

DRAFT

IMPLEMENTATION GUIDELINES

FOR

COASTAL CARGO PROMOTION SCHEME

(CCPS)

For review and Consultation Purpose

Acronyms

Abbreviation	Description
BCSL	Bharat Container Shipping Line
BCG	Bill of Coastal Goods
CCPC	Coastal Cargo Promotion Centre
CCPS	Coastal Cargo Promotion Scheme
CFA	Central Financial Assistance
CSC	Coastal Shipping Cell
DDO	Drawing and Disbursing Officer
DGS	Directorate General of Shipping
FCL	Full Container Load
GoI	Government of India
GRT	Gross Registered Tonnage
ID	Identification Document
IMO	International Maritime Organisation
IPA	Indian Ports Association
IWAI	Inland Waterways Authority of India
MAKV	Maritime Amrit Kaal Vision
MIV	Maritime India Vision
MoPSW	Ministry of Ports, Shipping and Waterways
MSDC	Maritime States Development Council
MTPA	Million Tonnes Per Annum
NRT	Net Registered Tonnage
PAN	Permanent Account Number
MSW	Maritime Single Window
PCC	Pure Car Carriers
PCTC	Pure Car and Truck Carriers
POL	Petroleum, Oil and Lubricants
RSR	Rail-Sea-Rail
RoPax	Roll On Roll Off Cargo-cum-Passenger Vessels
RoRo	Roll On Roll Off Vessels
RSV	River Sea Vessels
SIMSC	Scheme for Incentivizing Modal Shift of Cargo
TEU	Twenty-Foot Equivalent Unit

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1. Section 1. Introduction to CCPS

The Ministry of Ports, Shipping and Waterways (MoPSW), Government of India (GoI), seeks to achieve a doubling of the modal share of coastal and inland waterway transport in domestic freight movement - from approximately 6% to 12% by 2047 - through the provision of targeted monetary incentives and institutional facilitation under the Coastal Cargo Promotion Scheme (CCPS). The Scheme is rooted in the vision of the Maritime Amrit Kaal Vision (MAKV) 2047 and the Maritime India Vision (MIV) 2030, and is aligned with the broader national goals of reducing logistics costs as a share of GDP, decongesting road and railway networks, and lowering carbon emissions from the freight transport sector.

1.1. Details of the CCPS

1.1.1. Vision

The CCPS envisions the creation of a pan-India impetus for coastal shipping which generates broad awareness among large-scale manufacturers, commodity traders, logistics service providers, and public sector cargo owners of the cost, environmental, and efficiency advantages of coastal shipping as a viable and competitive mode of domestic cargo transportation. The Scheme seeks to catalyse a sustainable, market-led shift of domestic freight traffic to the coastal mode, thereby reducing stress on road and railway networks, contributing to national decarbonisation objectives, generating coastal employment, and setting up an enabling ecosystem of multimodal logistics infrastructure integrating coastal shipping with rail and road networks.

1.1.2. Objectives

The CCPS has been initiated with the following primary objectives:

- i. To incentivise modal shift of domestic cargo presently transported through road and rail networks to coastal shipping, by compensating for the cost disadvantages associated with first-mile and last-mile connectivity, port charges, procedural complexity, and first-mover risk, for identified categories of cargo and routes.
- ii. To align with the national target of increasing the modal share of coastal and inland waterway transport from approximately 6% to 12% by 2047, as announced in the Union Budget 2026-27.
- iii. To generate coastal employment and strengthen the domestic maritime ecosystem including shipbuilding, ship-repair, bunkering, and logistics infrastructure.
- iv. To reduce logistics costs as a share of India's GDP by improving the cost-competitiveness of the coastal mode vis-à-vis road and rail.
- v. To contribute to India's climate commitments and sustainability objectives by encouraging a shift to the environmentally superior coastal shipping mode.

1.1.3. Title and Enforcement

- i. **Title of the Scheme:** "Coastal Cargo Promotion Scheme (CCPS)".
- ii. **Name of the Sponsoring Agency:** Ministry of Ports, Shipping and Waterways, Government of India.
- iii. **Legislative and Policy Basis:** The Scheme is implemented pursuant to the announcement in the Union Budget 2026-27, in consonance with the Coastal Shipping Act, 2025, and in alignment with the Maritime India Vision (MIV) 2030 and Maritime Amrit Kaal Vision (MAKV) 2047.
- iv. The Scheme shall be implemented from the date of notification for an initial period as specified in Para 1.1.4 below and shall be reviewed periodically for continuation, expansion of scope, or revision of incentive rates.

- v. All orders, guidelines, and amendments issued under the Scheme shall be the final authority on matters of interpretation, eligibility, and disbursement of incentives under the CCPS, subject to the review powers of the Secretary as specified in Para 3.9 of these guidelines.

1.1.4. Plan Provision for the Scheme

The plan provision for the CCPS for the initial implementation period from [April 1, 2026 to March 31, 2031] is Rs. [] Crores (Rupees [only]), to be provided from the Consolidated Fund of India under the relevant Major Head of Account of MoPSW. The provision is subject to revision by the Ministry of Finance in accordance with the budgetary process. The Ministry of Ports, Shipping and Waterways shall cause an annual review of utilisation vis-à-vis budgetary allocation, and may propose upward or downward revision based on scheme uptake, and submit the same to the Ministry of Finance accordingly.

Note: The actual quantum of the plan provision shall be incorporated upon finalisation of the incentive rates pursuant to completion of the Committee's Analysis.

1.1.5. Monetary Incentives

The Scheme proposes to provide monetary incentives to eligible beneficiaries when they transport identified categories of cargo through Indian flag vessels, River Sea Vessels (RSVs), or barges on eligible coastal shipping routes, where the point of loading or discharge involves at least one Major Port, one Designated Non-Major Port, or one IWAI terminal/jetty. The incentives shall be provided as Central Financial Assistance (CFA) in the form of direct credit to the registered bank account of the eligible beneficiary (shipper) upon completion of voyage and verification by the Nodal Officer at the point of disbursement.

1.1.6. Incentives Available Under CCPS

The incentives under the CCPS are provided to beneficiaries for undertaking transportation of the following categories of cargo through Indian flag vessels, River Sea Vessels, or barges on coastal shipping routes, namely:-

- i. Transportation of bulk or break-bulk cargo pertaining to the following identified commodities shall be eligible for an incentive at the rate of Re. [1.50] per tonne per nautical mile, subject to a ceiling of 1,500 nautical miles per voyage leg, calculated from the point of loading to the point of discharge. The eligible commodities under this category are:
- a) Fertilizers and fertilizer raw materials;
 - b) Food grains (rice, wheat, and other notified cereals and pulses);
 - c) Coal (domestic coastal movement);
 - d) Iron ore and steel products (plates, coils, and structural sections);
 - e) POL (Petroleum products)
 - f) Cement and clinker;
 - g) Sugar and edible salt;
 - h) Marbles, tiles, and stone;
 - i) Containerized Cargo (FCL)

Note: The number and type of commodities under this head are subject to revision by MoPSW from time to time based on trade demand, market trends, and funds availability.

- ii. Transportation of any domestically originating and domestically destined commodity in Full Container Load (FCL) through Indian flag or licensed coastal container vessels shall be eligible for an incentive at the rate of Rs. [4,500] per TEU. Transportation through containers larger than twenty feet shall be incentivised on the basis of the equivalent TEU

conversion factor. No incentive shall be granted for fractional TEU conversions, for empty containers, or for containers carrying Export-Import (EXIM) cargo.

- iii. Transportation of automobiles (two-wheelers, three-wheelers, and four-wheelers including HMVs and LMVs) through Indian flag Ro-Ro Vessels (including hybrid-RoRo, PCTC, RoPax, and PCC) shall be eligible for the following incentives:
 - a) Rs. [450] per two-wheeler vehicle;
 - b) Rs. [900] per three-wheeler vehicle; and
 - c) Rs. [5,000] for other vehicles (four-wheelers, HMVs, and LMVs).
- iv. Viability Gap Support for Coastal Ro-Ro Empty Return: In order to address the structural cost disadvantage arising from empty return voyages, a voyage-based Viability Gap Support (VGS) shall be extended to Indian flag Ro-Ro vessels where the return cargo load factor falls below [30%] of vessel capacity. The VGS rate, ceiling, and eligibility criteria shall be separately notified by MoPSW upon completion of the corridor-specific cost analysis to be undertaken by CCPC.

Note: The incentive rates specified in categories (i) through (v) above are indicative and shall be finalised by MoPSW upon completion of the updated logistics cost analysis to be undertaken by IPA/CCPC. The final notified rates shall be published in the Official Gazette and shall supersede the indicative rates cited herein.

2. Section 2. Scheme Implementation Overview

The Ministry of Ports, Shipping and Waterways (MoPSW) is the Nodal Ministry for the Coastal Cargo Promotion Scheme (CCPS). This section presents an overview of the Scheme including the roles and responsibilities of key stakeholders and the scope of scheme implementation. Detailed roles and responsibilities are elaborated in Section 3. The step-by-step workflow for scheme implementation is set out in Section 4.

2.1. Roles and Responsibilities of Stakeholders

2.1.1. Beneficiaries

Beneficiaries who wish to avail incentives under the Scheme shall register on the Maritime Single Window (MSW) portal through the CCPS module developed and maintained by IPA. The beneficiary shall submit claims for grant of incentives in the prescribed format along with supporting documents evidencing cargo movement. In the event a beneficiary is aggrieved by the decision of the Nodal Officer at the point of disbursement, the beneficiary may register an appeal with the Monitoring Committee constituted by MoPSW. If still dissatisfied with the decision of the Committee, the beneficiary may register a grievance with the Secretary, Ministry of Ports, Shipping and Waterways, whose decision shall be final.

2.1.2. Coastal Cargo Promotion Centre (CCPC) / Coastal Shipping Cell (CSC)

The Coastal Cargo Promotion Centre (CCPC), established under the Indian Ports Association (IPA) as a dedicated marketing and facilitation entity, shall serve as the primary operational arm for implementing the CCPS at the field level. The CCPC shall be responsible for cargo aggregation, shipper outreach, market development, logistics analysis, data management, and coordination among major ports, state maritime boards, and industry stakeholders. The Coastal Shipping Cell (CSC) of MoPSW shall serve as the Secretariat to the Monitoring Committee and shall be responsible for scheme oversight, policy coordination, and inter-ministerial liaison. The CSC shall interface with the CCPC on all operational matters.

2.1.3. Indian Ports Association (IPA)

The Indian Ports Association (IPA), as the manager of the Maritime Single Window (MSW) and the institutional host of the CCPC, shall play a central role in the CCPS. IPA shall develop, maintain, and operate the CCPS module in MSW as an add-on to the National Database for Coastal Shipping (NDCS) prepared pursuant to Coastal Shipping Act, 2025, consolidate

names of Nodal Officers from all ports and IWAI, collect and verify monthly claims from Nodal Officers, and submit consolidated claims for approval by the Monitoring Committee. IPA shall ensure effective coordination between major ports, designated non-major ports, IWAI, and MoPSW on all matters connected with scheme implementation. The administrative expenses for developing and maintaining the CCPS module and for operating the CCPC shall be borne by IPA and reimbursed by MoPSW after due approval.

2.1.4. Major Ports, Designated Non-Major Ports, and IWAI

Major Ports, Designated Non-Major Ports, and IWAI shall register beneficiaries, appoint Nodal Officers, certify loading and discharge of eligible cargo, and disburse incentives to beneficiaries. During the period prior to operationalisation of the automated disbursement module in MSW, these entities shall disburse incentives directly from separate scheme bank accounts and claim monthly reimbursement from MoPSW through the IPA/Monitoring Committee mechanism. Upon operationalisation of the automated module, these entities shall only perform load and discharge certification functions, with disbursements being debited automatically from the MoPSW scheme account upon approval of the Nodal Officer.

2.1.5. Monitoring Committee

A Monitoring Committee shall be constituted under MoPSW to oversee scheme implementation, approve claims for reimbursement (under manual mode), resolve beneficiary grievances, review scheme outcomes, and make recommendations to the Secretary (PSW) on matters of scheme revision or interpretation. The Committee shall meet monthly. Its constitution, quorum, and procedures are detailed in Section 3.7.

2.2. Scope of Scheme Implementation

2.2.1. Categories of Incentives in the Scheme

The incentives under the Scheme are provided for the following categories of cargo transported through Indian flag vessels, RSVs, or barges on eligible coastal routes:

- i. Bulk and break-bulk cargo pertaining to notified commodities (see Para 1.1.6(i)) - incentive per tonne per nautical mile (distance-based, capped at 1,500 NM per leg).
- ii. Domestic containerised cargo in FCL - incentive per TEU (flat rate).
- iii. Automobiles transported through Ro-Ro vessels - incentive per vehicle (category-based).
- iv. Viability Gap Support for coastal Ro-Ro vessels on qualifying empty return voyages (to be separately notified).
- v. POL cargo on a pilot basis on notified port pairs (to be separately notified).

2.2.2. Categories of Cargo Eligible for Grant of Incentives

The following categories of cargo are eligible for grant of incentives under the CCPS, namely:-

- a) Bulk or break-bulk cargo commodities identified in Para 1.1.6(i) are eligible for the distance-based incentive. The list of eligible commodities is subject to revision by MoPSW from time to time based on trade demand, market trends, and funds availability.
- b) Any domestically originating and domestically destined commodity carried in FCL containers (domestically plying Indian flag or licensed coastal container vessels) is eligible for the per-TEU incentive. Incentives shall not be granted for empty containers or for EXIM cargo. No incentive shall be computed on fractional TEU conversions.

- c) Only automobiles in the form of two-wheelers, three-wheelers, and four-wheelers (including HMTVs and LMTVs) are eligible for the per-vehicle incentive under category (iii) of Para 1.1.6.
- d) In cases where trucks, trawlers, or trailers carrying automobiles, containers, or identified bulk/break-bulk cargo are transported on Ro-Ro vessels, the incentives shall be provided only for the respective commodities carried by such trucks, trawlers, or trailers.
- e) POL cargo eligibility shall be limited to the notified pilot port pairs and shall be subject to the volume-linked conditions specified in the pilot notification.

2.2.3. Beneficiaries under the Scheme

The incentives under the Scheme shall be granted only to the shippers of the cargo being transported through coastal shipping routes. The shipper shall mean the person who holds ownership over the goods being transported at the time of loading and shall include the consignor or consignee, as the case may be. In all cases, the incentive shall be credited directly to the registered bank account of the beneficiary shipper and shall not be routed through the vessel operator, ship agent, or any intermediary.

2.2.4. Designated Non-Major Ports under the Scheme

Disbursement of incentives shall be made by Major Ports, Designated Non-Major Ports, and IWAI as specified in Table 2 below. Non-major ports already connected to the MSW shall be designated as eligible points of disbursement and reimbursement from the commencement of the Scheme. For other non-major ports seeking designation, the concerned port authority may approach the Coastal Shipping Cell through the State Maritime Board or concerned Port/Shipping Department of the respective State/Union Territory. IPA shall maintain an updated list of Designated Non-Major Ports on the MSW portal.

2.2.5. Eligibility of Vessels under the Scheme

Cargo carried through Indian-flag vessels, River Sea Vessels (RSVs), or barges shall be eligible for benefits under the Scheme. Indian flag Ro-Ro vessels shall be eligible in any form, including hybrid RoRo, PCTC, RoPax, and PCC vessels. Foreign-flag vessels operating under valid licences or permissions granted by DGS under the Coastal Shipping Act, 2025, shall also be eligible for incentives in respect of their coastal legs, subject to verification of the applicable licence/permission.

2.2.6. Eligibility of Routes under the Scheme

Eligible cargo transported through coastal shipping routes that involve at least one Major Port, Designated Non-Major Port, or IWAI terminal/jetty at the point of loading or discharge shall be eligible for benefits under the Scheme. Routes between two non-designated non-major ports with no involvement of a Major Port or IWAI terminal at either end are NOT eligible. Table 1 below represents eligible cargo transportation routes:

FROM / TO	Major Port	Designated Non Major Port	Other Non Major Port	IWAI Terminal
Major Port	ELIGIBLE	ELIGIBLE	ELIGIBLE	ELIGIBLE
Designated NMP	ELIGIBLE	ELIGIBLE	ELIGIBLE	ELIGIBLE
Other NMP	ELIGIBLE	ELIGIBLE	NOT ELIGIBLE	ELIGIBLE
IWAI Terminal	ELIGIBLE	ELIGIBLE	ELIGIBLE	ELIGIBLE

Table 1: Eligible Cargo Transportation Routes under the CCPS

2.2.7. Disbursement of Incentives

During the period prior to operationalisation of the automated disbursement system in MSW, incentives shall be disbursed directly by Major Ports, Designated Non-Major Ports, and IWAI from dedicated scheme bank accounts. These entities shall then claim monthly reimbursement from MoPSW through IPA and the Monitoring Committee. Upon operationalisation of the automated system, disbursements shall be deducted directly from the MoPSW scheme account upon approval by the Nodal Officer at the point of disbursement, eliminating the need for port/IWAI advance funding and subsequent reimbursement. Table 2 specifies the disbursing entity for each eligible route combination:

FROM / TO (Disbursing Entity)	Major Port	Designated Non Major Port	Other Non Major Port	IWAI Terminal
Major Port	Major Port	Major Port	Major Port	IWAI
Designated NMP	Major Port	Designated NMP	Designated NMP	IWAI
Other NMP	Major Port	Designated NMP	NOT ELIGIBLE	IWAI
IWAI Terminal	Major Port	IWAI	IWAI	IWAI

Table 2: Disbursing Entity on Eligible Cargo Transportation Routes under the CCPS

3. Section 3. Roles and Responsibilities of Stakeholders

The CCPS shall be linked with the Maritime Single Window (MSW) and NDCS module. During the period prior to operationalisation of the automated disbursement module in MSW, incentives shall be disbursed by Major Ports, Designated Non-Major Ports, and IWAI, which shall claim monthly reimbursement from MoPSW. Upon operationalisation of the automated module, the MoPSW scheme account shall be automatically debited upon approval of disbursement by the Nodal Officer, and incentives shall in all cases be credited directly to the bank account of the eligible beneficiary shipper. The detailed roles and responsibilities of each stakeholder are set out below.

3.1. Role of Beneficiaries

3.1.1. Registration of Beneficiaries

Beneficiaries who wish to avail incentives under the Scheme shall register on the CCPS module within the MSW portal. The documents required for registration are specified at Annexure-I of these guidelines. Upon successful registration and verification, the beneficiary shall be provided a unique User ID and password for accessing the MSW system and submitting claims for eligible voyages.

3.1.2. Submission of Cargo Details Prior to Voyage

For availing incentives under the CCPS, the beneficiary shall submit details of the proposed cargo movement through the online NDCS/ Coastal Module on MSW in form and manner as specified under the National Database of Coastal Shipping Rules, 2026 prior to the movement of cargo. Where the vessel on which the beneficiary proposes to move cargo is not already registered in MSW, the beneficiary shall submit vessel details at least five (5) working days prior to movement and, upon receipt of vessel registration approval, shall thereafter submit the cargo movement details. Every application pertaining to a voyage shall be allotted a unique Transaction Number by MSW. The system shall forward the application to the port/IWAI entity responsible for disbursing incentives as per Table 2.

3.1.3. Submission of Claims After Completion of Voyage

After completion of the voyage and receipt of discharge certification by the Nodal Officer at the point of discharge, the beneficiary shall submit the claim for grant of incentives and upload all relevant supporting documents directly into the CCPS Coastal module of the MSW within three (3) working days of the completion of the voyage. The documents submitted shall certify the total quantity of cargo carried (for bulk/break-bulk cargo), or total number of FCL containers (for containerised cargo), or total number of vehicles by category (for Ro-Ro cargo). The Customs-endorsed Bill of Coastal Goods (BCG), duly endorsed by Customs at the port of loading and port of discharge, shall be uploaded wherever cargo is loaded or discharged through a Customs area. For IWAI terminal loading or discharge, scanned copies of IWAI-certified documents shall be uploaded. All uploads shall be made exclusively through the Coastal module; no claims submitted outside the module shall be considered for disbursement.

3.2. Role of Major Ports

3.2.1. Appointment of a Nodal Officer

Each Major Port shall appoint a Nodal Officer, of an appropriate seniority, for overseeing registration of beneficiaries, verifying and certifying the eligibility of claims, authorising disbursement of incentives, and consolidating claims for monthly reimbursement. The Nodal Officer shall be allotted a unique User ID and password to log into the MSW system. The name and designation of the Nodal Officer shall be forwarded to IPA/CCPC for compilation and publication on the MSW portal.

3.2.2. Load Certification by Major Ports

Where cargo is being loaded at a Major Port, the Nodal Officer at the loading Major Port shall certify the details of the cargo loaded onto the vessel within the CCPS Coastal module of the MSW, verifying the type, quantity, and container/vehicle count, as applicable. After such certification, the Coastal module shall forward the application to the point of discharge.

3.2.3. Discharge Certification by Major Ports

Where cargo is being discharged at a Major Port, the Nodal Officer at the discharging Major Port shall certify the discharged cargo details within the CCPS Coastal module of the MSW. After such certification, the Coastal module shall forward the application to the beneficiary for upload of supporting documents.

3.2.4. Disbursement of Incentives

Where the Major Port is the point of disbursement as per Table 2, the Nodal Officer at the Major Port shall, upon receipt of the final application with all supporting documents uploaded by the shipper, ascertain the admissibility of the incentive. The Nodal Officer may seek additional information from the beneficiary within one (1) working day of receipt of the application. No more than two (2) such queries may be raised. The decision for disbursement or denial of the incentive shall be communicated within five (5) working days of receipt of the beneficiary's reply to the last query. The Nodal Officer shall authorise disbursement to the bank account of the beneficiary as registered in MSW.

3.2.5. Consolidation of Claims for Reimbursement

The Nodal Officer shall consolidate all disbursements made to beneficiaries during the calendar month and shall forward consolidated claims to IPA/CCPC in the format prescribed by IPA by the 5th of the following month.

3.3. Role of Designated Non-Major Ports

3.3.1. Appointment of a Nodal Officer

Each Designated Non-Major Port shall appoint a Nodal Officer for registering beneficiaries, certifying loading and discharge of eligible cargo, authorising disbursement, and consolidating claims. The Nodal Officer shall be allotted a unique User ID and password for the MSW system and their name shall be forwarded to IPA through the State Maritime Board or concerned Port/Shipping Department.

3.3.2. Load Certification by Designated Non-Major Ports

Where cargo is being loaded at a Designated Non-Major Port, the Nodal Officer shall certify the loaded cargo details within the CCPS Coastal module of the MSW. The Coastal module shall then forward the application to the point of discharge.

3.3.3. Discharge Certification by Designated Non-Major Ports

Where cargo is being discharged at a Designated Non-Major Port, the Nodal Officer shall certify the discharged cargo details within the CCPS Coastal module of the MSW. After certification, the Coastal module shall forward the application to the beneficiary for upload of relevant documents.

3.3.4. Disbursement of Incentives

Where the Designated Non-Major Port is the point of disbursement as per Table 2, the Nodal Officer shall ascertain admissibility upon receipt of the complete application, raise a maximum of two (2) queries within one (1) working day each, and communicate a decision within five (5) working days of receipt of the reply to the final query.

3.3.5. Consolidation of Claims for Reimbursement

The Nodal Officer shall consolidate monthly disbursements and forward claims to IPA/CCPC in the prescribed format by the 5th of the following month.

3.4. Role of Other (Non-Designated) Non-Major Ports

3.4.1. Appointment of a Nodal Officer

Each non-designated non-major port involved in eligible voyages (as the non-disbursing end of the route) shall appoint a Nodal Officer solely for the purpose of certifying loading or discharge of cargo. The Nodal Officer shall be allotted a unique User ID and password for the MSW system.

3.4.2. Load and Discharge Certification

The Nodal Officer at a non-designated non-major port shall certify the loaded or discharged cargo details within the CCPS Coastal module of the MSW as applicable and forward the application to the next stage (point of discharge or beneficiary, respectively). Non-designated non-major ports shall NOT be eligible to disburse incentives or claim reimbursement under the Scheme.

3.5. Role of IWAI

3.5.1. Appointment of a Nodal Officer

IWAI shall appoint Nodal Officers for each of its terminals and jetties that are involved in eligible voyages. These Officers shall be allotted unique User IDs and passwords for the MSW system and their names shall be consolidated by IPA/CCPC for publication.

3.5.2. Load Certification by IWAI Terminals/Jetties

Where cargo is being loaded at an IWAI terminal/jetty, the Nodal Officer shall certify the details of the cargo loaded within the CCPS Coastal module of the MSW. The Coastal module shall then forward the application to the point of discharge.

3.5.3. Discharge Certification by IWAI Terminals/Jetties

Where cargo is being discharged at an IWAI terminal/jetty, the Nodal Officer shall certify the discharged cargo details within the CCPS Coastal module of the MSW. After certification, the Coastal module shall forward the application to the beneficiary for document upload.

3.5.4. Disbursement of Incentives

Where an IWAI terminal/jetty is the point of disbursement as per Table 2, the Nodal Officer shall follow the same procedure as prescribed for Major Ports in Para 3.2.4.

3.5.5. Consolidation of Claims for Reimbursement

IWAI Nodal Officers shall consolidate monthly disbursements and forward claims to IPA/CCPC in the prescribed format by the 5th of the following month.

3.6. Role of IPA / CCPC

3.6.1. Development and Maintenance of CCPS Module in MSW

IPA, through the CCPC, shall develop and maintain a dedicated CCPS module (hereinafter "the Coastal module") within the Maritime Single Window (MSW) for implementation of the Scheme. The Coastal module shall function as a direct add-on to, and shall be fully integrated with, the National Database for Coastal Shipping (NDCS) prepared pursuant to Section 9 of the Coastal Shipping Act, 2025. All voyage applications, load and discharge certifications, disbursement authorisations, claims, and reimbursements processed under the CCPS shall be recorded within this Coastal module and shall be automatically transmitted to the NDCS in the format prescribed. The module shall interface with the banking system for direct credit of incentives to the accounts of beneficiaries. IPA shall also maintain a dedicated CCPS portal with publicly accessible information on eligible routes, cargo, incentive rates, registered beneficiaries, Nodal Officers, and claim status.

3.6.2. Cargo Aggregation and Market Development

The CCPC, functioning as the marketing and facilitation arm of IPA, shall actively identify and aggregate fragmented coastal cargo across commodities and OEMs, build long-term cargo commitments from key account shippers, conduct MSME outreach, and develop shipper awareness programmes across major industrial clusters. The CCPC shall coordinate with commodity desks for bulk, container, and Ro-Ro cargo.

3.6.3. Consolidation of Names of Nodal Officers

IPA/CCPC shall coordinate with State Maritime Boards, concerned Port/Shipping Departments of States/Union Territories, port authorities, and IWAI for compiling and maintaining an updated register of Nodal Officers with their MSW access credentials. Non-major ports shall forward names of their Nodal Officers to IPA through State Maritime Boards.

3.6.4. Consolidation of Claims for Reimbursement

During the manual reimbursement phase, IPA shall collect all monthly claims from the Nodal Officers of Major Ports, Designated Non-Major Ports, and IWAI, conduct due diligence and verification, and prepare a consolidated claim statement for submission before the Monitoring Committee at its monthly meeting.

3.6.5. Coordination among Stakeholders

IPA/CCPC shall provide coordination support between the Monitoring Committee, Major Ports, Designated Non-Major Ports, and IWAI on all matters related to reimbursement, reconciliation, grievance resolution, and scheme data reporting. The CCPC shall submit a monthly scheme performance report to the CSC/MoPSW.

3.7. Role of Monitoring Committee

3.7.1. Constitution of the Committee

A Monitoring Committee shall be constituted by MoPSW. The Committee shall be chaired by the Joint Secretary (Shipping/Coastal), MoPSW and shall include: the Director General of Shipping (or nominee), the Managing Director, IPA, representatives of two Major Ports on rotation, and the Head of the CCPC. The CSC shall serve as the Secretariat. The Committee shall lay down its own procedure for the conduct of meetings subsequent to its constitution. The decisions of the Committee shall be binding on all implementing entities.

3.7.2. Meetings of the Committee

The Committee shall hold regular monthly meetings. In the monthly meetings, the Committee shall resolve issues arising from beneficiary grievances, eligibility disputes, disbursement or reimbursement irregularities, MSW module functioning, and coordination gaps between IPA, IWAI, and ports. The Committee shall also deliberate on and recommend measures for promoting scheme uptake and broadening the cargo base.

3.7.3. Recommendations for Reimbursement of Claims

During the manual reimbursement phase, the Committee shall scrutinise the consolidated monthly claims submitted by IPA, verify adherence to scheme guidelines, and make recommendations for reimbursement to the ports and IWAI after following due procedure for sanctioning the amounts. The Committee shall meet at least once before the 15th of each month for this purpose.

3.7.4. Recommendations to Secretary, MoPSW

In cases of issues arising from interpretation of the Scheme, interpretation of these guidelines, or any matter on which the Committee is unable to reach a decision, the same shall be referred to the Secretary (PSW), MoPSW for a final decision. The decision of the Secretary (PSW) on such matters shall be final and binding.

3.8. Role of Coastal Shipping Cell (CSC)

3.8.1. Secretariat of the Monitoring Committee

The Coastal Shipping Cell (CSC) constituted in MoPSW shall function as the Secretariat of the Monitoring Committee. The CSC shall prepare the agenda for monthly meetings in consultation with the Committee Chair, compile all claims and reports submitted by IPA, and maintain the official records of the Committee. The CSC shall also manage inter-ministerial consultations, coordinate with the Ministry of Finance, Ministry of Railways, and other concerned ministries on complementary measures for promoting coastal shipping under the CCPS.

3.9. Review or Revision of the Scheme

3.9.1. Interpretation of the Scheme

The Secretary (PSW), MoPSW shall be the final authority for all issues arising out of interpretation or scope of the Scheme as may be referred to the Secretary by the Monitoring Committee. The Secretary's decision on any such matter shall be final.

3.9.2. Review/Revision of Orders of the Committee

The Secretary (PSW) shall have the powers of review and revision of the orders of the Monitoring Committee. The review/revision powers of the Secretary shall be co-terminus with the original decision-making powers of the Committee.

3.9.3. Periodic Review of Incentive Rates and Scheme Scope

The Monitoring Committee shall cause a comprehensive review of the Scheme at least once every two years, or earlier if so warranted by material changes in logistics cost structures, budgetary constraints, or modal shift outcomes. The review shall assess incentive uptake by cargo category and route, modal shift achieved vis-à-vis MAKV 2047 targets, utilisation of budgetary provision, and emerging logistical and operational issues. The Committee shall submit a review report to the Secretary (PSW) with recommendations for continuation, revision, or expansion of the Scheme.

4. Section 4. Scheme Implementation Details

4.1. Disbursement of Claims

4.1.1. Registration of Shippers (Beneficiaries)

The following steps shall be followed for the registration of shipper beneficiaries on the CCPS Coastal module of the MSW. The Coastal module, developed and operated by IPA, serves as the sole digital interface for all CCPS transactions and is integrated with the National Database for Coastal Shipping (NDCS) under Section 9 of the Coastal Shipping Act, 2025. All registrations, voyage submissions, certifications, and claim authorisations must be conducted exclusively within this module:

Step 1. The beneficiary shall register on the CCPS module within the MSW portal by providing details including Beneficiary/Company Name, Address, TAN, PAN, GSTIN, and bank account details (account number, IFSC Code, bank branch). Scanned copies of all documents specified in Annexure-I shall be uploaded on the portal. The beneficiary shall indicate the preferred Major Port, Designated Non-Major Port, or IWAI Office for physical document verification.

Step 2. The MSW system shall acknowledge receipt of the application and shall transmit the login credentials (User ID and password) to the shipper's registered e-mail ID and mobile number.

4.1.2. Registration of Vessel by Shipper

The following steps shall be followed for registration of a vessel that is not already registered in MSW:

Step 1. The beneficiary shall ensure that the vessel intended for cargo movement is registered in e-Samudra/ MSW. Where details of the vessel are not available in MSW, the beneficiary shall submit vessel details including IMO Number, Vessel Name, Call Sign, Flag, GRT, NRT, vessel type, and relevant statutory certificates (Certificate of Registry, Class Certificate, Safe Manning Certificate). Registration shall be submitted at least five (5) working days prior to the intended movement of cargo.

Step 2. The Nodal Officer shall scrutinise the vessel details and either grant approval or seek further information within one (1) working day of receipt. Upon approval, a 'Vessel Registration Successful' message shall be communicated to the shipper through MSW. Where additional information is sought, the beneficiary shall provide the same within one (1) working day, and the Nodal Officer shall grant approval within one (1) working day of receipt of the clarification.

4.1.3. Registration of Voyage by Shipper

The following steps shall be followed by the beneficiary for registering a voyage prior to movement of eligible cargo:

Step 1. At least three (3) working days prior to the movement of cargo, the beneficiary shall submit, through the online application form on MSW, the following voyage details: (i) Vessel Code/IMO Number; (ii) Voyage Number; (iii) Cargo details - type of cargo, commodity, quantity, number of TEUs or vehicles by category; (iv) Point of loading; (v) Point of discharge; and (vi) Expected dates of loading and discharge. The system shall generate an acknowledgement and allot a unique Transaction Number to the application.

Step 2. The Coastal module shall forward the application to the Nodal Officer at the point of loading.

4.1.4. Load Certification by Nodal Officer

The following steps shall be followed by the Nodal Officer at the point of loading:

Step 1. The Nodal Officer at the loading port or IWAI terminal/jetty shall verify and certify the details of cargo loaded, including commodity type, quantity, number of containers (TEUs), or number of vehicles by category, as applicable, within the CCPS Coastal module of the MSW. The certification shall be entered directly into the Coastal module and the record shall be automatically transmitted to the NDCS.

Step 2. After certification, the Coastal module shall forward the application to the Nodal Officer at the point of discharge.

4.1.5. Discharge Certification by Nodal Officer

The following steps shall be followed by the Nodal Officer at the point of discharge:

Step 1. The Nodal Officer at the discharging port or IWAI terminal/jetty shall verify and certify the details of cargo discharged from the vessel within the CCPS Coastal module of the MSW. All certifications entered by the Nodal Officer in the Coastal module shall constitute the official discharge record for CCPS purposes and shall be automatically transmitted to the NDCS.

Step 2. After certification, the Coastal module shall forward the application to the beneficiary for upload of supporting documents.

4.1.6. Submission of Claim for Incentives by the Shipper

The following steps shall be followed by the beneficiary for submitting a claim for incentives after completion of the voyage:

Step 1. Within three (3) working days of the completion of the voyage, the beneficiary shall upload the following documents directly into the CCPS Coastal module of the MSW:

- i. Scanned copy of the Bill of Coastal Goods (BCG) bearing the Customs endorsement at the port of loading and port of discharge (where cargo passes through a Customs area) - the Customs-endorsed BCG is mandatory and shall serve as the primary proof of cargo movement;
- ii. Original/certified copy of Manifest;
- iii. Invoice or consignment note evidencing quantity and commodity;
- iv. For Ro-Ro cargo - vehicle-wise manifest or OEM dispatch note;
- v. For IWAI terminal loading/discharge - IWAI-certified cargo movement documents;
- vi. Any other document prescribed by MoPSW from time to time. No documents submitted outside the Coastal module shall be considered for the purposes of claim verification or disbursement.

Step 2. After upload, the application shall be forwarded to the Nodal Officer at the point of disbursement as per Table 2.

4.1.7. Authorisation for Disbursement of Incentives

The following steps shall be followed by the Nodal Officer at the point of disbursement. All scrutiny, verification, query-raising, and authorisation actions shall be performed exclusively within the CCPS Coastal module of the MSW. No disbursement shall be authorised outside of the Coastal module workflow:

Step 1. The Nodal Officer shall, upon receipt of the complete application with all supporting documents uploaded by the shipper into the Coastal module, scrutinise the documents and ascertain the admissibility of the incentive under the Scheme. Where additional information is required, the Nodal Officer may raise a query through the Coastal module within one (1) working day of receipt of the application. No more than two (2) queries may be raised in respect of any single voyage application.

Step 2. The beneficiary shall submit the reply to the queries, along with relevant documents, through the Coastal module of the MSW as expeditiously as possible.

Step 3. The Nodal Officer shall communicate a decision for disbursement or denial of the incentive within five (5) working days of receipt of the beneficiary's reply to the final query. Failure to communicate a decision within the stipulated period shall be treated as deemed approval, subject to ratification by the Monitoring Committee.

Step 4. The Coastal module shall compute the quantum of incentive payable based on the cargo details and applicable rates. The Nodal Officer shall verify the computed amount and, upon being satisfied, shall authorise disbursement to the registered bank account of the beneficiary entirely within the Coastal module. Upon authorisation, the Coastal module shall automatically transmit the completed voyage and disbursement record to the NDCS in accordance with the data standards prescribed by DGS under Section 9 of the Coastal Shipping Act, 2025.

4.2. Manual Reimbursement of Claims

During the period prior to operationalisation of the automated disbursement module in MSW, incentives shall be disbursed by Major Ports, Designated Non-Major Ports, and IWAI from dedicated scheme bank accounts opened for this purpose. All payments (advance and reimbursement of claims) from MoPSW to these entities shall be made in these designated accounts. The following steps shall govern the manual reimbursement process:

4.2.1. Consolidation of Claims for Reimbursement

Step 1. After authorisation of disbursement by the Nodal Officer, the incentive amount shall be credited to the bank account of the beneficiary from the dedicated scheme account of the port or IWAI. The bank shall carry out the transaction and communicate a confirmation with a unique transaction ID to the shipper. MSW shall integrate the same, which shall be viewable by the shipper, the Port/IWAI Nodal Officer, and designated officers of MoPSW.

Step 2. The Nodal Officer at each disbursing entity shall consolidate all disbursements made during the month and forward the same to IPA/CCPC in the format prescribed by IPA, by the 5th of the following month.

Step 3. IPA/CCPC shall collect all claims from the Nodal Officers of Major Ports, Designated Non-Major Ports, and IWAI on a monthly basis, conduct due diligence, reconcile with MSW transaction records, and prepare a consolidated verified claim statement for submission before the Monitoring Committee.

4.2.2. Recommendations for Reimbursement of Claims

Step 1. The CSC shall prepare a consolidated list of verified claims for consideration by the Monitoring Committee in its monthly meeting.

Step 2. The Monitoring Committee shall meet at least once before the 15th of each month. In its meeting, the Committee shall scrutinise the consolidated claims submitted by IPA, satisfy itself of the correctness and eligibility of claims, and make recommendations for reimbursement to the respective ports and IWAI.

Step 3. The Drawing and Disbursing Officer (DDO), MoPSW, shall prepare bills based on the recommendations of the Committee and shall submit the bills to the Pay and Accounts Office (PAO) for making payment to the designated scheme bank accounts of the ports and IWAI.

Step 4. In cases of disputes or discrepancies in claims, the Monitoring Committee shall refer the matter to the CSC for investigation and shall defer the disputed claim for the subsequent meeting. The resolution timeline shall not exceed thirty (30) days from the date of first referral.

4.3. Automatic Reimbursement of Claims

Upon operationalisation of the automated disbursement module in MSW, the disbursements shall be made on a continuous transaction-wise basis, without the need for manual consolidation, monthly claims, or Monitoring Committee approval for individual disbursements. In this phase:

Step 1. After authorisation of disbursement by the Nodal Officer on MSW, the incentive amount shall be credited to the bank account of the beneficiary by debiting the designated scheme account of MoPSW automatically. The port/IWAI shall not need to maintain separate scheme bank accounts or advance funds.

Step 2. After each such debit transaction, the bank shall send a confirmation message with a unique transaction ID to the shipper. MSW shall integrate the same, viewable by the shipper, the Port/IWAI Nodal Officer, and designated officers of MoPSW.

Step 3. IPA/CCPC shall submit a monthly scheme utilisation report to the CSC/MoPSW on the 5th of each month, summarising total disbursements by cargo category, route, and disbursing entity.

Step 4. The Monitoring Committee shall continue to meet monthly in the automated phase to review scheme performance, resolve beneficiary grievances, and recommend policy adjustments.

ANNEXURE-I

Supporting Self-Attested Documents Required for Registration of Beneficiaries on MSW for Availing Benefits under the CCPS as proof for the following information to be provided by the shipper, namely:-

A. Entity Identity and Address Details - The following documents shall be submitted as proof of legal identity and address of the beneficiary entity:

- a) Certificate of Incorporation / Registration Certificate (in case of companies, LLPs, partnerships, or other registered entities).
- b) Company / Firm Name and Registered Address with PIN Code.
- c) Name, Designation, and contact details of the Authorised Signatory/Representative.
- d) Authorisation Letter / Board Resolution authorising the representative to register and act under the Scheme.
- e) Contact Details - Phone / Mobile / E-mail ID of the Authorised Representative.

B. Taxation and Regulatory Registrations - The following documents shall be submitted as proof of applicable registrations:

- a) Permanent Account Number (PAN) Card.
- b) Tax Deduction and Collection Account Number (TAN), if applicable.
- c) GST Registration Certificate (GSTIN). Where a business is GST-exempt, a declaration to this effect shall be submitted.
- d) Import Export Code (IEC), if applicable.
- e) Any other applicable regulatory registration (e.g., FSSAI for food cargo, Bureau of Indian Standards registration for notified goods).

C. Bank Account Details - The following details and supporting document shall be submitted for direct credit of incentives:

- a) Name of the Bank and Branch.
- b) City/Location of the Bank Branch.
- c) IFSC Code of the Branch.
- d) Bank Account Number (Current Account preferred).
- e) Cancelled cheque or bank certificate confirming the account details.

D. Operational Details - Cargo and Vessel - The following shall be submitted at the time of first voyage registration (or vessel registration, as applicable):

- a) Details of the type of cargo proposed to be transported under the Scheme (commodity category, expected annual volume).
- b) For vessel registration - IMO Number, Vessel Name, Call Sign, Flag of Registry, GRT, NRT, vessel class (bulk, container, Ro-Ro, etc.), and applicable statutory certificates (Certificate of Registry, Safety Management Certificate, Classification Certificate).
- c) Preferred Major Port / Designated Non-Major Port / IWAI Office for physical verification.

E. Declaration - The beneficiary shall submit a self-declaration in the format prescribed by IPA/CCPC on the MSW portal, confirming that:

- a) The information provided is true and correct to the best of the declarant's knowledge;
- b) The cargo proposed to be transported under the Scheme is domestically originating and destined (for containerised cargo);
- c) The beneficiary undertakes to comply with all conditions, guidelines, and orders issued under the CCPS from time to time; and
- d) The beneficiary is aware that any misrepresentation or fraudulent claim shall render them liable to forfeiture of the incentive amount, deregistration from the Scheme, and such other action as may be taken under applicable law.

Note: All documents shall be self-attested copies (or digitally signed, where accepted by IPA/CCPC). Original documents shall be presented to the Nodal Officer at the time of physical verification.
