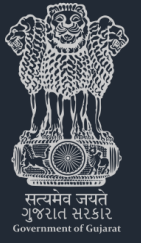


CELEBRATING  
**20** Years of  
VIBRANT GUJARAT  
(2003-2023)  
AS THE SUMMIT OF SUCCESS



# Development of International Port City in Gujarat



Port and Logistics  
Government of Gujarat

*ibrant*  
**GUJARAT 2024**  
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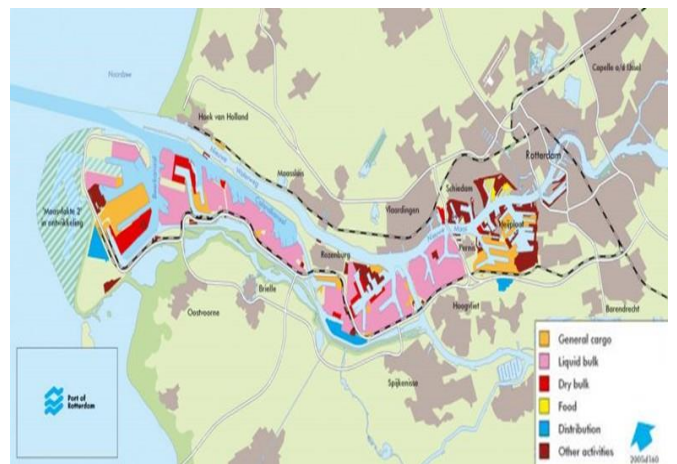
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# Project Concept

## International Case Study: Port City of Rotterdam

- ▶ The Port of Rotterdam came into existence in 1283 as a small fishing harbour and became a major seaport by 1360
- ▶ The port was the world's busiest port from 1962 to 1986, which was then subsequently overtaken by Singapore & Shanghai
- ▶ Rotterdam's port and industrial area are managed and operated by the Port of Rotterdam Authority (PoRA)
- ▶ It occupies 10,500ha with industrial sites covering an area of 5,300ha, and infrastructure and water surface covering the remaining area. The length of the port is 40km, while its quay length is 89km. The port also includes 1,500km of pipelines
- ▶ The port includes 122 jetties and 23 berths and has six pilot boats and 29 tugboats. There are over 90 terminals, 35 reserved for liquid bulk cargoes, 15 for dry bulk cargo and 17 for multi-purpose use
- ▶ It has five oil refineries in its premises, which together with refineries in Vlissingen, Antwerp & Germany, form one of the largest petrochemical Clusters in the world
- ▶ Rotterdam plays a key role in this sector and is in direct contact with Antwerp and the Rhine Ruhr region via integrated pipeline connections, forming more than 40% of EU's petrochemical production
- ▶ The 11 focus sectors for the Port are: Shipping, shipbuilding, offshore energy, inland navigation, hydraulic engineering, ports/logistics, navy, fishery, maritime services, yacht building/water sports industry and maritime suppliers



# Project Concept

## International Case Study: Port City of Antwerp

- ▶ Port of Antwerp-Bruges is the second largest port in Europe, with more than 300 liner services to more than 800 destinations
- ▶ The port employs, directly and indirectly, a total of around 164,000 people and generates added value of more than €21 billion
- ▶ The Port of Antwerp- Bruges, located in Belgium, is owned and operated by the Antwerp-Bruges Port Authority. The port was formed through a merger of the ports of Antwerp and Zeebrugge in April 2022
- ▶ Port of Antwerp-Bruges handled 3 million new cars in 2022, making it the largest RORO port in the world
- ▶ Antwerp-Bruges is the lead breakbulk port in Europe, accommodates the largest integrated chemical cluster in Europe and is home to 1,400 companies
- ▶ Port of Antwerp-Bruges features a petrochemical cluster, which has five refineries and an annual distillation capacity of more than 40Mt
- ▶ In Antwerp, various partners are working together on the first open access heat grid in Belgium. In the first instance, Indaver and Port of Antwerp-Bruges envisage a basic grid for industry
- ▶ The port of Antwerp-Bruges is also progressing plans to receive the first green hydrogen molecules at its platform by 2028
- ▶ Antwerp is home to the largest integrated chemical cluster in Europe
- ▶ Bruges is one of the main entry points for the supply of LNG in Northwest Europe



**Port of  
Antwerp**



# Project Concept

## A Vision of GMB

- ▶ Idea of port-led city encompasses the establishment of sustainable, resilient, and economically vibrant city, fostering residential, industrial, and recreational activities that flourish due to its proximity to ports
- ▶ Port City to include development of a world-class port area to handle different cargo with estimated handling capacity of 250-500 MTPA along with the development of a modern city in the estimated area ranging between 200-500 sqkm
- ▶ Development to consider the existing and projection for demographic conditions, estimation of future demand for physical and social infrastructure to suitably cater the need of housing, education, healthcare, public transport, etc. in the region
- ▶ The government will formulate an implementation strategy derived from the master plan, and will identify and shortlist projects to attract private investments in the proposed port city

## Potential sites to establish the International Port City at Gujarat

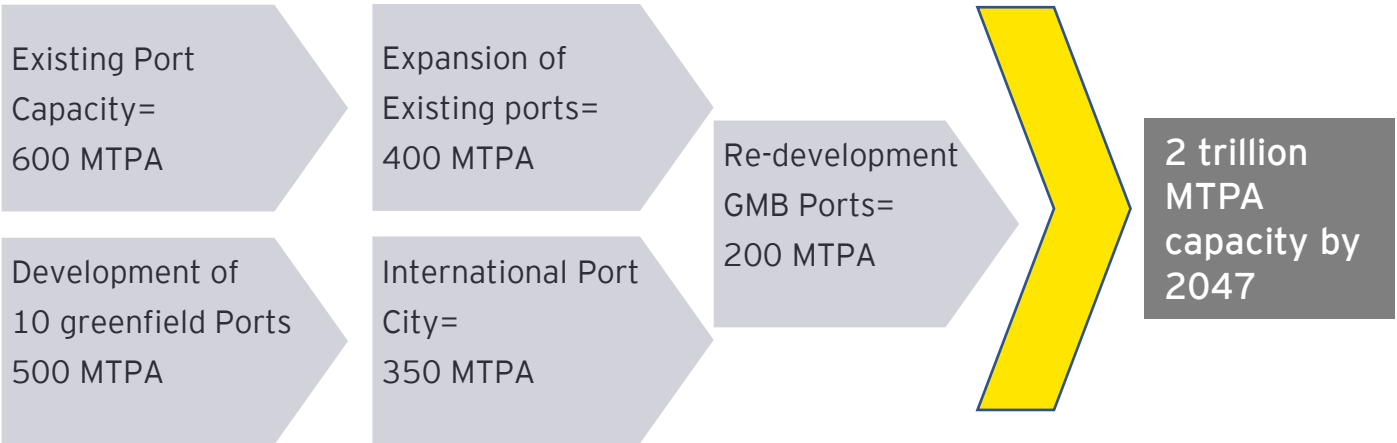
Indicative sites identified by GMB are provided below:

- ▶ Pipavav
- ▶ Hazira
- ▶ Valsad District/ Nargol
- ▶ Porbandar
- ▶ Amreli District
- ▶ Bhavnagar District
- ▶ Gulf of Kutch

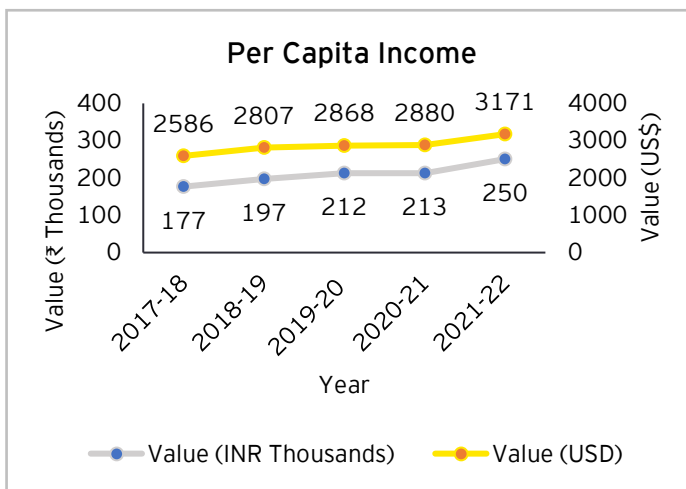
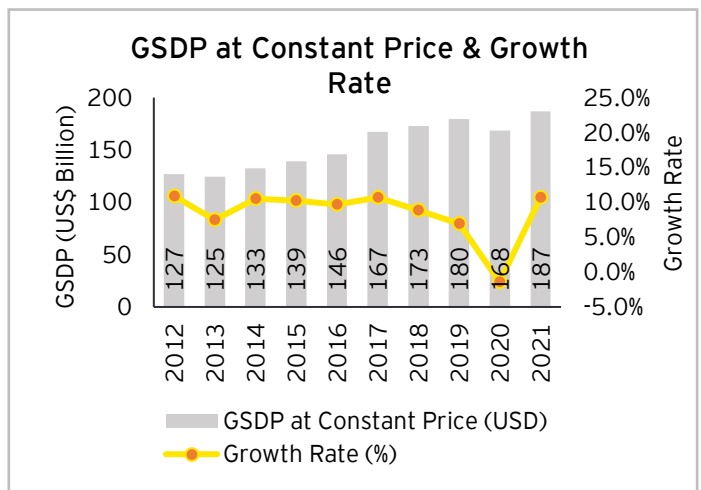
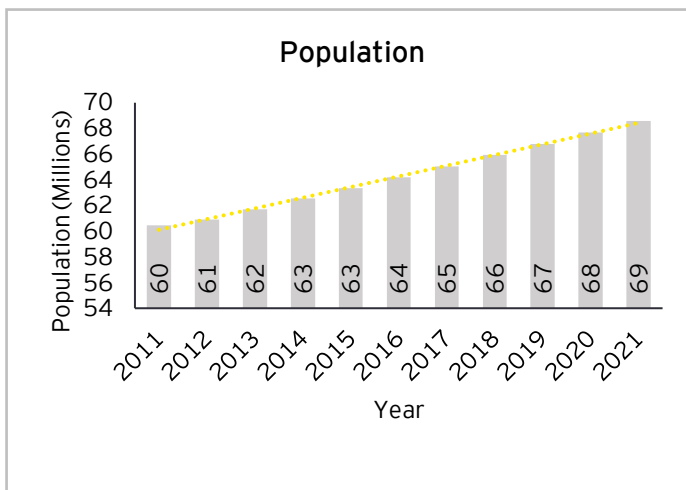


# Market Potential

## Vision of Gujarat Maritime Board @2047



## Macroeconomic trend



### Industrial Production Data

Gujarat enjoys the status of industrially developed state of India with its 18.14% share to Country's industrial output, the largest among the states of India in the year 2019-20. The Net Value Added (NVA) has increased from ₹8,944.8 billion in 2010-11 to ₹1,902.57 billion in 2019-20. As per Annual Survey of Industries, the number of factories has increased from 26,842 in the year 2018-19 to 28,479 in the year 2019-20, showing a growth of 6.10% over the previous year.

# Growth Drivers

## Abiding Growth Traffic in Gujarat

- ▶ Gujarat non-major ports handled 416.36 Million Tonnes of traffic in 2022-23, with CAGR of 15% in the last 4 decade
- ▶ Gujarat ports (including Kandla) account for 39% of traffic in the total national port traffic - more than any other State
- ▶ Private Ports contribute the largest share of 51.95% followed by Captive Jetties with 39.49% in total traffic handled by Gujarat non-major ports

## Integrated Logistics & Logistics Park Policy 2021

- ▶ Investment subsidy by reimbursement of 100% net SGST on intra-state sales for 10 years with a cap of 125% FCI
- ▶ 100% exemption from Electricity Duty & property tax for 10 years
- ▶ 100% exemption/ reimbursement from Stamp Duty on purchase or lease of land and building & CLU/ EDC
- ▶ A fast-track mechanism for approval of logistics/ warehousing infrastructure aided by a single window approach

## National Logistics Policy (NLP)

- ▶ Currently, logistics cost of India is 13%-14% of GDP against 8%-9% of developed economies like USA, Germany and Japan.
- ▶ NLP will substantially reduce logistics cost across entire supply chain resulting into products with international standards at low cost that will boost India's export and increase container cargo traffic.

## Maritime Amrit Kaal Vision 2047

- ▶ In Maritime Amrit Kaal Vision 2047, a roadmap for maritime sector development for the next 25 years, the Amrit Kaal to make India Atmanirbhar by 2047
- ▶ Vision of unlocking investment of ₹80 lakh crores for the development of maritime sector
- ▶ The Amrit Kaal Action Points have been defined across 11 key themes with 300+ initiatives
- ▶ The Amrit Kaal Vision 2047 has identified more than 300 actionable points
- ▶ These action points will leverage the recent development of the National Logistics Policy (NLP) and the PM Gati Shakti National Master Plan

# Growth Drivers

## Push Towards Privatization

- ▶ It was the first State to privatize the construction of ports in the country. To encourage investment in the State, Gujarat also gives autonomy and funds to industrial estates to implement maintenance and modernization measures.
- ▶ With a strong base in 21 out of the 25 sectors under Make in India, Gujarat has strong potential for achieving success in the project.

## Delhi Mumbai Industrial Corridor in Gujarat

- ▶ 9 of the 12 SIRs of Gujarat lie within the immediate influence area of Delhi - Mumbai Industrial Corridor (DMIC).
- ▶ 38% of the Dedicated Freight Corridor (DFC) passes through Gujarat
- ▶ 23 out of 33 districts fall within the Influence Area of DMIC
- ▶ Major cities on DMIC: Ahmedabad, Vadodara, Surat
- ▶ 60% of total investment in the DMIC is likely to be in Gujarat

## Aatma Nirbhar Bharat Abhiyan and Make in India

- ▶ These missions will boost manufacturing by providing incentives (for e.g., under 'Make in India' scheme, financial incentives of 25% will be provided on capital expenditure) and assist in increasing export from sectors like agriculture, healthcare-pharmaceuticals, automobile and components, chemicals, handicrafts, engineering goods, machinery and equipment, electronic items etc.

## PM Gati Shakti

- ▶ National master plan for multi-modal connectivity will facilitate last mile connectivity to seaports by development in roads, railways, inland waterways, mass transport and logistics infrastructure which will reduce travel time and logistics cost that will help to grow containerized cargo movement.

# Gujarat - Competitive Advantage

## Gujarat overview

- ▶ 9% of India's GDP: GSDP at current price ~US\$ 269 Bn
- ▶ 35% share of manufacturing sector in State's GDP
- ▶ 18% of India's industrial output
- ▶ 30% share in India's total exports

*6% of India's geographical area  
And 5% of India's population*

- ▶ 40% cargo of the entire country is handled by Gujarat Ports
- ▶ Complete maritime ecosystem which includes Gujarat Maritime University (GMU), Gujarat Maritime Cluster (GMC), Gujarat International Maritime Arbitration Centre (GIMAC)

**Gujarat has strong presence of industries such as Chemicals & Petrochem, Textiles, Pharmaceuticals, Automobiles, Gems & Jewellery, Ceramics, etc.**

## Location advantage of Gujarat



Gujarat acts as a gateway to West and to major states across India



- ▶ 48 minor and 1 major port are strategically located across a 1600 kms coastline, which is the longest among the Maritime States of India
- ▶ Nearest maritime outlet to Middle East, Africa and Europe
- ▶ Gujarat's non-major ports capacity is expected to reach 638 MTPA by FY25
- ▶ **Development of port cities and port based SEZs:** Government of Gujarat and GMB have planned to develop port cities and SEZs

# Gujarat - Competitive Advantage

## Key advantages

### Ease of doing business



Ranked among the top achievers in 'Ease of Doing Business' ranking 2020



State has the highest number of Operation ports and commercial cargo ports, who handled 39% of national maritime trade in FY23



1st Rank in Logistics Performance Index (LEADS Index) in 2018, 2019, 2021 & 2022



1st Rank in NITI Aayog's Export Preparedness Index of states - 2020 & 2021



1st Rank in Good Governance Index (GGI) in 2021



Gujarat attracted FDI US\$ 30.6 Bn between Oct'19 and Sep'22.



National Start-Up Rankings in 2021 (Start-Up Megastars), 2019 and 2018



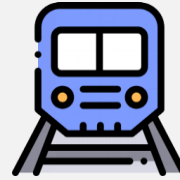
Located on the west coast of India, Gujarat is well connected to the major cities of the world by air and sea routes.

# Gujarat - Competitive Advantage

## Infrastructure & connectivity



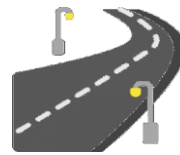
Longest coastline  
1,600 km  
48 seaports



7,938 km  
Railway  
network



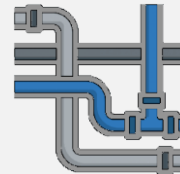
19 Airports  
(including  
2 intl. airports)  
*Upcoming airport at  
Dholera SIR*



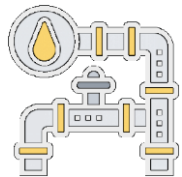
75,000+ km of road  
network  
7,885 km of national  
highways



Power surplus State  
48 GW total capacity  
44% from renewables



Statewide water  
network  
62,778 km Narmada  
Canal  
120.000 km  
distribution



1st state-wide  
extensive  
piped natural gas  
grid - 3,370 km  
network



Ahmedabad-Mumbai  
semi-highspeed rail  
Bullet train  
(*upcoming*)



Delhi-Mumbai  
Industrial corridor -  
DMIC covering 23/33  
districts



239 GIDC  
Industrial estates  
with  
Plug & play facility



1st Global  
Business District  
- GIFT City



1st Platinum rated  
Green industrial city  
- Dholera Semicon  
City

# Project Information

## Smart Components of the Port City

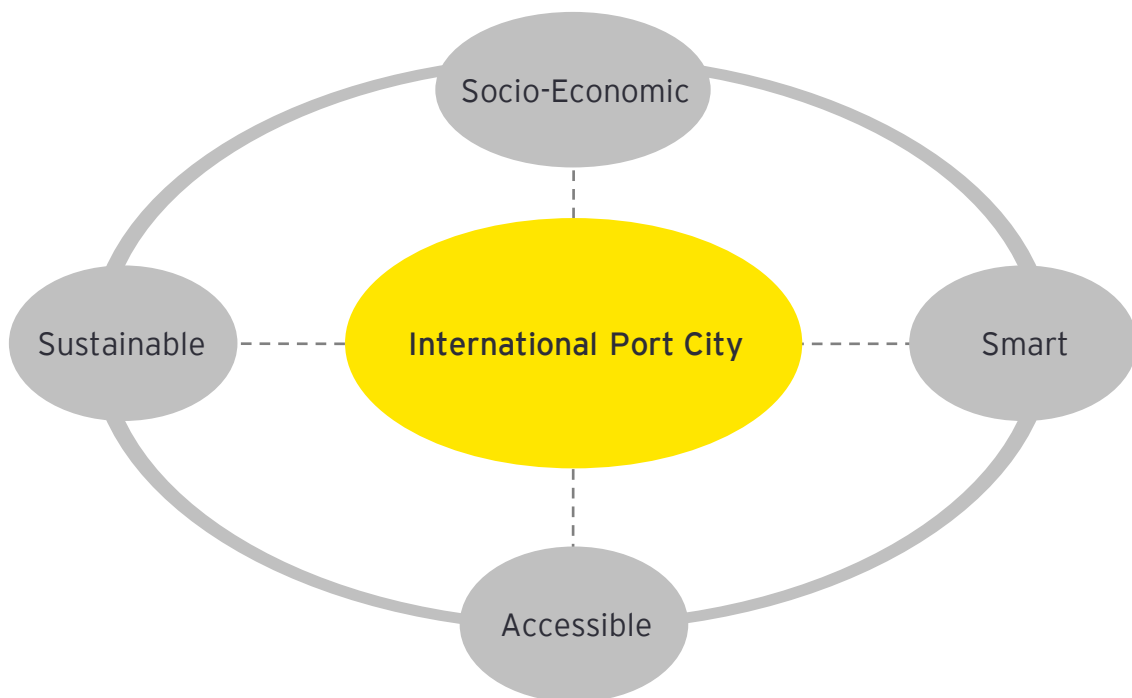


- ▶ **Large-scale deep-draft terminals:** Development of state-of-the-art port facilities is fundamental to the success of a port city. With the continuous increase in size and depth of the sea-going vessels, demand is set to grow for larger, deep-draft terminals with longer quays and advanced mechanisation.
- ▶ Proposed Port City in Gujarat to include the development of a world-class port area with an estimated handling capacity of 250-500 MMTPA consisting of deep draft multipurpose terminals, ship building & repair, marina, water sports and more
- ▶ **Connectivity:** Efficient connectivity through roads, railways, and air transport is crucial for seamless logistics and accessibility. Connectivity for evacuation via road or rail and establishing the necessary infrastructure and planning for the effective transportation of cargo to the hinterland
- ▶ **City planning:** Port city development demands careful urban planning to balance economic functionality with sustainable living. Integration of modern architecture, green spaces, and cultural heritage preservation contributes to a vibrant and liveable urban environment.
- ▶ Simultaneously, a modern city is planned, covering an estimated area ranging between 200-500 sq.km to include industrial units, EXIM zones, warehouses, cold storage, Hi-tech parks and multimodal connectivity

# Project Information

## Smart Components of the Port City

- ▶ **Greener aspects:** Port cities can adopt green technologies, implement stringent emission standards, and promote cleaner shipping practices. Additionally, establishing green buffer zones and investing in eco-friendly infrastructure contribute to the overall environmental health of the port city.
- ▶ **Inclusive planning:** The issue of social inequality and displacement arises as port cities undergo expansion and development. Inclusive urban planning and community engagement initiatives can help address these disparities, ensuring that the benefits of port-led development are shared equitably. The development strategy to carefully consider demographic conditions and anticipating future demands for physical and social infrastructure to meet housing, office space, education, healthcare, entertainment and public transport.
- ▶ **Securing funding:** Securing funding for infrastructure projects and maintaining operational efficiency require innovative financing models, public-private partnerships, and attracting investments. Government to formulate an implementation strategy derived from the master plan and will identify and shortlist projects to attract private investments in the proposed port city.
- ▶ **Comprehensive and collaborative approach:** By implementing forward-thinking solutions that encompass infrastructure development, environmental stewardship, social inclusivity, security measures, disaster resilience, and financial sustainability, port city in Gujarat to thrive as dynamic hubs of global commerce.









# Project Information

## Potential Cargo for Port City






- ▶ Container
- ▶ LNG
- ▶ Automobiles
- ▶ Cement and Clinker
- ▶ Coal
- ▶ Crude oil and POL
- ▶ Hydrogen
- ▶ Limestone
- ▶ Fertilizer
- ▶ Liquid chemical
- ▶ Salt
- ▶ Iron Ore

## Proposed Infrastructure


### World class infrastructure

-  Green Field / Brown Field Port Development
-  Industries / SEZ
-  Residential and Commercial Development
-  Power Supply
-  Water Supply
-  MMLP
-  Internal roads width: 36m, 30m, 24m, 18m
-  Sewage Treatment Plant
-  Railway Siding

### Smart infrastructure

-  Renewable energy
-  Smart waste management
-  Smart Street lights
-  Security through Surveillance cameras
-  Public wi-fi

### Social infrastructure

-  Industrial housing / EWS / Dormitories
- Public Facilities: Dispensary, Creche & Day-care centre, Community Centre, Fire station, Police station, Bank/ ATM, Retail, Food court, Informal Kiosks, Parking

# Approvals & Incentives

## Approvals

- ▶ Clearance shall be required for any activity, within the Coastal Regulation Zone only if required.
- ▶ Pollution clearance from Gujarat Pollution Control Board (GPCB) is also required.
- ▶ Clearance required from the Ministry of Environment and Forests, GOI, if required
- ▶ Approvals from Gujarat Maritime Board (GMB) for the proposed development of Port City
- ▶ Approval for land from relevant authorities such as GMB, State Revenue Department etc.
- ▶ Permissions from relevant authorities for water and electricity supply

## Incentives

- ▶ Government of Gujarat started its own viability gap in infrastructure projects
- ▶ Tax holidays and subsidies like exemption from stamp duty and registration fees
- ▶ As per GoI policy, 100% FDI is allowed in port development projects
- ▶ Permission granted for formation of joint ventures between Major Ports and foreign ports, Major Ports and Non-Major Ports, and Major Ports and companies;
- ▶ Various incentives, such as, ten years tax holiday for enterprises engaged in development of Port sector
- ▶ The benefits of tax holidays as provided under Section 80 (I) (A) of the Income Tax Act for development, operation and maintenance of power plants, airports, ports, waste management facilities, water treatment plants, etc. is available to the developer.
- ▶ Reduced service tax incidence on coastal shipping
- ▶ As way of incentive, 100% income tax exemption from income tax is extended to companies investing in port infrastructure
- ▶ Various incentives on coastal cargo movement as per Port Policy 2018, if any.

# Key Department Contacts

## Relevant departments and useful links



Ports and Transport Department,  
Gujarat  
<https://www.pnt.gujarat.gov.in>

Gujarat Maritime Board  
<https://gmbports.org/>



iNDEXTb - Industrial Extension Bureau  
<https://indextb.com/home>

Indian Maritime University  
<https://www.imu.edu.in/imunew/>



**Industries & Mines Department**  
Government of Gujarat



Industries and Mines Department,  
Gujarat  
<https://imd.gujarat.gov.in/>

Ministry of Ports, Shipping and  
Waterways  
<http://shipping.gov.in/>



Office of Industries Commissioner  
<https://ic.gujarat.gov.in>

Investor Facilitation Portal  
<https://ifp.gujarat.gov.in/>

taking a final investment decision.



**GUJARAT MARITIME BOARD**  
Government of Gujarat Undertaking



## Gujarat Maritime Board

'SAGAR BHAVAN' Sector 10-A, Gandhinagar - 382010, Gujarat (India)

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Phone: +91-79-232-38346

E-mail: [info@gmbports.in](mailto:info@gmbports.in);

Website: <https://gmbports.org/>

Twitter: [https://twitter.com/Ports\\_GMB](https://twitter.com/Ports_GMB)

Linkedin: <https://www.linkedin.com/company/gujarat-maritime-board/>

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**iNDEXTb**  
INDUSTRIAL EXTENSION BUREAU  
(A GOVT. OF GUJARAT ORGANISATION)  
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