

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 3680**  
ANSWERED ON 24.03.2026

**PROGRESS OF PORT MODERNISATION AND LOGISTICS EFFICIENCY**

3680.SHRI JOSE K. MANI:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

- (a) whether Government has assessed the progress of port modernisation and logistics efficiency during the last three years;
- (b) if so, the details thereof;
- (c) whether any measures are being undertaken to strengthen coastal shipping and inland waterways; and
- (d) the steps taken to improve India's competitiveness in global maritime trade?

**ANSWER**

MINISTER OF PORTS, SHIPPING AND WATERWAYS  
(SHRI SARBANANDA SONOWAL)

(a) & (b) Yes, the Government has assessed the progress of port modernisation and logistics efficiency as a result of which the overall average turn around time of vessels in major ports has reduced from 52.87 hrs in 2021-22 to 49.47 hrs in 2024-25. Further, the container turn around time in major ports has reduced from 32.39 hrs in 2021-22 to 30.08 hrs in 2024-25.

(c) Union Budget 2026-27 has announced the launch of a Coastal Cargo Promotion Scheme to increase the share of Inland Waterways and Coastal Shipping from 6% to 12% by 2047.

To strengthen coastal shipping, the Government has undertaken measures including 40% discount on vessel and cargo charges to coastal cargo vessels at major ports, priority berthing, Green Channel clearance, and reduction of GST on bunker fuel for Indian-flagged vessels from 18% to 5% etc.

To strengthen the Inland Waterways, Government has undertaken various infrastructure and policy measures. On the infrastructure side, initiative include fairway maintenance work, construction of community and tourist jetties, floating and permanent inland water transport terminals with storage facilities, construction of intermodal and multimodal terminals etc. Navigation efficiency has also been enhance through improvement such as the Farakka Lock and

the implementation of the Quick Pontoon Opening Mechanism system. The policy initiatives include 35% incentive for inland water transport, extension of tonnage tax to inland vessels under the Indian Vessels Act, 2021, notification of National Waterways (Construction of Jetties/ Terminals) Regulations 2025, Development of a centralized vessel and crew database, development of cargo aggregation hubs at Varanasi and Sahibgaj, operationalization Indo-Bangladesh Protocol routes 5 & 6, shifting PSU cargo to waterways, etc.

(d) The Government has taken various steps to improve India's competitiveness in global maritime trade such as policy reforms, Infrastructural reforms under Sagarmala Scheme, port expansion, multimodal connectivity to Improve logistics efficiency etc.

\*\*\*\*\*