

Port Policy December 1995

Ports & Fisheries Department Government of Gujarat India

INTRODUCTION

Gujarat, situated on the western coast of India, is a principal Maritime State endowed with favourable strategic port locations. The prominence of Gujarat is by a virtue of having nearly 1600 kms long coastline, which accounts for 1/3rd of the coastline of India and being the nearest maritime outlet to Middle East, Africa and Europe.

In 1991, Government of India initiated various economic, trade and industrial reforms, through the policy of liberalisation to enhance industrial and trading activities. The rationalisation of import duties and stress on export promotion have seen imports increasing by 24% and export by 25%. Gujarat State, is one of those frontline States that can take up the policy of liberalisation and privatisation, announced by the Government of India through a process of globalisation.

Gujarat itself is experiencing a phenomenal interest in investment both from Mega-Industrial sectors within the country and also from top Multi Nationals abroad. Investment to the tune of \$ 30 billion are already in the pipeline. From an analysis of the present investments and those that are flowing in, one can perceive a particular trend which is manifesting itself - investments are converging in and around potential port sites. Investments of over Rs. 16,000 crores are taking place at Hazira, Rs. 15,000 crores are planned at Vagra. Rs. 20,000 crores are planned in areas near Pipavav and near Jamnagar port locations. The logic of locating these industries is rather clear, viz., the large business houses want to import industrial raw-materials and want access to the international market through sea routes, which is definitely more viable and feasible as against the surface transport or air transport.

Another major advantage is that, Gujarat has a vast hinterland consisting of fast developing Northern and Central Indian States generating cargo. The State of Rajasthan, Madhya Pradesh, Western Uttar Pradesh, Delhi, Haryana, Punjab, Himachal Pradesh and Jammu & Kashmir, which constitute 35% of the total exports, are potential customers for Gujarat ports. Export of surplus foodgrains from these major grain producing States and import of fertilizers to these major consumers, offer great potential

for growth of cargo in near future. Any economic development, taking place in these hinterland States have a direct bearing on Gujarat ports.

Indian ports handled 197 million tonnes of cargo in 1994-95, 90% of which were contributed by the Major Ports. The port activity, in terms of ship turn-around time, waiting time and average ship per day output, has a significant influence on development scenario. The existing major ports are under tremendous pressure to handle the increasing cargo traffic, resulting into demurrages and huge loss in the foreign exchange.

In the global scenario, during the last decade, new technology development has taken place, especially in the container handling equipment and new port layout to accommodate container traffic. This technology development demands new institutional set-up and major investments to help in solving the problems of port modernisation. With the global shipping industry introducing supersized vessels, the Port of Future will be totally integrated with inter-modal cargo flows and co-ordinated sea vessels and hinterland vehicle arrivals and departures. The new proposed port locations of Gujarat are highly suited to adapt itself, to the current technology development in the areas of communication, automation, cargo handling and ship technology, which needs drastic changes in the physical layout of ports as well as equipments, operations and management. It is in this perspective that it is imperative, Gujarat approaches the problem, by focussing on an integrated strategy, incorporating 25 to 30 years future demands scenario. It makes itself evident, that any globalisation that is to take place, has to take place through ports of international class.

PRESENT STATUS OF THE GUJARAT PORTS

1. Along the 1600 Kms. of coastline of Gujarat, there are 41 ports, of which Kandla is a major port. Out of remaining 40 ports, 11 are intermediate ports and 29 are minor ports under the control of Gujarat Maritime Board.

2. These ports can be broadly classified into three categories :

- ? Three all weather ports viz: Porbandar, Okha and Sikka with all weather direct berthing facilities
- ? Seven ports are all weather lighterage ports.
- ? The remaining thirty ports are fair weather lighterage ports for sailing vessels and fishing boats.

The minor and intermediates ports of Gujarat handle about 8.5% of national shipping cargo. Nevertheless, Gujarat ports handle about 16 million tonnes of cargo, which account for 70% of the total cargo handled by all minor ports of India.

Draft of 8 to 10 metres are available at Porbandar. Okha and Sikka, where ships ranging from 15000 to 25000 tonnes are directly berthed. Except for Porbandar which handles cargo containers for fish exports, container cargo handling facilities do not exist in other ports. There is limited scope for expanding berthing facilities in the existing minor and intermediate ports. All that possible is, to enhance the handling facilities by modern equipment, which can increase the traffic from present 16 million tonnes to 24 million tonnes. Due to the inherent limitation in the existing ports, it is essential to identify potential green field sites on Gujarat coast for port development.

With major coastal based mega cement plants coming up in Kutch and Saurashtra, cement and clinker export through sea will play a major role in marketing of cement nationally and internationally. Similarly, proximity of Gujarat coastline to Middle-East countries open up avenues for locating petroleum refineries and storage of petroleum products for hinterland consumption. Export of salt and import of coal are other major potential cargo apart from the existing items of import and export. As indicated earlier, the massive spurt in the industrialisation also opens up scope for import of industrial raw-materials and export of finished goods to the global market through ports. The vast coastline of Gujarat, also offers tremendous potential for marine fisheries and subsequent processing and exports. Over and above this, any development in the hinterland States have a direct impact on Gujarat ports.

Against this future potential, at present, the ports are being planned totally in isolation, without taking into consideration the requirements of industry, trade and commerce. No integrated plan exists to create ports of international design and status, linked with hinterland with multi-channel roads that carry cargo efficiently and other related infrastructure.

Pipavav port is an ideal location for a direct berthing port facility. Gujarat Maritime Board, alongwith a private sector company, is developing this port as a joint venture project. An estimated Rs. 260 crores is likely to be invested in Pipavav port during the coming five years, developing it into a modern port in the Saurashtra region.

OBJECTIVES

Based on the above mentioned emerging scenario, the following objectives are identified for the new Port Policy.

1. To increase Gujarats share in the Export and Import sector, in national and international Trade & Commerce, in pursuance of liberalisation and globalisation policy.
2. To decongest the overburden on existing major ports on Western India to cater to the needs of increasing traffic of western and northern States, by providing efficient facilities and services and to support the countrys domestic and international trade.
3. To handle 100 million tonnes of cargo in Gujarat Maritime waters accounting approximately for 25% Indias total cargo by 2000 AD.

4. It is estimated that 50% of total industrial investment coming to Gujarat will be port-based . To provide port facilities to promote export- oriented industries and port-based industries.
5. Taking fullest advantage of the strategic location of Gujarat coast, in the World Maritime Scenario,
 - a. to encourage ship building, ship repairing and estalish manufacturing facilities for Cranes, Dredgers and other Floating Crafts.
 - b. to provide facilities for coastal shipping of passenger and cargo traffic between Kutch, Saurashtra and South Gujarat and further extension of these services to important places like Bombay, Goa etc.
6. To fulfill future power requirements of Gujarat,
 - a. by establishing barge mounted power plants.
 - b. by providing exclusive port facilities for importing different kinds of power fuels,and
7. To attract private sector investment in the existing minor and intermediate ports and in the new port locations. .

STRATEGY

Gujarat envisages an integrated port development strategy, consisting of creation of port facilities, industrialisation and development of infrastructure facilities like roads and railways in the hinterland. It is estimated that around 3 billion Dollars (Rs. 10,000 crores) would be required to create new port facilities alongwith necessary infrastructure in the coming 5 years. In view of the fact that ships of large sizes are used in the transportation, for economies of scale in international trade, ports would be developed with direct berthing facilities and speedy mechanical handling facilities, so as to reduce waiting period of the ships and saving in the cargo expenses. To expedite creation of port facilities by 2000 AD. it is proposed to have the participation of private enterprise in the development of port infrastructure. The following strategies are proposed:

1. GUJARAT MARITIME MASTER PLAN

With the liberalisation of trade and industrial policy, the cargo which are likely to be generated by 2000 AD. in Gujarat and hinterland States of Nothern and Central India, are likely to increase enormously. The industrialisation of Gujarat will coincide with port development and both these activities would be synchronised so that port has assured cargo right from the begining and industries avail port facilities immediately.It is expected that 50 % of the entire cargo for each of the new ports will be provided by industries in the near vicinity of port locations.

As indicated earlier, Gujarat will be in a position to handle 100 million tonnes of cargo, by 2000 AD. 33 million tonnes of crude oil import and 14 million tonnes of petroleum products export, from the two refineries located in Jamnagar district, are the major assured future cargo. Beside this, Mega cement plants under construction will contribute another 10 million tonnes of cargo, in terms of export of clinker/cement and import of coal.

Gujarat Maritime Board has undertaken a study to inventorise, the likely cargo from the hinterland States as well as in co-ordination with the Departments of Agriculture, Fertilizer, Petroleum, Steel and Coal under various Ministries of Government of India. The assistance of Director - General of Foreign Trade will be sought to co-ordinate the projected cargo generation on behalf of various Departments of Government of India. The detailed projected traffic, by 2000 AD, commodity wise and region-wise, which will specifically cater to Gujarat ports, will be available by end of January, 1996.

Gujarat Maritime Board will establish a marketing wing to assess likely new cargo generation from time to time and to look for new avenues to service Gujarat ports. As indicated earlier, by 2000 AD, Gujarat will be in a position to handle 100 Million tonnes of cargo which will account for 25% of the India's total cargo at that time.

Port development is an integrated approach covering industrial development, power generation and infrastructure development. To co-ordinate this integrated approach and achieve a balanced regional development, Gujarat Maritime Board will evolve a master plan for each of the new port locations.

2. PRIVATE INVESTMENT IN THE EXISTING MINOR AND INTERMEDIATE PORTS

The existing ports under Gujarat Maritime Board which handle 16 million tonnes of traffic, have shown a growth rate of 22% during the last two years. The demand on these existing ports are increasing day by day. In order to handle as much as cargo as possible, during the period of 5 year till new ports are likely to come into operation, it is decided to invite private investment in the existing minor and intermediate ports. General guidelines of privatisation are as follows:

- (a) Incomplete works of wharf/jetty/quay of GMB will be privatised.
- (b) Private entrepreneurs will be permitted to install modern mechanical handling equipments on the wharf/jetty/quay.
- (c) Privatisation of the construction of new wharves/jetties in selected sites.

The entrepreneurs making investment in these locations will be given ousting priority for a period of 5 years from the date on which it is awarded. For projects with higher investment, Gujarat Maritime Board will consider to enhance this period. The entrepreneurs should assure a minimum cargo handling from the said landing place. The party has to pay full wharfage charges to Gujarat Maritime Board for cargo undertaken on such structures. The Gujarat Maritime Board has already identified such sites and activities in the existing minor and intermediate ports. The privatisation of these facilities will be done by open tender bids within one month.

With liberalisation of Parallel Marketing of Petroleum products by Govt. of India, the demand for port facilities for handling LPG, Kerosene, HSD, other petroleum products and liquid chemicals have increased tremendously. Looking to the specialised facilities and high safety standards required for handling these commodities, the existing minor and intermediate ports are not found suitable to handle such cargoes. In the new port policy, specific new port locations have been identified to handle petroleum cargoes. Nevertheless, Gujarat Maritime Board has identified one location in one of the existing intermediate ports to extend facilities for handling these cargoes, by privatisation.

3. DEVELOPMENT OF NEW PORT SITES

Gujarat Maritime Board has identified 10 green field sites for development as direct berthing deep water ports. These sites have been identified taking into consideration the availability of draft, general marine conditions, minimum burden on the existing infrastructure, proximity to the hinterland cargo and promotion of regional development concept. Looking to the location and generation of cargo, each port has been earmarked for specific commodities to facilitate the movement of cargo through the existing infrastructure and also to ensure the financial viability of each project. The following ports are identified and short details of draft condition, cargo and nature of the port are given below:

a) Brief details of indentified sites for development

1. DHOLERA

Dholera is situated on existing short route form Ahmedabad to Bhavnagar and is 30 kms, away from the nearest town of Dhandhuka. This port, in the Malclon channel, can be developed for general cargo. At the suggested location, a draft of 10 mtrs, is available within a distance of 3 kms, from the off-take point on the shore-near village Jaswantpur. This will be an all weather direct berthing port for general cargo.

2. MAROLI

This is a virgin site, north of Bombay, having favorable features for development as an all weather port with protective structure like breakwater. The development plan envisages the port facilities in 10 mtrs. depth at 3 kms. from the shore to handle industrial and general cargo. The major portion of the approach is running on high bank and shallow waters.

3. VANSI-BORSI

The location is identified for handling petroleum and liquid chemical cargo of immediate hinterland. It is suggested to provide adequate matching port facilities in 10mtrs. depth at 5 kms. from the shore with break water arm.

The proposed site is 13 kms. from the nearest broad gauge railway link at Navsari, and is 30 kms. south of the industrial town of Surat.

4. HAZIRA

Magdalla (Surat), located on the bank of river Tapi, is an existing intermediate port handling general cargo. On the right bank of this river and near Hazira lighthouse, Mega Industrial Houses have established their own captive port facilities. On the western side of these facilities, and near Suvali point, a deep draft port is suggested. The berthing facility for industrial cargo will be provided in 15 mtrs. contour at a distance of 3 kms. from the shore. A protective structure in form of a breakwater will also be necessary.

5. DAHEJ

Dahej, 42 kms. from the District Headquarters of Bharuch, is witnessing a massive industrialisation with substantial capital investments. It is suggested to develop an all weather port for large ocean-going vessels at a location 2 kms. from the shore, where an adequate depth of 18 mtrs. is available. The port development envisages handling industrial cargo. Alternatively a lagoon port is also possible with excavation on land and dredging of the channel for a 10 mtr. deep harbour.

6. MITHIVIRDI

The site with a very favourable marine features, located 40 kms. south of Bhavnagar and 10 kms. north of the existing ship breaking yard at Alang, is suggested to be developed as an all weather port for steel and automobile exports. The port facilities will be provided in deeper elevation of 20 mtrs. available at an approximate distance of 3 kms. from the shore.

7. SIMAR

Simar is 27 kms. south-west of existing minor port of Jafrabad and 90 kms. east of Veraval. The availability of draft at the location is quite favourable having running of 20 kms. contour, just at a distance of 1 km. from the shore to accommodate ocean-going vessels of 1,00,000 DWT. This port is suggested for the development to handle LNG, Coal and other fuel requirements for power generation to be located in the vicinity of the port. This site has a natural protection of Diu Island. Power can be evacuated or displaced by power grid system catering to the rest of the country.

8. POSITRA

Positra, situated near intermediate port of Okha, is at the entrance of Gulf of Kutch having a natural protection from south-west monsoon conditions. It will consist of Positra-I, an exclusive modern container port at the historic Dwarka Bey Island with 12 mtrs. draft. Positra-II will be petroleum and coal port with a draft of 18 mtrs. The nearest railway broad gauge link is only 15 kms. from the port site.

9. ROZI (BEDI)

The existing intermediate port of Bedi currently handles 2.5 million tonnes of cargo per annum by lighterage operations. It is proposed to develop an all weather direct berthing port near the anchorage to handle bulk carriers at a distance of 5 kms. from Rozi Pier at a depth of 15 mtrs. to be exclusively developed as an Agriculture Port with modern handling facilities.

10. MUNDRA

Mundra 70 kms. west of the major port of Kandla, is proposed for development as an all weather direct berthing port to handle general cargo. The location near Navigational Lighthouse having a draft of 20 mtrs. at a distance of approximately 2.5 kms. is suggested for development of port facilities to accommodate large ocean-going vessels of 40,000 Tonnes. General cargo like salt, cement, minerals, food grains etc. can be handled at this port and it is the nearest location to Rajasthan.

In today's globalisation scenario, Dubai and Singapore have been developed as Free Ports. Looking to the strategic Maritime location of Gujarat coast, one of the new port locations can ideally be developed as a Free Port. Government of Gujarat will request Government of India to declare one of these ports in Gujarat as Free Port. Out of the identified 10 port locations, 4 ports will be developed by the State Govt. and 6 ports will be open for total private investment.

b) Ports to be developed by Gujarat Maritime Board

The following ports will be developed by Gujarat Maritime Board alongwith consortium of State Government public sectors and/or consortium of private sector companies.

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|----|------------|----------------------------|
| 1. | Rozi(Bedi) | Agriculture port |
| 2. | Positra | Container & petroleum port |
| 3. | Dahej | Industrial port |
| 4. | Mundra | General cargo port |

Gujarat Maritime Board will initiate a techno-economic feasibility study on these port locations and would undertake the construction of wharf/jetty/quay and its maintenance. The superstructures like handling facilities and on shore facilities in the form of warehousing, tank farms, etc. will be privatised. Preference will be given to State Government and Central Government organisations on a negotiable basis. The remaining facilities for privatisation will be done by inviting tender bids. An initial premium will be charged for the land and wharf facility and an annual lease rent would also be stipulated. The detailed terms and conditions for privatising these services will be finalised by Gujarat Maritime Board.

c) The ports to be developed by private sector

The following ports are identified for exclusive investment by private sector:

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|----|-------------|----------------------------------|
| 1. | Simar | Power port |
| 2. | Mithiwirdi | Steel and Automobile port |
| 3. | Dholera | General Cargo port |
| 4. | Hazira | Industrial port |
| 5. | Vansi-Borsi | Petroleum & liquid chemical port |
| 6. | Maroli | Industrial port |

These ports will be privatised through a global tender bid. Gujarat Maritime Board will do a preliminary techno-economic feasibility report of all these five locations except Dholera, through a global bid to facilitate prospective bidders. Dholera, being an ancient port and privatisation bids were invited in the past, no techno-economic feasibility will be done for this location. Dholera port will be the first port to be opened up for privatisation by global tendering. For remaining locations based on the preliminary techno-economic study, global tenders will be invited for privatisation. General guidelines are given below.

These port locations are to be given on BOMT (Built, Operate, Maintain and Transfer) basis. The investment in infrastructure projects like ports being capital intensive, with higher gestation period compared to other sectors of investment, Government of Gujarat is very particular that the port projects taken up by private entrepreneurs should be a profitable proposition to them. The viability of port project depends upon the location, the maritime conditions, scale of investment and the kind of cargo to be handled. The port project has to be assured at a reasonable rate of return after accounting for capital recovery and interest repayment. Hence, it is essential that each port project is evaluated based on an investment analysis; consisting of a capital cost, revenue receipts, revenue expenditure and capital recovery. Gujarat Maritime Board will study the financing pattern adopted by the World Bank and the Asian Development Bank and other Financial Institutions to evolve a comprehensive package.

Only the wharfage charges/waterfront charges will be as per the schedule decided by Gujarat Maritime Board. The promoters will be free to charge any other service charges with the prior approval of the Gujarat Maritime Board. After BOMT period, the ownership of the port and its assets will get transferred to Gujarat Maritime Board and they will examine to give it further on lease basis to the same promoter. The terms and conditions will be finalised at that time. The general guidelines for investment analysis and capital recovery for the port projects to determine BOMT period will be announced within 2 months.

CAPTIVE JETTIES FOR INDUSTRIES

To ensure that the new port projects are financially viable, permissions for captive jetties would be given only in exceptional cases, looking to the quantum of investment and the

need for specialised facilities. All industrial units would be encouraged to make use of new port facilities being set up.

To take care of the increasing traffic until the completion of the new port projects, it is decided to make use of the existing captive jetties already constructed or under construction, for which the permission has already been given, to be utilized for specific commercial cargoes with the prior approval of the Gujarat Maritime Board.

- (1) This facility would be available for a reasonable period till new ports become operative. GMB will review the policy taking into account the progress made in the new ports.
- (2) Gujarat Maritime Board would be entitled to collect full wharfage charges on the cargoes handled, which are not captive to the industrial units.

Looking to the huge amount of cargo handled in a short period, captive Single Point Mooring (SPM) facilities of industries located in Gujarat will be charged at concessional rate of wharfage for their captive consumption. Nevertheless, for captive cargo for industries located outside Gujarat and noncaptive commercial and industrial cargo, will be charged full wharfage by Gujarat Maritime Board.

PRIVATISATION OF SERVICES

Privatisation of services would be done in the following areas:

1. Lighterage
2. Dredging
3. Piloting
4. Tug towing service
5. Other essential Utility services

The lighterage operations will be privatised in the selected existing minor ports and in all new ports. However, for the use of private barges, the operator will have to pay the service charge as per the existing schedule. This would increase the efficiency of handling of the cargo.

The dredging is an important component for development of ports and its subsequent maintenance. Gujarat Maritime Board will gradually withdraw in a phased manner from the dredging operations. Gujarat Maritime Board would encourage to form a joint venture company, with a private entrepreneur, to form Dredging Corporation of Gujarat, to cater to the dredging needs of all the ports of Gujarat. The existing dredging equipments alongwith waterfront facility available with Gujarat Maritime Board, will form the equity for such a joint venture. The proposed joint venture company will have modern dredging equipments to take care of dredging needs of Gujarat Maritime waters.

BARGE MOUNTED POWER PLANTS

To increase the availability and ensure quality of power in Gujarat, the barge mounted power plants in five coastal districts of Kutch, Junagadh, Amreli, Bhavnagar and Bharuch will be provided, with port facilities. Wherever possible, they will be accommodated in the existing port sites or any site identified by them in Gujarat Maritime waters. To encourage establishment of these barge mounted power plants, wharfage would be charged at a concessional rate of 25% of the existing rate.

INDUSTRIALISATION

Major aim of port development in Gujarat, is to promote regional development. Port based industrial estates would be established in 4 to 5 new Port areas to facilitate import of raw-materials and export of finished goods to make industries located in Gujarat globally competitive. These port based industrial estates would emerge as `Islands of Competance. Gujarat Industrial Development Corporation would plan such estates in the vicinity of the port locations with all necessary infrastructure facilities. It is estimated that more than 50% of the total future investment coming to Gujarat in the industrial sector are likely to be located nearer to the port locations. Industrial development shall be synchronised with port development.

INFRASTRUCTURAL DEVELOPMENT

The huge investments in the port sector would demand an equal investments in the infrastructure facilities like roads and railways for faster and efficient handling of the cargo movement. The existing port locations have been identified where broad gauge railway link and good road network exist. The locations have been specifically selected, with a view to have a minimum burden on existing infrastructure facilities.

Three corridors were kept in mind while identifying the sites for new port locations. They are as follows:

1. The first corridor consists of ports of Okha, Positra, Rozi, Jamnagar Refineries, Navlakhi, Kandla, Mundra and Mandvi, around Gulf of Kutch. The road connecting these ports will be linked with Rajasthan, through Radhanpur and Tharad and ultimately to Northern States.
2. The second corridor comprises of connecting Ahmedabad with ports of Dholera, Bhavnagar, Mithiwirdi, Alang, Pipavav, Simar and Veraval.
3. The third corridor will consist of Dahej, Hazira, Vansi-Borsi and Maroli, which will be linked to the proposed Express Highway.

The above corridors connecting respective ports offer tremendous potential for truck traffic, which will be highly suited for privatisation in the future. These corridors offer

nearest destinations to adjoining hinterland States of Rajasthan, Madhya Pradesh and Maharashtra.

Similarly, the Gulf of Kutch corridor offers the possibility for second railway line parallel to the existing one to be connected to Mehsana-Palanpur-Delhi route, which is under gauge conversion. Similarly, Ahmedabad-Surendranagar-Bhavnagar gauge conversion and ultimate extension upto Veraval along the coast, by broad gauge railway line also offer good privatisation potential. The port locations also offer opportunities for dedicated railway wagon investment by private entrepreneurs.

COASTAL SHIPPING

With the development of the new ports with modern handling facilities, many of the Gujarat ports can act as transshipment ports for rest of the country. It is expected that in the years to come, 25% of the total cargo would be transported through coastal shipping.

Introduction of Ro-Ro service and hovercraft/catamaran service, joining different terminals on Saurashtra and Kutch coast with South Gujarat will be given highest priority. This will, not only save the cost and time of transportation of men and material from one place to another, but will substantially reduce the pressure on the existing roads and rail network of the country. These facilities will also promote tourism, linking places of historical, religious and tourist interests of Kutch and Saurashtra with South Gujarat. It will also encourage to locate amusement parks and water sports of Gujarat Coast. These terminals will be used to transport passengers and cargo to important centres on the western coast like Bombay and Goa.

The terminal facilities within the State of Gujarat will be created by Gujarat Maritime Board at its own cost and a service charge will be collected from the operators. Dahej-Ghogha and Surat-Bhavnagar passenger terminal facilities will be started on a top priority basis.

NAVIGATIONAL AID IN GULF OF KUTCH

With the development of new ports, the Gulf of Kutch is likely to handle about 100 million tonnes of cargo every year. Ultra-model vessels are likely to navigate in the Gulf of Kutch in the coming years. Exclusive Vessel Traffic Monitoring System (VTMS) will be introduced in co-operation with Indian Navy.

MARITIME RELATED INDUSTRIES

Maritime related industries would be given priority to be located along Gujarat coast, in collaboration with the leading global manufacturers, in the field of ship building, ship repairing, dredgers and other flotilla units like tugs, barges, launches and support crafts. The manufacturing facilities would be provided in identified three locations of South Gujarat, Saurashtra and Kutch. The traditional boat building activities at Mandvi and Veraval would be expanded. Gujarat Maritime waterfront would be leased to such

manufacturing units at subsidised rates. Other concessions extended by the Government of Gujarat as an industrial unit will also be available for such manufacturing units as per the industrial incentive policy in existence.

IMPLEMENTATION

The port policy is an integrated approach, covering port development, industrial development, power generation and infrastructure development. Gujarat Maritime Board, will act as Co-ordinating Agency in procuring land, water, power, infrastructure facilities like rail and road and any other clearances to be obtained from the Government of Gujarat or Government of India. A High Level Committee headed by the Chief Secretary, will monitor the implementation of the integrated approach and report to the Infrastructure Development Board and Cabinet on the progress of the implementation of the policy, periodically.
