

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

**LOK SABHA**  
**STARRED QUESTION NO. \*410**  
ANSWERED ON 20.03.2026

**STRENGTHENING OF PORT-RAIL CONNECTIVITY**

\*410. SHRI DUSHYANT SINGH:

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

**पत्तन, पोत परिवहन और जलमार्ग मंत्री**

- (a) whether the Government has formulated a long-term master plan for strengthening port-rail connectivity up to the year 2047;
- (b) if so, the details of the infrastructure benchmarks proposed to be achieved by 2030 and 2047 with respect to freight capacity, multimodal integration and expansion of coastal shipping and inland water shipping;
- (c) the steps envisaged by the Government to integrate ports and railway networks with emerging industrial corridors under Vision 2047 and Atmanirbhar Bharat;
- (d) the measures proposed by the Government to improve the hinterland connectivity to ports, especially in landlocked and economically backward States of the country; and
- (e) whether the Government is considering promoting Public-Private Partnership (PPP) models to enhance capital availability and ensure streamlined implementation of connectivity projects, if so, the details thereof and if not, the reasons therefor?

**ANSWER**

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

(a) to (e) A statement is laid on the Table of the House.

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. \*410 FOR ANSWER ON 20.03.2026 RAISED BY SHRI DUSHYANT SINGH REGARDING “STRENGTHENING OF PORT-RAIL CONNECTIVITY”.**

(a) The Ministry of Ports, Shipping and Waterways (MoPSW) has formulated the Maritime AmritKaal Vision 2047 which has 11 key theme areas of which one theme is “enhance modal share of coastal shipping & inland water transport” that includes focus on road, rail, inland waterways transport connectivity as well as expansion of existing line. A Comprehensive Port Connectivity Plan (CPCP) was prepared by DPIIT in 2022, which identifies rail connectivity projects to strengthen last-mile and hinterland rail and road access to the ports. In furtherance to the CPCP, MoPSW conducted a comprehensive review and consolidation exercise along with Ministry of Road Transport and Highway (MoRTH) and Ministry of Railway (MoR) of the current and proposed road and rail connectivity projects. MoPSW has been regularly updating the list of road and rail connectivity projects as per the recommendations received from all major ports and other than major ports (OTMP) from time to time.

(b) The details of the targets proposed to be achieved by Maritime India Vision (MIV) 2030 and Maritime Amritkal Vision (MAV) 2047 with respect to freight capacity, multimodal integration and expansion of coastal shipping and inland water shipping are as below:

<b>Parameter</b>	<b>Unit</b>	<b>2024-25</b>	<b>Targets as per MIV 2030</b>	<b>Targets as per MIV 2047</b>
Overall Port handling capacity	MTPA	2,771	3500	10,000
No. of operational waterways	Number	26	23*	50
Coastal cargo handled	MTPA	339	500	1300
Cargo volume handled by Inland waterways	MTPA	146	200	500

\* already achieved as number of operational waterways at present are 32

(c) Under Vision 2047 and Atmanirbhar Bharat, the Government is integrating ports and railways by executing the Maritime AmritKaal Vision 2047, which aims for 10,000

MTPA capacity through various initiatives such as Sagarmala programme, PMG Gati Shakti National Master Plan, Dedicated Freight Corridor (DFC), National Industrial Development Program (NICDP). The strategy aims to reduce logistic cost and ensure seamless multimodal connectivity between industrial corridors and ports.

(d) Sagarmala Programme, the flagship initiative of Ministry of Ports, Shipping and Waterways (MoPSW), focuses on accelerating India's economic growth through port-led development. Under this programme, 124 rail connectivity projects have been identified. Of these, 60 projects have been completed, 30 projects are currently under implementation, and remaining 34 projects are under various stages of planning. The overall port connectivity initiative spans all coastal states, integrating ports with the hinterland through enhanced rail, road, and national waterway networks, ensuring seamless linkages that extend beyond coastal regions.

(e) Indian Railways has formulated a Participative Policy, 2012 to encourage the private participation in developing rail connectivity by associating strategic partners and other investors. The policy encompasses five Public Private Partnership models such as Non-government Rail (NGR), Joint Venture (JV), Customer funded model, Build-Operate-Transfer (BOT) and BOT annuity models. Indian Railways has also introduced Gati Shakti Cargo Terminal (GCT) Policy to promote development of rail-linked cargo terminals through private participation. These terminals are envisaged to provide last-mile rail connectivity to ports, industrial corridors, Logistics parks and manufacturing clusters.

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