

GOVERNMENT OF INDIA
MINISTRY OF COMMERCE & INDUSTRY
DEPARTMENT OF COMMERCE

LOK SABHA
UNSTARRED QUESTION NO. 2611
ANSWERED ON 16/12/2025

EXPORT INFRASTRUCTURE IN COASTAL AREAS

2611. SMT. MANJU SHARMA

Will the Minister of **COMMERCE & INDUSTRY** (वाणिज्य एवं उद्योग मंत्री) be pleased to state:

- (a) whether the Government has taken any measures to promote export infrastructure in coastal areas in the country, if so, the details thereof;
- (b) whether the procedural aspects related to export goods are in line with best global practices and the details regarding time taken in this regard globally, if so, the details thereof; and
- (c) the plans to reduce the time taken in relation to the procedural aspects of exports?

ANSWER

वाणिज्य एवं उद्योग मंत्रालय में राज्यमंत्री (श्री जितिन प्रसाद)

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY
(SHRI JITIN PRASADA)

(a) to (c): The Government of India has various schemes to boost infrastructure across the country including the coastal areas. Further, many measures have been taken by the Government to improve the procedural aspects of exports. Some of the initiatives under the schemes and the measures are mentioned below:

(i) This Ministry is implementing a scheme namely 'Trade Infrastructure for Export Scheme (TIES)', a Central Sector Scheme, w.e.f. F.Y. 2017-18, with the objective of assisting Central and State Government agencies in the creation of appropriate infrastructure for growth of exports. Under the scheme, financial assistance in the form of grant-in-aid is provided to Central/State Government owned agencies for setting up or up-grading export infrastructure. The Scheme has been extended for the period of 2021-22 to 2025-26 with a total outlay of Rs. 360 crore. Under the scheme, in the coastal states of the country, 39 projects have been approved.

(ii) Ministry of Ports, Shipping and Waterways, under the flagship Sagarmala Scheme, provides financial assistance to UT/State Governments for port infrastructure projects, coastal berth projects, road & rail projects, fishing harbours, skill development projects, coastal community development, cruise terminal and projects such as Ro-Pax ferry services.

(iii) Development of ports, being a critical part of export infrastructure, includes construction of new berths and terminals, mechanization/modernisation of existing berths, expansion of road and rail connectivity, enhancement of Public–Private Partnership in port development to enhance capacity and operational efficiency. As a result of these initiatives, the total cargo handling capacity of Indian ports increased from 1561 million tonnes per annum in FY 2014-15 to 2771 million tonnes per annum in FY 2024-25.

(iv) Two Indian ports, i.e., Jawaharlal Nehru Port (23rd Rank) and Mundra Port (25th Rank) featured in top 30 list of global ports in Container Port Performance Index (CPPI), 2024 published by the World Bank. Additionally, 5 Indian Ports featured in top 100 global port list. World Bank’s Logistics Performance Index (LPI) Report 2023 specifies Indian ports achieved a Turn Around Time (TAT) of 0.9 days, which is better than several maritime nations.

(v) Indian Railways has taken up several capacity-augmentation works in coastal regions such as new line construction, doubling and multi-tracking of existing routes, construction of flyovers and bypass lines, development of Goods Sheds and Gati Shakti Cargo Terminals (GCTs), port-connectivity projects, construction of the Dedicated Freight Corridor etc. These initiatives aim to strengthen, inter-alia, connectivity to ports, enhance evacuation capacity and facilitate faster movement of export-oriented traffic.

(vi) Coastal airports with cargo facility in India are - Mumbai, Chennai, Kolkata, Kochi, Thiruvananthapuram, Kozhikhode, Bhubaneshwar, Port Blair, Surat, Goa, Vishakhapatnam, Kannur, Goa (Mopa), Mangaluru, Vijayawada, Jamnagar, Shirdi, Rajahmundry, Tuticorin, and Bhavnagar.

(vii) Inland Container Depots (ICDs) and Container Freight Station (CFSs) for import and export of goods are set up in terms of guidelines contained in Circular No. 50/2020-Customs dated 05.11.2020. Customs procedures in relation to import and export of goods like filing of documents, assessment of duty, clearance are done in electronic mode. As per National Time Release Study 2025, the time taken for clearance of export goods is as under:

Point of Clearance	Time Taken by Customs for clearance (in Hrs)	Total Time taken for clearance including post Let Export Order Logistics (in Hrs)
Seaports	29:36	187:27
Inland Container Depots (ICDs)	30:39	130:30
Air Cargo Complexes (ACC)	3:58	31:38

(viii) The Directorate General of Foreign Trade (DGFT)'s policy documents, including the Foreign Trade Policy (FTP) 2023 and Handbook of Procedures (HBP) 2023, are formulated in line with the best global practices. Significant reforms have been undertaken to promote digital-first governance and simplify compliance for exporters, with the objective of comprehensive digitization. An end-to-end digital approval system has been implemented for key export-related authorizations and certificates, including the Importer Exporter Code (IEC), Advance Authorisation/Duty Free Import Authorisation (DFIA)/ Export Promotion Capital Goods (EPCG)/ Remission of Duties and Taxes on Exported Products (RoDTEP) Schemes, electronic Bank Realisation Certificates, and Certificates of Origin (CoO). The Trade Connect e-platform now integrates exporters with Export Promotion Councils, Indian Missions, and the DGFT, offering a unified system for issuance of Registration Cum Membership Certificate and CoO, along with a single-window interface for exporters. The FTP, along with HBP, prescribes timelines for each process to ensure predictable policy. Based on feedback from trade and industry, the Government has been taking several measures aimed at simplifying processes, reducing transaction costs, and promoting automation to benefit exporters by amending the FTP/HBP from time to time.
