMT) of cargo in FY 2025-26, surpassing the 904 MMT target with 7.06% YoY growth, driven



by containers, fertilizers, and efficiency gains. For FY 2026-27, overall cargo growth is projected at 3-5% YoY across major and non-major ports. The growth has been supported by capacity expansion, enhanced multimodal connectivity, digitalization initiatives, and increased handling of commodities such as coal, crude oil, containers, fertilizers, and petroleum, oil, and lubricants (POL). Improved turnaround time and ease of doing business have also contributed to higher cargo volumes.

The Indian Government focus on port-led development, logistics integration, and sustainability under the Maritime Amrit Kaal





Vision 2047, aiming to strengthen India's position in global trade.

Container Cargo Sector:

Container volumes grew 11% YoY to ~351 MMT in FY25, with 5.9% growth. FY26 estimates hit 380 MMT (8% growth), fueled by transshipment and freight corridors. JNPA alone handled 7.71 lakh TEUs and 9.62 MMT in April 2026 (early FY27), signaling strong momentum.

Cargo Growth Projections

Cargo Type	FY25 Actual	FY26 Estimate/Growth	FY27 Outlook Notes
Total Cargo	855 MMT (majors est.)	915 MMT (+7%)	3-5% YoY, capex INR. 14,953 Cr (US \$1.56 billion)
Containers	351 MMT (+11%)	380 MMT (+8%)	Continued via DFC completion
Automobiles/Break Bulk	Growth noted	Stable/moderate	Tied to manufacturing exports

Automobile and Break-Bulk Trends:

Automobile exports via ports like JNPA and Deendayal continue rising, though specific FY27, break bulk benefits from port upgrades amid 3-5% overall forecast. Demand underscores PPP needs for specialized terminals and warehousing.

Proposed Indian Port Projects:

India plans INR 500 billion (US \$5.23 billion) in PPP port projects over the next 5 years to expand capacity and reduce logistics costs. Here are the key planned port projects:

Major New Port Projects

Project	Location	Investment	Timeline	Status
Vadhavan Port	Palghar, Maharashtra	INR. 76,220 crore (US \$7.97 billion)	Construction starting ~2 months from Jan 2026; First terminal Late 2026–Early 2027; Full completion 2030–2032	Greenfield deep-draft port; 298 MTPA capacity; 23.2 million TEUs
Vizhinjam Port (Phases II & III)	Kerala	-	Phase I operational Dec 2024 (1M TEU); Next phase construction from Jan 2026	Gateway cargo operations by Jan 2026
Colachel/Enayam Port	Tamil Nadu	INR 25,000 crore (US \$2.62 billion) INR 27,500 crore (US \$2.88 billion)	3 phases; Phase I: INR. 6,575 crore (US \$688 million)	Cabinet approved 2016; DPR ready; Trans-shipment gateway.

Port Modernization & Capacity Expansion

Category	Projects	Investment	Completion Target
Total Sagarmala Projects	845 projects	INR. 6.06 lakh crore (US \$63.4 billion)	By 2035
Under Implementation	210 projects	-	
Port Modernization (Major Ports)	27 under implementation	INR. 16,500 crore (US \$1.73 billion)	Ongoing
Port Modernization (Non-Major Ports)	21 under implementation	INR. 48,009 crore (US \$5.02 billion)	Ongoing



Key Regional Projects (2025-2026)

Port	Project	Investment
Deendayal (Kandla)	Mega shipbuilding project + cargo terminal outside Kandla Creek	INR 57,000 crore (US \$5.96 billion) total at port
Paradip	Green Hydrogen Jetty (hydrogen/ammonia handling)	INR. 797 crore (US \$83.4 million)
Paradip	Three hydrogen hubs (National Hydrogen Mission)	Construction in 3 years via PPP
Tuticorin	Hydrogen hub + 12 master plan projects	INR 4,999 crore (US \$523 million) 150 MTPA addition
Kolkata	Outer Container Terminal + Berths 1-5 (Netaji Subhash Dock)	PPP development

Strategic Targets

Metric	Current	Target
Port Capacity	1,500 MMTPA	3,300+ MMTPA by 2025
Expected Traffic (2025)	-	~2,500 MMTPA
Future PPP Pipeline	-	~30 projects, INR 1.00 trillion (US \$10.46 billion) by 2030

Upcoming Proposed greenfield port project in India:

India's maritime sector is a critical facilitator of international trade. However, with cargo volumes on a continuous rise, existing port capacity is nearing its limits. To address this challenge, the Government is actively

promoting the development of greenfield ports – entirely new port projects built on undeveloped land. This strategy aims to not only increase capacity but also address limitations of existing ports, such as the lack of deepwater facilities and proximity to industrial areas.

Details on the current status of projects can be found in the table below:

Port	State	Capacity	Cost (INR. billion)	Current Status	Mode of Implementation
Riverine	Odisha	18.43 mtpa (Phase I)	21.1	Announced	PPP
Azhikkal	Kerala	4.05 mtpa	20.00	Announced	PPP
Ponnani	Kerala	4 mtpa (Phase I)	18.00	Announced	PPP
Kulpi	West Bengal	–	30.00	Announced	–
Rewas	Maharashtra	66 mtpa (457 mtpa total)	66.00	Announced	PPP

Bahuda greenfield Port:

The Bahuda Satellite Port, a proposed greenfield deep-sea project near Chikiti in Ganjam district, Odisha, is led by Paradip Port Authority (PPA) with a planned investment of INR 21,500 crore (US \$2.25 billion). The Bahuda Satellite Port is expected to add to Odisha's maritime capacity and support India's growing trade requirements. The port is being designed to handle large vessels, streamline cargo movement and ease congestion at existing



ports along the eastern coast. The port authority will soon undertake technical studies, statutory clearances and detailed planning activities to move the project towards execution.

Current Status: Site assessment covered infrastructure, connectivity, and phased development; PPA committed to technical studies, statutory clearances, and detailed planning next. No construction has begun, but activities signal momentum toward execution. ●



Proposed Greenfield projects in Shipbuilding sector

Proposed shipbuilding cluster in India-India is advancing eight mega shipbuilding clusters along its coastline, including five greenfield sites and three brownfield expansions, to boost domestic capacity to 0.7-1.0 million GT over the next 3-5 years. These are backed by the INR 69,725 crore (US \$7.30 billion) Shipbuilding Package from September 2025, including the Shipbuilding Development Scheme for cluster infrastructure. The clusters aim to create integrated ecosystems with shipyards, ancillary units, bunkering, and services, targeting global competitiveness.

Greenfield clusters:

- Five new greenfield clusters are planned in Andhra Pradesh (Dugarajapatnam), Odisha, Tamil Nadu (Thoothukudi, 2,000 acres, 1.2 million GT capacity), Gujarat (Porbandar, Kutch), and Maharashtra. Andhra Pradesh has formed NSHIP-AP Ltd. SPV for Dugarajapatnam, with 3,500 acres identified and PPP scouting underway.



Tamil Nadu's Thoothukudi project, a 50:50 JV between VOCPA and SIPCOT, is prioritized for early rollout.

- **Shipbuilding Cluster:** A major INR 24,700 crore (US \$2.59 billion) shipbuilding cluster is planned for the Mahanadi riverbank (Kendrapara) in collaboration with the Odisha Maritime Board (OMB) and PPA.

Brownfield expansions:

Three brownfield upgrades target **Vadinar** (repair yard) and **Kandla** in Gujarat, plus a site near Cochin Port in **Kerala**. These leverage existing infrastructure to scale up quickly.

Indian Government approves Ship Repair Facility at Vadinar, Gujarat:

A state-of-the-art Ship Repair Facility at Vadinar, Gujarat, marking a major expansion of the national ship repair ecosystem approved by Government.

The project will be jointly implemented by Deendayal Port Authority (DPA) and Cochin

Shipyard Limited (CSL), with a combined investment of INR 1,570 crore (US \$164 million).

The project is planned as a brownfield facility with a 650 meters jetty, two large floating dry docks, workshops and associated marine infrastructure.

Designed to handle large vessels of 250–300 meters in length, the facility will strengthen India's capabilities in servicing bigger ships an area not keenly focused on in the past.

With enhanced capacity, faster turnaround time and reduced repair costs, the project is set to boost India's share in the global ship repair market while advancing the vision of Atmanirbhar Bharat under Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047.

Shipbuilding & Ship repair Opportunities:

India plans 62 new vessels with INR 51,383 Crores (US \$5.38 billion) Investment to boost Atmanirbhar Shipping.

India is set to significantly expand its maritime capacity with plans to add 62 vessels in FY



2026–27, backed by an investment of INR 51,383 crore (US \$5.38 billion), a roadmap to increase India's shipping capacity by 2.85 million gross tonnages (GT) in the current fiscal, aimed at strengthening the country's resilience against global supply chain disruptions.

The Government is positioning shipping as a core pillar of India's economic resilience. "Our journey towards Atmanirbhar shipping is a strategic necessity," Govt said, stressing the need for urgent expansion of fleet capacity across segments such as container ships, LPG carriers, crude oil tankers, dredging vessels, and green tugs. Indian Government is boosting faster execution of plans to build a future-ready maritime ecosystem, as the Government continues to monitor global developments while advancing long-term strategies to strengthen India's position in global trade.

Government targets 437 vessels by 2042: The Government has aggregated demand for 437 vessels to be built or procured by 2042. Of these, 216 vessels will be acquired by oil and gas public sector units, 58 by SCI, and 51 by Bharat Container Shipping Line under a proposed joint



venture involving SCI, Container Corporation of India and port authorities.

Hybrid build model under consideration: The Government is considering a structured tendering model to support domestic shipbuilding while addressing capacity constraints. Under this approach, a portion of the order, up to 2 out of every 8 vessels, may be built overseas, with the remainder manufactured in India.

First tranche: The 62 vessels FY27 package is described as a mix of container vessels, LNG carriers, crude oil tankers, harbor tugs, product tankers, platform support vessels, and green tugs.

Modernization of Shipyards & proposed Greenfield Shipyards:

India's shipbuilding sector is undergoing significant modernization through policy amendments and infrastructure upgrades, alongside ambitious plans for greenfield shipyards and clusters to boost capacity to top global rankings by 2047. Key initiatives include the Shipbuilding Financial Assistance Policy



(SBFAP) and Shipbuilding Development Scheme (SbDS), approved in September 2025.

Modernization Efforts

The Government amended Shipbuilding Financial Assistance Policy on January 29, 2025, to boost participation, adding incentives like 30% assistance for green fuel vessels (methanol, ammonia, hydrogen) and 20% for electric/hybrid propulsion. Additional measures include revised Right of First Refusal (RoFR) hierarchy prioritizing Indian-built ships, Green Tug Transition Program (GTP), and Harit Nauka guidelines for inland vessels. An INR 25,000 crore (US \$2.62 billion) Maritime Development Fund supports long-term financing for expansion and modernization.

Greenfield Shipyards & Clusters

Under SbDS guidelines (effective September 24, 2025), greenfield clusters receive 100% capital assistance for eligible infrastructure like breakwaters, channels, and common assets, targeting 1.2 million GT annual capacity per cluster (~2,000 acres, 2 km waterfront).

Few key projects mentioned below for your reference :

Project	Location	Key Details	Status
HD Hyundai Shipyard	Thoothukudi, Tamil Nadu	US \$4.00 billion investment; 3.5-4M GT capacity; 45-47% subsidies; majority stake by HD Hyundai	Planning stage (March 2026)
National Mega Shipbuilding Cluster	Dugarajapatnam, Andhra Pradesh	INR 29,253 Cr (US \$3.06 billion) via 50:50 SPV (APMB & Visakhapatnam Port); 1.2M GT capacity; anchor yard 0.5M GT in 10 years	Approved (March 2026); India's first mega cluster
Mazagon Dock Shipbuilders Limited (MDL) Greenfield Shipyard	Tamil Nadu (East Coast)	MoU with Guidance Tamil Nadu for feasibility studies	MoU signed (September 2025)

These projects aim for operational clusters by 2030-31, with SPVs handling development and anchor shipyards committing investments.

Approved Greenfield Clusters- Other Proposed Greenfield Sites

- Thoothukudi (Tuticorin), Tamil Nadu:** National Shipbuilding & Heavy Industries Park (NSHIP TN) SPV (VOC Port & SIPCOT); HD Hyundai US \$4.00 billion shipyard anchor (3.5-4M GT); first SPV formed post-guidelines.





- **Paradip, Odisha:** Planned under national cluster initiative.
- **Gujarat (specific site TBD):** Part of five greenfield clusters announced July 2025.
- **Maharashtra (specific site TBD):** Integrated ecosystem planned.

The Indian Government plans to invest about INR 75,000 crore (US \$7.86 billion) over the next four to five years to set up three new greenfield shipyards along India's east and west coasts, alongside brownfield expansion of existing facilities, as part of its target to make the country a global shipbuilding hub.

The Government's projection is to raise the share of Indian built ships in India's fleet from 5% at present to 7% by 2030 and 69% by 2047.

ANCILLARIES SUPPLIES & DESIGN SUPPORT BUSINESS IN SHIPBUILDING:

India's shipbuilding sector relies heavily on ancillary suppliers for shipboard items like deck stores, engine spares, cabin equipment, and systems integration, alongside design support firms that aid vessel engineering and outfitting.

Companies in this space support major yards like Garden Reach Shipbuilders & Engineers (GRSE) and Mazagon Dock, focusing on naval and commercial vessels.

Market Clusters: Ancillary clusters are emerging in Gujarat and Maharashtra, supplying equipment to shipyards, with over 700 shipbuilders nationwide. Public yards like GRSE and Cochin Shipyard drive demand worth billions in contracts.

Use of Robotic applications in Indian shipbuilding: Robotic applications in Indian shipbuilding are emerging. Adoption is driven by Government initiatives like Maritime India Vision 2047, aiming for self-reliance amid rising naval and commercial orders. Challenges include high costs, skill gaps, and infrastructure needs, though private firms are piloting automation.

Key Applications

Welding & Cutting: Robots handle double-hull blocks with high precision, minimizing defects; laser tech from firms like Bodor cut waste by 25%.





Painting/Coating: Automated sprayers ensure uniform layers on large surfaces, vital for naval vessels.

Assembly & Handling: Overhead gantry robots and collaborative bots (cobots) lift heavy panels, enhancing safety.

Growth Drivers

India targets 65 dockyards by 2030, spurring robotics via PLI schemes and partnerships with Global Suppliers for tech transfer. Market for shipbuilding robotics is projected to grow 12% annually to 2032, fueled by EV integration and green shipping. Private players like Reliance Naval are investing in full digital shipyards

Funding Info in Maritime & Schemes offer:

India's Government offers substantial funding and schemes for the maritime sector to boost shipbuilding, ports, and waterways. Key initiatives focus on financial assistance, infrastructure, and long-term financing.

Major Funding Package

The Government approved a INR 69,725 crore (US \$7.30 billion) packages in September 2025

to revitalize shipbuilding and maritime infrastructure. It includes three core components: the Shipbuilding Financial Assistance Scheme (SBFAS) with INR 24,736 crore (US \$2.59 billion) corpus extended to March 2036, the Maritime Development Fund (MDF) at INR 25,000 crore (US \$2.62 billion), and the Shipbuilding Development Scheme (SbDS) at INR 19,989 crore (US \$2.09 billion).

Shipbuilding Financial Assistance

SBFAS provides credit support of 15-25% on vessel costs, with higher rates (25%) for green, hybrid, or specialized ships under INR 100 crore (US \$10.5 million). A Shipbreaking Credit Note offers 40% of scrap value as reimbursement for new Indian-built vessels, backed by INR 4,001 crore (US \$420 million) allocation. This aims to expand capacity to 4.5 million gross tonnages annually.

Maritime Development Fund

MDF totals INR 25,000 crore (US \$2.62 billion), split into a INR 20,000 crore (US \$2.09 billion) Maritime Investment Fund (49% Government stake) for equity/debt and an INR 5,000 crore





(US \$523 million) Interest Incentivization Fund to lower borrowing costs. It targets long-term project viability in shipyards and clusters.

Infrastructure and Clusters

SbDS supports mega shipbuilding clusters, yard expansions, the India Ship Technology Centre, and risk coverage like insurance. Operational guidelines were notified in December 2025 by the Ministry of Ports, Shipping & Waterways.

Recent Extensions and Reforms

The flagging subsidy scheme for merchant ships was extended to FY 2030-31 in May 2026 to promote Indian registry. Interest Incentivization Fund (INR 5,000 crore (US \$523 million) under Maritime Development Fund) guidelines were also released, reducing borrowing costs for shipyards. Independent evaluations ensure transparency, targeting 4.5 million GT annual capacity by 2047.



Inland Waterways has major projects in the Northeast. An INR 5,000 crore (US \$523 million) roadmap is planned over the next five years

On NW-2 (Brahmaputra), four permanent terminals—Dhubri, Jogighopa, Pandu, and Bogibeel—and 13 floating terminals are supported by fairway and navigation upgrades. An INR 208 crore (US \$21.8 million) ship repair facility at Pandu and a INR 180 crore (US \$18.9 million) alternative road are set for completion by current year, respectively. On NW-16 (Barak), terminals at Karimganj and Badarpur are active, while NW-31 (Dhansiri) is being developed to support NRL's expansion.

Development of Inland Water Transport (IWT)

Infrastructure - The Indian Government consistently working to develop the Inland Water Transport (IWT) sector. Three basic IWT-related infrastructures are essential for developing waterways:

- A fairway or navigational channel with the required width and depth



- Terminals for vessel berthing, cargo loading and unloading, and links to road and rail
- Navigational aids that support the safe movement of vessels

Inland waterways, compared to other modes of transport, offer additional infrastructure, supplementary vessel capacity, and lower social costs.

A legal framework has been established in the country to enhance transport on inland waterways and certain coastal routes. This framework provides a coordinated plan for developing transport services on these routes. It also guides the creation of the infrastructure needed for smooth operation. All developments under this framework follow internationally agreed performance standards and parameters.



In addition to these developments, India has set a target to raise the Inland Water Transport modal share from 2 per cent to 5 per cent and expand cargo volumes to more than 200 MMT by 2030 and 500 MMT by 2047, as envisioned in the Maritime Amrit Kaal Vision.

Upcoming Inland Water Transport (IWT) Projects:

PROPOSED Mumbai Water metro rail project -

The Mumbai Water Metro is a proposed large-scale urban transit project designed to utilize Mumbai's vast coastline and waterways to ease road and rail congestion. Modeled after the successful Kochi Water Metro, the project will



feature battery-powered electric ferries and modern passenger terminals.

The proposed Mumbai Water Metro project aims to create a 340 km network across the Mumbai Metropolitan Region (MMR) with 36 routes, 45 terminals/jetties, and electric/hybrid boats to alleviate road congestion and serve 75 million passengers annually by 2031.

Cost: Initial phases are estimated to cost approximately INR 1,200 crore (US \$125.8 million).



Network Size: The project aims to expand water routes to 340.68 km, connecting areas including Thane Creek, Vasai, and Navi Mumbai.

Vessels: The system will use modern, eco-friendly electric ferries to promote green transport.

Phases and Timeline

The project is planned in three major phases:

- **Phase 1 (Targeted 2029):** Will cover 16 routes (8 existing and 8 new corridors) with 26 passenger terminals.
- **Initial Launch (Expected Dec 2026):** Limited operations may begin on select city routes like Nariman Point, Worli, and Bandra.
- **Full Network (Targeted 2036):** Expected to expand to 36 routes and 45 terminals.

Water metro services in Lucknow, Varanasi, Prayagraj, Ayodhya- As part of a broader push to smart urban mobility solutions, the Uttar Pradesh Government is exploring the

possibility of introducing a Water Metro service in three major cities – Ayodhya, Varanasi and Prayagraj. The Uttar Pradesh Government has indicated a package of around INR 1,000 crore (US \$104.8 million) for a water-metro system covering Ayodhya, Varanasi, and Prayagraj together, to be developed as a interconnected river-transit network on the Ganga-Chagra-Yamuna system.

Current Status: At present, only feasibility studies—focused on technical and financial viability have been officially commissioned, with inspiration drawn from the Kochi Water Metro model.



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KRS MARKETING Partnership Proposal

MARKETING REQUIREMENTS

Handling business opportunities in India require various steps and Marketing Partnership will help you to understand the practice and management to work in India. Considering the promotion before official participation in business, few steps like promotion, introducing own product range to manage the requirement development accept our standard products or services, advance preparation of participation in Indian Opportunities, management of local vendor team, if required for joint participation, handling tenders, offers, negotiations, contract management support etc., the list is ongoing and KRS Infra Ventures Pvt. Limited ensure that our experience being in this trade from last three decades offer you wider experience base in INDIA.

MARKETING PROPOSAL

The KRS Group herewith introduce KRS Infra Ventures Pvt. Limited herewith offers the marketing partnership to your organization to promote you and yours associates interest in Indian Infrastructure Sector with following ways:

- › Informing Business Opportunities in India for business scope of your organization.

- › Promoting your organization with introducing and presenting details to various clients in Government and Private Sector and follow-up for acquisition formalities (tendering process, finalization of business, all assistance during implementation & after sales etc.)
- › Informing the current scenario of market in view of Government Policies, Procurements plans etc.
- › Advising the strategies required during promotion for successful business opportunities.

The partnership terms will require discussions to finalize, which will be second step after receiving your principal approval and suggest you to work on following options for understanding:

- › Marketing Partnership Joint Venture-which means "KRS Infra Ventures" will be offering all Marketing support in India and your organization handle the technical & commercial need of the projects targeted and rest terms & conditions of arrangement will decided after in principal approval of partnership.
- › Exclusive Agent in INDIA-KRS will be offered exclusive Agency Agreement for 3 years minimum to develop and managing business opportunities for your organization and terms & conditions of this agreement will be discuss after principal approval of working.



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