



Ministry of Foreign Affairs

# *Gujarat Ports Sector Report*

## *NBSO Ahmedabad*

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## Executive Summary

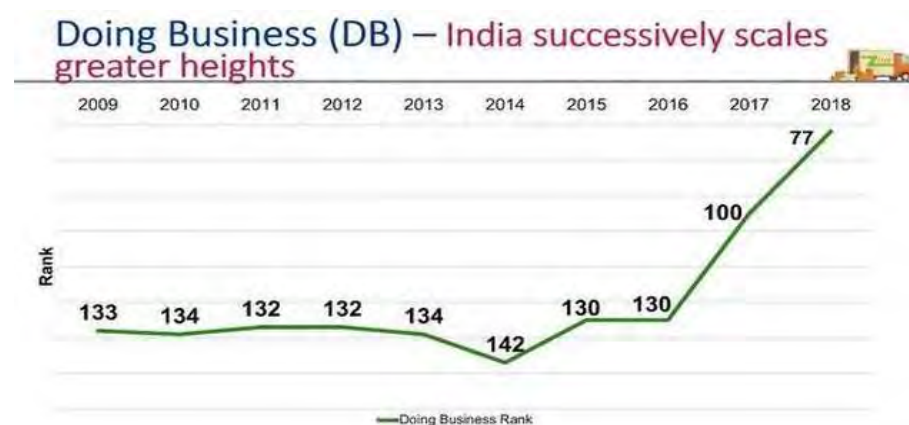
**Ports are the gateway to India's economic growth; further development of ports infrastructure** remains one of the most critical factors in the equation of the Indian world trade. Ports acts as an economic catalyst and help economies of one country to integrate with another. Waterways are the most economical means of bulk transport. For industries to grow, expand and develop in an economy, well-developed logistics play a very significant role.

For any country to grow and prosper in the world economy it is very important to get involved in international trade/EXIM, goods manufacturing and service offering at competitive prices. Ports and logistics play a major role as a connecting factor. Sea transport evolved over the last few decades with innovations like bulk and container shipping. It is estimated that 90% of the global trade by volume is handled by maritime transport. (Source: Care Rating Shipping industry outlook 2018)

Being one of the fastest growing nation in the world, India is huge, economically stable and diverse. The growth rate has been increasing at a good pace from more than a decade. With a stable Government and changing economic reforms India is becoming a global business destination. India also remains a preferred destination for Foreign Direct Investment with growing manufacturing sector share, helped by both service and agriculture sectors. Consumption demand is in the upward trend in the country making it an attractive investment destination. The Indian economy is the third largest economy in the world, after China and United States, in terms of Purchasing Power Parity (PPP). India is also one of the major G-20 economies with an average growth rate of 7%+ from more than **a decade. What gives tremendous growth to India's GDP is its increasing/high domestic consumption and growing middle class.** The domestic demand or household consumption rates accounts for around **60% of India's GDP, compared to 37% in China (2017).**

Ease of doing business: Evaluating India on Global benchmarks for trading across borders and seaway connectivity (Source: - World Bank)

In terms of ease of doing business and export and import of goods, India has improved over the years, as per data from World Bank report (Doing Business 2017, 2018). The ranking for trading with different countries for India has improved from 100 in 2017 to 77 in 2018. This proves that regulations related to trading of goods for export-import have improved. This rank takes into consideration several factors such as documentation process involved, and time and cost involved in importing/exporting goods.



Source: Doing Business 2018 World Bank Report

## Indian Port sector Overview

Ports in India handle almost 90% of total international trade volume and nearly 70% in value. In India there are 12 major ports and 200+ non-major and intermediate ports, spread along the 7500+ kilometers coastline of India. The 12 major ports in the country in 2017 were having the total combined capacity of 1,065 million metric tons (MMT), while the capacity at non-major ports was nearly 700 MMT in the year 2017. This combined capacity of 1,765 MMT at major as well as non-major ports is expected to be augmented to 2,500+ MMT by 2025 as per the Government of India projection.

Indian ports are basically divided into two categories; Major ports (under central Government administration) and Non-Major ports (under state Government administration). All the ports in India cater to the EXIM/international trade, coastal shipping and cruise shipping. In terms of maritime cargo handled in India, major ports registered a growth of 4.77% in the year 2017-18 at 680 million tons MMT. India is the 16th largest maritime country in the world.

As the Indian economy adopted policy of liberalization, privatization and globalization in the year 1991 and opened its economy for trade and commerce, Government policies were formed aimed at developing export potential and announced measures which encouraged foreign trade. Development of Special Economic Zones (SEZ) and allowing foreign companies participation helped India in achieving high trade growth over the period.

The port and logistics industry in India are core part of the country's **logistics costs which is accounting for nearly 14% of India's GDP**, ports in India handles almost 90% of total international trade volume. The Indian port and logistics industry have a significant role in the Indian economy with 7500+ coastal line and 12 major ports and 200+ non-major ports along the coastline.

Commodity-wise, petroleum and its products accounts for 31.5% of total cargo volume, followed by containers 19.7%, thermal and steam coal 14%, miscellaneous cargo 13.6%, cooking and other coal 7.45%, iron ore and pellets 7.15%.

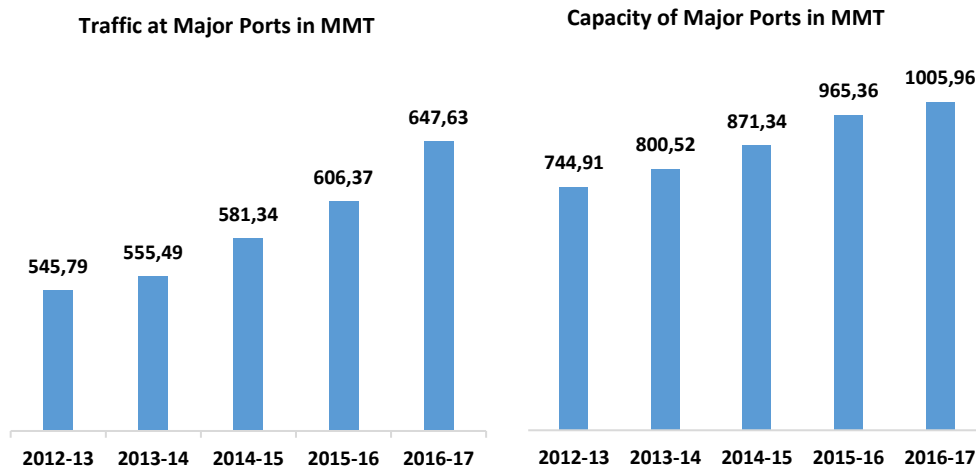
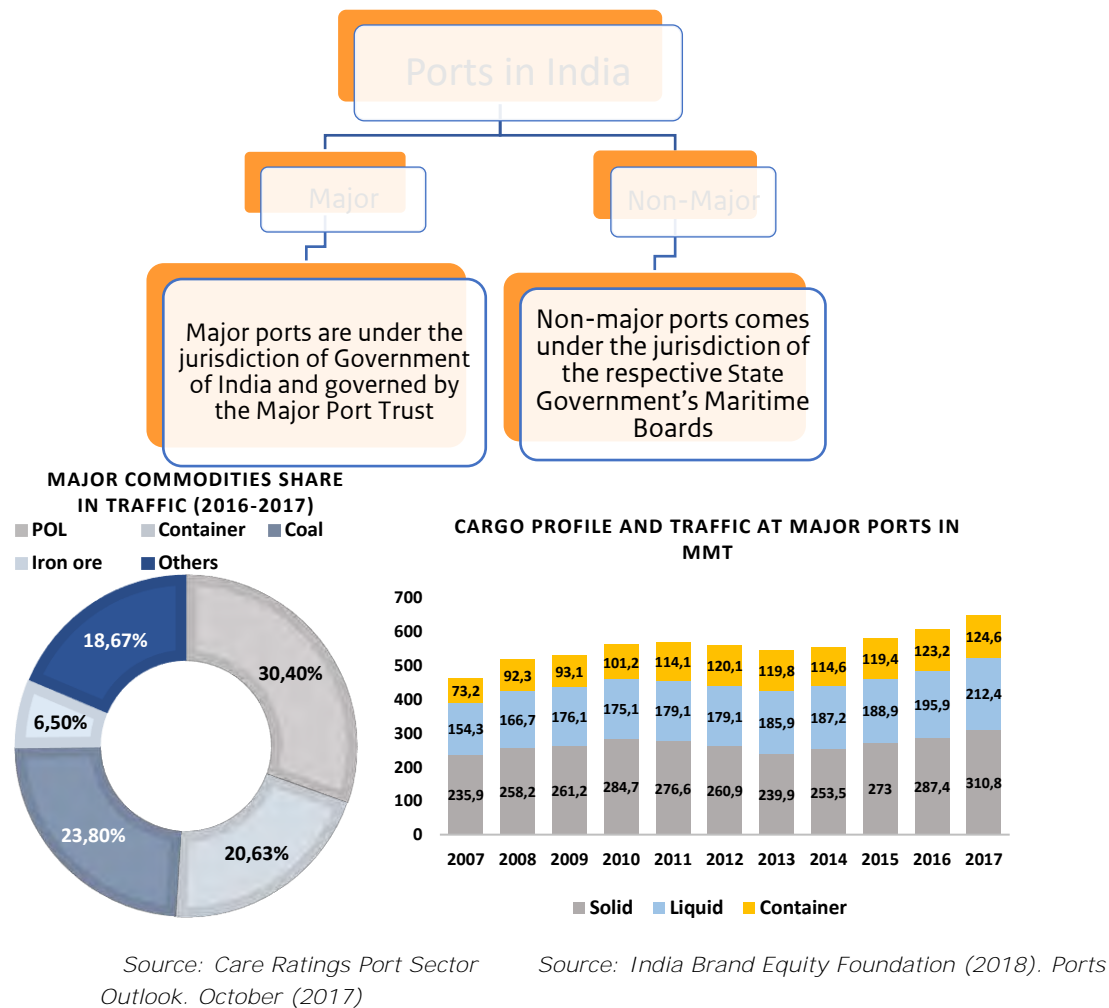
**Key destinations of India's exports are USA, UAE, Saudi Arabia, Hong Kong, China, Germany and Kore Republic.** Key commodities which are handled at the Indian ports are Petroleum Products, Coal, Automobile, Iron ore, Engineering goods, Chemicals and Electronics. Key ports in terms of cargo handled volume are Mundra, Kandla (Deendayal Port), Pradip, JNPT (Nhava Sheva) and Vishakhapatnam Port.

The Indian Ocean area is very important as nearly 50% of the international trade and nearly 60% of the global oil trade passes through this area. Indian ports can play a leading role by providing infrastructure and technical support to the vessels. Indian port sector provides significant investment opportunity.

Government of **India on its part has improved in "ease of doing business" measures for the port sector** by allowing 100% FDI and introducing transparent and standardized bidding process for PPP Projects. The Government is motivating and supporting developers by providing viability gap funding for PPP Projects, giving infrastructure status to shipping industry and tax benefits for infrastructure development in port sector.

During the period of 2016-17, capacity addition of 100 Million Metric Tons Per Annum (MMTPA) was implemented in the 12 major ports all together. The Ministry of Shipping, with the help of its major ports trust and entities like Shipping Corporation of India and Dredging Corporation, is planning to raise nearly INR 500 billion of loans in dollar denominated bonds. The Government is also expecting the private port and shipping sector companies to invest nearly INR 2 trillion in the next ten years (2017 data) out of which, approximately INR 360 billion will be invested for the major-ports expansion and for the development of non-major & intermediate ports.

Growth in international trade through ports would be dominated by oil sector or petroleum refineries, where major companies are planning to double their present refining capacity by the year 2025. Textiles and garments, Iron-ore, consumer electronics and automobiles would also contribute towards growth in international trade in the coming period.



## Gujarat Port Overview

Gujarat is strategically located along the western coast of India with 1600+ kilometers coastline and above that providing the nearest maritime outlet to Middle-East i.e. Gulf countries, Africa and Europe. Gujarat state has 1 major port (at Kandla named Deendayal Port which is regulated by the Government of India) and 48 non-major ports which also includes the biggest ship recycling yard at Alang and another at Sachana. Gujarat state ranks 1<sup>st</sup> in terms of cargo throughput, in which non-major ports / private port operators play a significant role. The State has the highest number of operational and commercial cargo ports.

Gujarat state ports have seen a phenomenal rise in terms of traffic and capacity of ports trends in the last 15 years. The share of Gujarat among the traffic handled by non-major ports in India has increased to nearly 71% share (2017-18), whereas among the total Indian port traffic Gujarat State Ports command more than 40% of share (2017-18) including the major port Kandla (Deendayal Port).

Gujarat is home to Mundra Port which is India leading private port in terms of traffic handled also installed capacity and Kandla (Deendayal Port) which is leading Central Government port in terms of traffic handled, Gujarat state major import and export commodities which are handled by the port sector are: Petroleum and Chemicals, Coal, Minerals, LNG and General cargo (2017-18 data).

Gujarat is the first state in India to privatize the port sector, while doing this state-of-the-art port has been developed in the state. Some of these all-weather, direct-berthing and deep-sea ports **represents the India's first Greenfield ports development in the joint sector on BOOT (Build, Own, Operate and Transfer) basis.** Gujarat state has taken the initiative of formulating Port Policy in 1995, **which expressed the Gujarat state's intention to opt for the increasing participation of private sector** in the development of the port and related infrastructure. The objective of these port policies is to achieve the highest standards in the matter of port infrastructure and services and at the same time attain higher traffic at ports and enhance the industrialization of the state. Gujarat state maritime board (GMB) has developed multiple port Private/Joint sector ports, Private Jetties, Captive Jetties and GMB jetties.

### Overview of Gujarat Ports:

**Captive Jetties:** Permission by Gujarat Government have been granted to port-based industries for construction of dedicated jetty on BOMT Build, Operate, Maintain and Transfer) basis, a total of 31 captive jetties / expansions are operational along the coastline of Gujarat. During the year 2016-17, private investment of INR 7 billion was realized in the captive jetties projects and captive jetties all together handled total cargo of 159.89 MMT, which was around at that time 46% of total traffic handled.

**Private Jetties:** Private jetties also play a significant role in catering traffic demand. During the period 2016-17 7.77 MMT of cargo was handled at the private jetties operational along the coastline of Gujarat.

**Private Ports:** Gujarat has been a leader in encouraging public private partnership (PPP) in the port sector. Gujarat state has achieved enormous success in its PPP model and has setup a standard/benchmark for the other Indian states to follow. Gujarat state maritime board (GMB) is actively promoting and developing Greenfield Ports.

**Connectivity:** As we are aware that road and rail linkage plays major role in the development of port and port let industries. Gujarat Ports i.e. Pipavav, Mundra, Navlakhi, Bhavnagar and Okha are connected with Broad Gauge network of India.

**Ro-Ro Ferry between Dahej and Ghogha:** During 2017-18 **the construction of India's first Ro jetty** for Over Dimensional Cargo (ODC) at Dahej SEZ has been completed. The facility was developed by ISGEC.

Shipbuilding: With the continuous penetration of economic globalization "Gujarat shipbuilding industry", whose share has been rising in recent years, is becoming the significant shipbuilding center of the world. The Gujarat state is planning to get maximum benefits from the emerging shipbuilding industry and government has released shipbuilding policy in 2010, in order to encourage shipbuilding as well as allied industries. The state is strongly emerging as a new shipbuilding destination in South Asia. In the year 2017-18 Gujarat had 9 shipbuilding yards in operation, 5 under implementation stage and 7 under the preliminary stage, having gross shipbuilding capacity of nearly 1.11 million DWT in a year.

No.	Name of the Shipyard	Location	Status
1	ABG Shipyard Ltd.	Magdalla, Surat	Private
2	ABG Shipyard Ltd.	Jageshwar, Dahej	Private
3	L & T Ltd.	Hazira	Private
4	Shoft Shipyard Pvt. Ltd.	Kaladara village	Private
5	Pipavav Shipyard Ltd.	Pipavav	Private
6	Modest Infrastructure Ltd.	Old Port, Bhavnagar	Private
7	Wadia Boat Builders	Billimora	Private
8	Alcock Ashdown (Gujarat) Ltd.	Old Port, Bhavnagar	Government of
9	Alcock Ashdown (Gujarat) Ltd.	Chanch, Near Pipavav	Gujarat unit

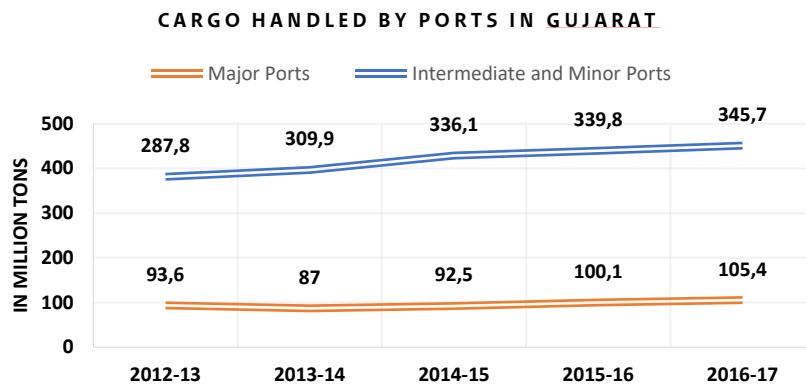
**Gujarat state is promoting the strategy in form of cluster development of shipyards as "Marine shipbuilding parks" (MSP).** Gujarat state Government has approved 2 projects with an estimated cost of INR 6.75 billion for MSP in 2017 at the northern bank of Narmada river at Dahej and along the **Bhavnagar creek at old port Bhavnagar. Gujarat is also home to world's largest ship recycling yard** at Alang. Huge opportunity lies in shipbuilding as well as ship recycling sector for Dutch companies in Gujarat in technological and efficiency aspects.

Dredging: Dredging plays a significant role for development of ports. Ports give priority to maintenance dredging in order to maintain depth in the approach channel and basin area. Maintenance dredging is done at various private and state Government ports to maintain design dredged level. For continuous ferry operations between Dahej and Gogha, dredging alongside jetties, turning circle, approach channel has been planned in order to maintain levels of 5 meters below CD for Ro-Pax Ferry services at Dahej and Gogha. Dredging services and technology providers have a market opportunity here in Gujarat, India. RO-RO Ferry Service is state of the art terminals developed at Gogha and Dahej, Journey distance reduced to 31 kms by sea from 361 kms by road. 1st of its kind initiative in India.

Information Technology: Implementation of an online Integrated Port Management System (IMPS) for various organizational processes, to act as a single window solution for managing port operations has been recently done. Even still, a lot must be done in technology implementation as its not adequate. Government ports have implemented IMPS which integrates following major software components: Port Operating/Operation Management System (POMS), Enterprise Resource Planning (ERP) and Integrated Security Management System (ISMS)

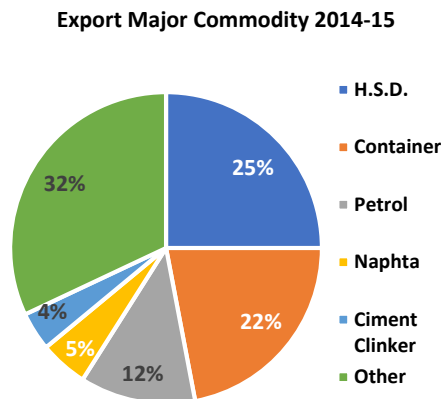
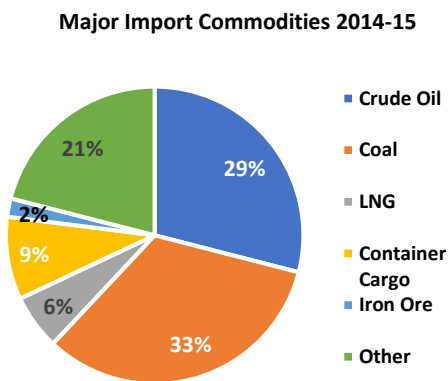
Better technology implementation at ports will be helpful for investors and stakeholders towards obtaining information online and will also help to take important decisions. Implementation of technology at ports provides huge opportunities for the Dutch companies.

## Gujarat Port Overview

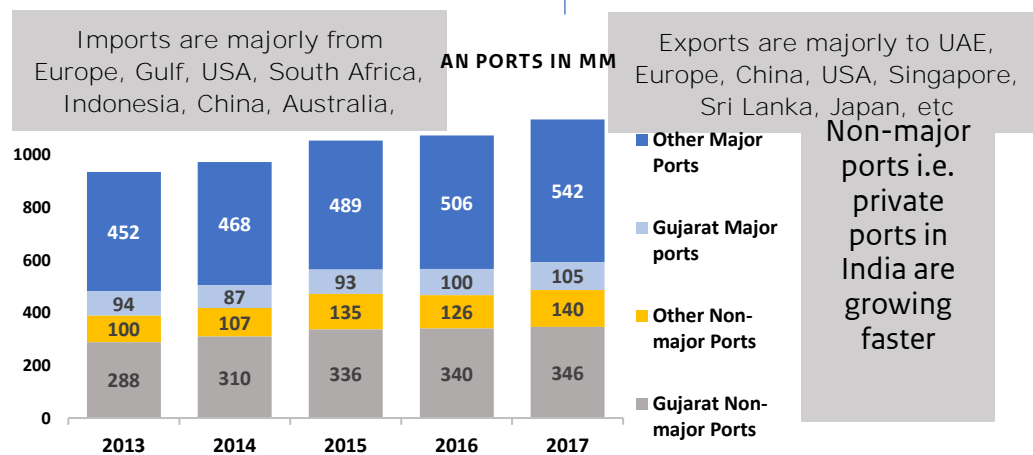


Gujarat is home to port with the highest throughput- Mundra Port (114 MMT 2016-17)

Source: Government of Gujarat Socio-Economic Review. (2017-2018). Ports.



Source: Government of Gujarat, Vibrant Gujarat Report. (2017). Ports.



Source: Indian Port Sector, Ministry of Shipping.

## Sagarmala: A Government of India Policy Initiative

Sagarmala program is an initiative of the Government of India to modernize India's ports so that port-led development can be augmented, and coastlines can be developed to contribute in India's growth. The project forecasts transforming the existing ports into modern technically developed ports

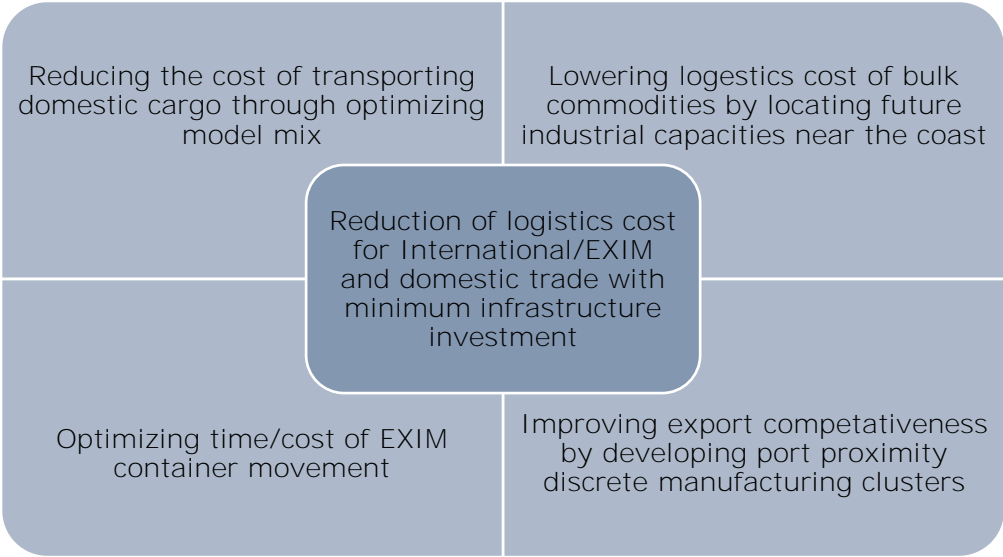


and integrate the development of these port facilities, with the existing industrial clusters and the hinterland also creating efficient evacuation systems through road, rail, inland and coastal waterways. Sagarmala Program proposes 415 projects, at an estimated investment of approximately INR 8 trillion that has been set for the port modernization & new port development, port connectivity enhancement, portlinked industrialization and coastal community development for phase wise implementation over the period 2015 to 2035.

Development in the Gujarat state is an example of economic growth supported by development of logistics and port infrastructure. Among the Indian States, Gujarat has been a leader in adopting the strategy of port-led development, with good results. In the 1980s, the Gujarat state grew an average of 5.1% per annum (National average was 5.47%, this grew **to 8.15% per annum in the 1990's** (National average was 6.98%) and subsequently to 10%+ per annum till 2014, benefitting from the port-led development model. Gujarat Maritime Board (GMB) which administers 48 non-major ports in Gujarat, has maintained a share of 71%+ of the total traffic handled by non-major ports in the country.

Vision of the Sagarmala program is to decrease logistics cost for International/EXIM and domestic trade with effective and efficient infrastructure investment. Which will include the following: -

- Reducing cost of transporting domestic cargo through optimizing model mix
- Decreasing the logistics cost of bulk commodities by locating future industrial capacities near the coast
- Optimizing time/cost of international trade/EXIM container movement



The expected impact of the Sagarmala Program will be the following:

- Mobilization of USD 61.6 billion+ of infrastructure investment
- Double the share of inland and coastal waterways in the modal mix
- Logistics cost saving of USD 5.3-6.1 billion annually
- Boost to merchandize exports by USD 110 billion
- Creation of 4 million direct jobs and 6 million indirect jobs

## Projects funded under Sagarmala in India

Number of Projects	Project Type	Project Cost (USD billion)
189	Port Modernization	21.973
170	Port Connectivity	35.473
33	Port Led Industrialization	64.750
23	Coast Community Development	0.648
415	Total	122.844

## Projects funded under Sagarmala in Gujarat

Sr.No.	Name of the Scheme	Ratio		Project Amount (USD million)
		Central	State	
1	Training programme for skill development/ capacity building of workers involved in Alang	100%	0%	4.61
2	Capital Dredging for Ro-Pax Ferry Services between Gogha and Dahej in Gulf of Cambay	50%	50%	36
3	Development of coastal Jetty at Navlakhi for cement	38%	62%	16.61
4	Dedicated coastal Berth for Cargo/passenger by sea at Porbandar	50%	50%	5.69
5	Providing Broad Gauge Rail linkage to old Bedi port	NA	NA	6.46
6	Providing alternative road from Bhavnagar to Sosiya-Alang ship recycling yard	NA	NA	10.85
7	Maritime cluster in Gujarat (Development of Marine shipbuilding park, etc.)	NA	NA	NA

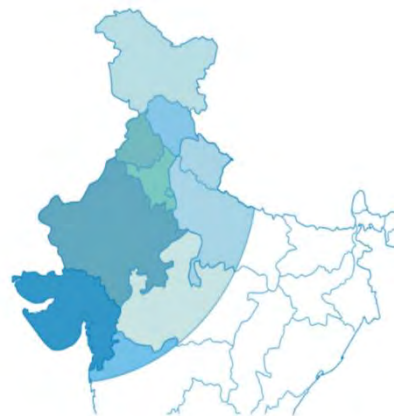
## Why Gujarat is an Investment Destination?

- Gujarat occupies strategically significant geographical location that has earned it the name **"Gateway to India"**, also **Gujarat ports are the key/business gateway to India** for freight and commodities, and acts as the engine of the Indian economy
- Gujarat ports provides facilities for recipient, shipping, transportation, shipping, handling and industrial processing of a wide range of goods.
- Gujarat has the perfect combination of large ports and efficient hinterland connections
- Gujarat maritime cluster consists of many different subsectors e.g. dredging, shipbuilding, ship recycling etc.
- Government of India and state Government of Gujarat together offer an excellent business friendly climate, which allows the port and logistics sectors to develop/flourish
- Gujarat maritime industry is still at developing stage and offers huge opportunities in terms of expansion, modernization, special commodity port handling, port connectivity, turnaround time, port city development etc.
- Gujarat is the fastest growing state/economy in India

## Insights

- Non-major ports are growing/evolving faster than the major ports and gaining share of total traffic Contribution of non-major port's traffic to total traffic increased to **42.8% in 2017** from 28.6% in 2007
- Special Economic Zones (SEZs) are also being developed near to the ports
- **India's ports are strategically located on the world shipping routes**
- Most of the cargo ships that sail between East Asia and America, Europe and Africa pass through Indian territorial water
- Energy sector i.e. petroleum refineries, coal, LNG etc. play a significant role in the port sector as they are the major export and import commodities handled by the ports of India
- Gujarat state is transforming to be a major transshipment hub

**Hinterland:** The cargo hinterland for the ports of Gujarat usually stretches from the areas of Gujarat, Rajasthan, and Western U.P & Madhya Pradesh up to NCR, Punjab and Haryana. Gujarat's ports are well connected by the network of rail and road



Ports of Gujarat are the Gateway to India

With great opportunities there are also few challenges for port operators in Gujarat which are:

- Strong Currents (South Gujarat Data)
  - Flood currents up to 4.5 knots
  - Ebb currents up to 3.5 knots
  - Almost no slack waters
  - Unpredictable cross currents
- Large tidal variations averaging from 6 meters to as high as 8.2 meters. (South Gujarat Data)
  - Limiting shipping
  - Impact on monsoon operability
- Huge Siltation (Silt & Sand) (South Gujarat Data)
  - Annual siltation over 13 million m<sup>3</sup>.
  - Water Injection Dredging (WID) technique is used to flush out the silt to maintain depth in port basin
- Import and export imbalance/one-way traffic and empty load returns are major concern area for shipping as well as the rail operators as India is a developing economy and its **imports are higher than its exports and India is world's largest coal importer and not an** export-oriented economy like Indonesia, South Korea and China
- There is still a gap in end to end integration of logistics services (CFS/ICDs, logistics park, FTWZs)
- **Regulatory risks: Government body** imposing rules related to emission norms, flags of convenience, labor laws could adversely impact the business of shipping companies

## Opportunities for Dutch Companies

Digitisation at Gujarat Ports: automation is a way to future of maritime industries in India as its mandatory now. There lies an **opportunity for the Dutch companies in the automation of Gujarat's container shipping and Port security**

Port support services: operations and maintenance services like pilotage, dredging, harboring and provision of marine assets such as barges and dredgers can be provided

Ship repair facility: **there is a demand for ship repairs and it's in an upward trend at ports, providing a huge opportunity to build new dry docks and setup ancillary repair facilities**

Port connectivity on PPP (Public Private Partnership) bases i.e. Rail linkages, Ro-Ro ferry services, Government and corporate level collaboration can be done for multi-modal hinterland connectivity.

Port development: there is an opportunity to serve the demand from major ports in Port connectivity, operations and security

Capacity augmentation **at existing ports as it's on a lower side as compare to other developed ports (55% is the current capacity utilization)**

Coastal Shipping: The Coastal shipping in India is being encouraged by the Government as it is expected that it will reduce the cost of logistics. Coastal shipping is growing faster than the overseas trade shipping and it is expected to continue of the growth for the next 5 years. As per Government data, Indian ports handled 234 million tons of coastal trade cargo in 2017-18, which shows a growth of 16% over the previous year.

Benefits offered by the Indian Government to coastal shipping are:

- **Benefits like reduced GST on bunker oil for vessels used for coastal trade**
- **40% discount on vessel and cargo related charges**
- **80% discount would be provided on vessel and cargo related charges for 2 years to Ro-Ro vessels used for transportation of vehicles**
- **Priority berthing of coastal ships without any charge**
- **Introduction of green channel clearance for faster evacuation of coastal cargo at major ports, also allowing the reimbursement of freight subsidy on primary movement of subsidized area**

Cruise Tourism: Cruise industry in India is expected to grow at good pace if the required infrastructure is provided to this segment. To attract cruise ships to Indian shores port charges have been decreased to \$0.35 per GRT for first 12 hours of stay, and the mentioned charges will be applicable till 3rd November 2020. Foreign flag carrying passengers can call at Indian ports with obtaining a license from Director General of Shipping till 5th February 2024. Because of the mentioned policies number of cruise vessels visiting the 5 major ports namely Mumbai, Goa, Mangalore, Cochin and Chennai has increased by 75% to 166 in 2017-18 comparing to 2014-15. The numbers of cruise passengers have increased from 82,600 in 2013-14 to 1.91 lakh in 2017-18

## Major Port companies in Gujarat

### Adani Ports and SEZ Limited

**Adani Ports and Special Economic Zone Limited (APSEZ)** is India's largest private multi-port operator with 10 ports and terminals across India. APSEZ is a part of the Adani Group, an integrated infrastructure corporation. In Gujarat, Adani having ports at location of Mundra, Hazira , Dahej and a bulk terminal at Kandla.

Website: <https://www.adaniports.com/about-us>

### APM Terminals Pipavav

Port of Pipavav is operated by APM terminals, one of the most respected and professionally-run container terminal operators in the world. APM terminals Pipavav have a unique advantage in developing synergies across the network of ports and terminals. APM Terminals Pipavav is located in Gujarat, just 152 nautical miles (10 hours steaming time) from Nhava Sheva in Mumbai. It has access to the main shipping lines and immediate access to a rich hinterland and key markets in northwest India.

Website: <https://www.apmterminals.com/en/operations/asia-pacific/pipavav>

### Hazira LNG and Port

Hazira is a partnership between Shell Gas B.V and Total Gaz Electricité Holdings France. Both the Shareholders represent two of the largest private LNG suppliers in the world. Shell and Total have a shareholding of 74% and 26% respectively in each of the companies that comprise the Hazira LNG Terminal and Port project and are collectively known as Hazira Group Companies (HGC).

Website: <http://www.haziralngandport.com/>

### Essar Ports

Essar Ports specializes in development and operations of Ports and Terminals for handling liquid, dry bulk, break bulk and general cargo. It is one of the largest private sector port operators in India by capacity and throughput. Essar has two operational terminals in Gujarat which are at Hazira and Salaya

Website: <http://www.essarports.com/>

## Port sector related Trade Fairs and Conferences

### Gujarat Junction 2019

The 10th Edition of Gujarat Junction 2019 International Conference on Ports, Shipping & Logistics, concurrent with Cargo and Logistics Awards is organized by EXIM INDIA a reputed all-India recognized premier publishing house.

Date: 4th January 2019

Venue: Radisson Hotel, Kandla, Gandhidham, India

Website: <http://gujaratjunction.com/>

### Vibrant Gujarat 2019

The 9th edition of Vibrant Gujarat 2019 is one the biggest trade summit in India, Ports and Logistics is a focused sector in the event

Date: 18th January to 20th January

Venue: Mahatma Mandir, Gandhinagar, Gujarat, India

Website: <https://vibrantgujarat.com/>

### INMEX SMM India

Date: 3 - 5 March 2019 10.00 am - 6.00 pm

Venue: Hall 1, Bombay Convention and Exhibition Centre, Mumbai, India

The INMEX SMM India is the leading fair of the maritime economy in India. It takes place every two years in Mumbai and is the trade fair for shipbuilding, machinery and marine technology with the largest international character.

Website: <https://www.inmex-smm-india.com/en/home.html>

## Port related Authorities in Gujarat and India

### Ministry of Shipping

The Department of Shipping encompasses within its fold shipping and ports sectors which include shipbuilding and ship-repair, major ports, national waterways, and inland water transport. Department of Shipping has been entrusted with the responsibility to formulate policies and programmes on these subjects and their implementation.

Website: <http://shipmin.gov.in/>

### Ministry of Environment, Forest and Climate Change (MoEFCC)

The Ministry of Environment, Forest and Climate Change is the nodal agency in the administrative structure of the Central Government for the planning, promotion, co-ordination and overseeing the implementation of India's environmental and forestry policies and programmes.

Website: <http://envfor.nic.in/>

### Gujarat Maritime Board (GMB)

Gujarat Maritime Board is the first maritime board of the country, which was created up in 1982 with a vision "To enhance and harness ports and international trade as vehicles for economic **development**".

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

### Gujarat Pollution Control Board (GPCB)

The Government of Gujarat constituted the GPCB (Gujarat Pollution Control Board) on 15.10.1974 with a view to protect the environment, prevent and control the pollution of water in the State of Gujarat, that occupies a prominent niche in progressive and industrial development of the country. The Board has been entrusted with the Central Acts and relevant Rules for pollution control as notified thereof from time to time.

Website: <https://gpcb.gujarat.gov.in/>

### Gujarat Infrastructure Development Board (GIDB)

Gujarat believes that development of infrastructure is pivotal to industrial and economic growth. To facilitate the development of infrastructure there is an elaborate legal and organisational framework. This arrangement is symbolised by the Gujarat Infrastructure Development Board, popularly known as GIDB. GIDB is a statutory organisation of the Gujarat Government.

Website: <http://www.gidb.org/>

### Gujarat Industrial Development Corporation (GIDC)

GIDC has been created for securing the orderly establishment and organization of industries in industrial areas and industrial estates in the state. To fulfil the above mandate, the Corporation has established 186 industrial estates, ranging from mini to mega sizes, in 25 of the 33 districts of the state. It has also developed 6 Special Economic Zones. GIDC is now establishing Special Investment Regions, Industrial areas and large /sector-specific estates in tune with the changing economic and industrial scenario.

Website: <http://gidc.gujarat.gov.in/>

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