

Process Document and Proceedings

EAST COAST MARITIME & LOGISTICS SUMMIT 2025

Driving ₹10 Lakh Crore Trade Through Ports, Corridors & Green Logistics Innovation

September 02 - 03, 2025, Novotel Varun Beach, Visakhapatnam, Andhra Pradesh



Transforming Coastline into Global Trade Lifeline

Organised by





Introduction

The East Coast Maritime & Logistics Summit 2025 was held on September 2–3, 2025, in Visakhapatnam. Jointly organized by the Government of Andhra Pradesh, the Global Forum for Sustainable Transformation (GFST), and Maritime Gateway, the summit was designed as a flagship platform to showcase Andhra Pradesh’s ambition of becoming the logistics capital of South Asia and India’s strategic maritime gateway to the Global East.

The summit aimed to provide a roadmap for reducing logistics costs from 14% of GDP to global benchmarks of 8–9%, strengthening multimodal connectivity, enhancing port-led industrial ecosystems, and promoting sustainable and technology-driven trade facilitation. The discussions were anchored in the larger vision of Swarnandhra 2047 and Viksit Bharat 2047, positioning Andhra Pradesh as the ASEAN-facing logistics hub for India.

Over two days, more than 400 delegates—including global shipping lines, port operators, logistics service providers, policymakers, investors, and thought leaders—participated across keynote addresses, focused panel discussions, a CEO roundtable with the Hon’ble Chief Minister, and a plenary address to the larger audience.

The conclave culminated in the launch of two landmark strategic documents:

- *Crowning the East Coast – Andhra Pradesh: The Logistics Capital of South Asia From Ports to Performance – Building India's ASEAN-facing Logistics Hub by 2047*
- *Maritime Strategy Andhra Pradesh – India's Strategic Gateway to Connect to the Global East*

Together, these strategies articulate Andhra Pradesh's pathway to lead India's logistics transformation, harness its 1,053 km coastline, and establish itself as the premier gateway for trade, connectivity, and investment flows between India and the Global East.

Day 1 – September 2, 2025 | Visakhapatnam

Inaugural Addresses

The summit began with a welcome by Mr. Ramprasad Ravi, Editor & Publisher, Maritime Gateway, who set the context for the discussions by underlining the East Coast's role in India's logistics future.

Shri S.P. Tucker, Vice Chairman & Director of GFST, delivered the keynote address. Drawing on his experience as Chief Secretary of Andhra Pradesh and as Vice Chairman of the Economic Development Board, he reflected on the state's consistent double-digit growth between 2014 and 2019, which enabled the economy to double in just 4.5 years. He outlined the vision behind GFST as a catalytic think tank launched in 2019, functioning outside government yet closely engaging with policymakers, investors, and civil society. He highlighted the success of GFST's Sectoral Lab model—designed to bridge data, policy, and investments—and underscored logistics as the anchor sector for Andhra Pradesh's next phase of transformation. Drawing inspiration from Singapore's rise, he stressed that Andhra Pradesh must emulate global best practices in logistics, port-led industrialization, and infrastructure to sustain 15–20% annual growth.

Mr. C.M. Saikanth Varma, IAS, CEO of the Andhra Pradesh Economic Development Board (APEDB), presented the economic snapshot of Andhra Pradesh and its roadmap under the Swarna Andhra Vision 2047. He described the state's \$180 billion economy and outlined its policy ecosystem, including 25 specialized policies covering manufacturing, IT, tourism, and climate-focused sectors. He detailed the development of six operational ports, four new greenfield ports under construction, and seven airports including three international airports, alongside plans for nine more greenfield airports such as Bhogapuram. He stressed the need to reduce logistics costs, accelerate investments in multimodal corridors like VCIC and CBIC, and promote complementary sectors like tourism, fisheries, and shipbuilding. He concluded by emphasizing Andhra

Pradesh's strong momentum, noting that over ₹10 lakh crore in investment commitments had been secured in the last 14 months alone.

Plenary Session 1: Opportunities and Challenges on the East Coast



Moderated by Mr. Sameer Bhatnagar, Global Head – Ports, KPMG India, this session examined India's East Coast as an emerging logistics and maritime hub.

Mr. Sagar Kadu, Director (Logistics Division), DPIIT, Ministry of Commerce & Industry, GoI, highlighted the government's Amrit Kaal 2047 vision and the central role of ports and fishing clusters in achieving a \$35 trillion economy. He identified the East Coast as India's energy corridor, driven by mineral and coal flows.

Mr. C.M. Muralidharan Nair, India Area Director, Unifeeder Group, traced the evolution of coastal shipping from a single vessel of 400–500 TEUs in 2001 to today's 200,000 TEUs moved annually. He pointed out that despite cost and environmental benefits, coastal shipping still accounts for only 7–8% of cargo movement.

Mr. Tarkesh Tiwari, Vice President, Essar Ports Ltd., explained that while the West Coast handles more containerized cargo, the East Coast remains bulk-heavy with ores and minerals. He pointed to opportunities in green ammonia, steel expansions, and refinery projects that could balance cargo flows.

Mr. Shouvik Madal, CEO, Apeejay Infralogistics Pvt. Ltd., argued that the East Coast lacks an anchor industry comparable to Chennai's auto hub. He suggested that

developing a shipbuilding or recycling cluster could serve as a catalyst for ecosystem growth, leveraging the region's skilled workforce.

The panel concluded that increasing coastal shipping's share, diversifying cargo beyond bulk, and establishing an anchor industry are essential to transform the East Coast into a competitive logistics hub.

Plenary Session 2: Andhra Pradesh Special Session – Global Logistics Hub



Moderated by Mr. Ramprasad Ravi, Editor & Publisher, Maritime Gateway, this session showcased Andhra Pradesh's ambition to be India's logistics capital.

Mr. Durgesh Kumar Dubey, IRTS, Vice Chairman, Visakhapatnam Port Authority, outlined modernization initiatives such as gate automation and berth upgrades. Mr. Amit Malik, CEO, Adani Gangavaram Port Ltd., stressed the port's deep draft advantage and the need for assured rail connectivity to NCR and western markets. Capt. Alpesh Abhay Sharma, CEO – Container Business, JM Baxi Ports & Logistics, promoted fixed-day coastal and rail-sea-rail services for predictability.

Mr. Praveen Adithya, IAS, CEO, AP Maritime Board, proposed creating the AP Logistics & Infrastructure Corporation to unify planning across ports, roads, rail, and customs. Ms. G. Gayatri, IRTS, Area Head – Southern Region, CONCOR, described the 108-acre multimodal logistics park in Visakhapatnam with warehousing and specialized rakes. Dr. G. Sambasiva Rao, MD, Sravan Shipping Services, emphasized cost incentives for shippers, while Mr. N. Sridhar, IRS, Principal Commissioner, Customs House Visakhapatnam, highlighted faster clearances under RMS and expanded use of pre-arrival processing. Mr. Ravikanth Yamarthy, CEO, Logistics Sector Skill Council, stressed the importance of skilling programs, apprenticeships, and international placements.

The session concluded with a 90–180 day action plan: launch coastal loops, pilot Ro-Ro corridors, commit to rail slot predictability, accelerate AEO adoption, and scale up logistics skill development.

Parallel Plenary Session 3: Cross-Border Cargo Movement – India, Nepal, Sri Lanka

Moderated by Mr. Rajan Sharma, General Secretary, Nepal–India Chamber of Commerce & Industry, this panel explored cross-border cargo flows.

Mr. Jhakka Prasad Acharya, Consul General of Nepal (Kolkata), highlighted Nepal’s dependence on Indian ports for trade. Mr. N. Krishna Kumar, Senior VP – South Region, MSC Agency India, called for efficient coastal services. Mr. Ted Muttiah, CCO, South Asia Gateway Terminals (Sri Lanka), stressed Colombo’s evolving role in global trade.

Representatives from Nepal Freight Forwarders Association (Mr. Naresh Kumar Aggarwal) and Nepal Intermodal Transport Development Board (Mr. Ashish Gajurel) pointed to inland depots and dry ports as critical enablers. Ms. Anita Barik, IRTS, Cluster Head, CONCOR, emphasized digital trade facilitation, while Mr. Mohan Kumar, CEO, SICAL Logistics Ltd., and Capt. Sudeep Banerjee, Terminal Head, Visakha Container Terminal, called for harmonized systems to attract transshipment cargo.

The session concluded that harmonization of customs, development of dry ports, and better coastal and rail linkages could position Andhra Pradesh as the natural gateway for regional trade.

Plenary Session 4: Transforming Coastline into Global Trade Lifeline



The evening valedictory session featured perspectives from CONCOR and global shipping lines. The discussions highlighted that India's logistics costs remain high at ~14% of GDP, and reducing them requires collaborative effort, long-term partnerships, and investment in sustainable solutions. Green initiatives such as LNG trailers, electric reach stackers, and e-trucks were noted as important steps toward sustainability.

Representatives from MSC India emphasized monetizing India's 7,000 km coastline through efficiency, cost-effectiveness, and connectivity. They cautioned that while India handles 13 million TEUs compared to Shanghai's 50 million, building more ports alone will not solve inefficiencies. Instead, the focus should be on integrating inland logistics, creating hub-and-spoke port models, and transitioning to sustainable supply chains.

State leadership clarified that the upcoming AP Logistics & Infrastructure Corporation (APLIC) will ensure regular coordination with industry, with progress personally reviewed by the Chief Minister every six months. The valedictory session closed with a strong message of shared responsibility: transforming Andhra Pradesh into a cost-effective, sustainable logistics hub requires alignment between government, industry, and civil society.

Day 2 – September 3, 2025 | Visakhapatnam

Day 2 of the East Coast Maritime & Logistics Summit 2025 commenced with renewed momentum as delegates reconvened at the Novotel Varun Beach, Visakhapatnam. The day began with networking interactions among more than 400 participants, including CEOs, policymakers, and international representatives, setting the stage for sector-specific deep dives.

The focus of the second day was on specialized areas that are shaping the future of logistics: air cargo and cold chain systems for high-value industries like pharmaceuticals and perishables, technology-driven solutions such as AI and IoT for smarter logistics, and global benchmarks in port and terminal management. Unlike Day 1, which emphasized the East Coast's macro opportunities and Andhra Pradesh's positioning as a logistics hub, Day 2 concentrated on innovation, sectoral best practices, and global competitiveness.

The sessions were designed to move from immediate infrastructure requirements in air cargo and cold chain, to transformative technologies that can cut costs and improve transparency, and finally to global trends in port sustainability and safety. This structured flow ensured that discussions built towards the high-level CEO Roundtable with the Hon'ble Chief Minister later in the day, where strategic commitments and investment priorities were deliberated.

Plenary Session 5: Air Cargo, Cold Chain & Pharma Logistics



The Air Cargo session set the tone for Day 2, highlighting how Andhra Pradesh can leverage its strong base in pharmaceuticals, agriculture, and aquaculture to emerge as a leading player in specialized logistics. Moderated by Mr. Satish Lakkaraju, CEO of NEXGEN Logistics, the discussion brought together five industry leaders spanning pharma manufacturing, multimodal logistics, cold chain technology, airport operators, and cargo handling services.

Mr. Burra V.R. Vijay Bhaskar, Director – Supply Chain Management, Pfizer Healthcare India Ltd., emphasized that India produces a significant share of the world's generic drugs, yet lacks globally recognized cold chain certification hubs. Exporters often rely on facilities in Europe for certification, adding costs and delays. He argued that Andhra Pradesh, with its growing pharma clusters, can bridge this gap by establishing dedicated pharma logistics corridors connected to both airports and seaports.

Mr. Sushil Dugar, COO – Logistics Services, Balmer Lawrie & Co. Ltd., focused on multimodal challenges. He pointed out that while India has the technical capacity, integration between sea, air, and land transport remains weak, resulting in longer transit times and higher spoilage rates for perishables. He recommended that Andhra Pradesh pilot integrated air-sea cold chain corridors, where reefer containers arriving at ports can be seamlessly transferred to air cargo facilities for onward movement.

Mr. Tummalapalli Ravi Kumar, Managing Director of Envirotainer, shared global perspectives on temperature-controlled cargo. He highlighted that compliance gaps—such as improper handling at transshipment points or lack of monitoring during first/last mile—remain major risks for pharma exports. Introducing real-time IoT-

enabled temperature monitoring across the supply chain, he noted, would give Andhra Pradesh a competitive edge.

Mr. Sanjiv Edward, CEO – Cargo & Logistics, GMR Group, underlined the role of airports in anchoring cold chain networks. He pointed to the upcoming Bhogapuram International Airport, expected to be operational by mid-2026, which could be developed as a specialized pharma and perishables hub. He recommended investing early in pharma-grade cold storage, dedicated cargo aprons, and digital cargo community systems.

Mr. Avinash Razdan, CEO of Delhi Cargo Service Center, stressed that process harmonization is as important as infrastructure. He explained that exporters face delays due to inconsistent documentation and clearance practices across different airports. For Andhra Pradesh to compete with global hubs, he recommended a state-level cargo facilitation platform, harmonizing customs, airport, and airline requirements.

The panel concluded that Andhra Pradesh has a unique opportunity to create an end-to-end pharma and perishable logistics ecosystem, anchored by Bhogapuram and Vizag airports, integrated with seaports, and supported by global standards of certification and monitoring. With aquaculture exports from the state already significant, the addition of pharma-focused cold chain infrastructure could transform Andhra Pradesh into one of India's leading air cargo hubs.

Plenary Session 6: Smart Logistics – AI & IoT Transformation

The Smart Logistics session on Day 2 was one of the most dynamic discussions of the conclave, bringing together five technology leaders and innovators who showcased how digital platforms, automation, and predictive analytics are transforming global logistics. Moderated by Mr. Sridhar Seshadri, Director – Global Foresight & Innovation, GFST, the panel addressed the critical challenge of reducing India's logistics costs through technology adoption.

Mr. Vinay Koka, Head of Sales & Partnership ISC, ODeX Global, demonstrated how AI-powered platforms for electronic delivery orders and automated document processing can sharply reduce delays and transaction costs. He emphasized that reducing paperwork from days to hours could save both shippers and ports significant time, aligning with India's PM Gati Shakti objectives.

Mr. Girish Kumar Surpur, Business Unit Head, NEC Corporation India, highlighted the role of IoT in predictive analytics. By embedding sensors into cargo, vehicles, and port equipment, NEC is enabling real-time monitoring of cargo conditions, fuel use, and route optimization. He pointed out that predictive alerts can reduce breakdowns and congestion-related delays, which are key drivers of India's high logistics costs.

Mr. Abhishek Baheti, Co-Founder & CBO, MatchLog Solutions, focused on the persistent challenge of empty container movements. He presented MatchLog's container reuse model, which digitally matches importers and exporters to cut down unnecessary empty runs. This innovation, already piloted in major Indian ports, can reduce empty container repositioning by up to 20%, lowering costs and emissions.

Mr. Uddhav Kumar, Co-Founder & CEO, Lynkit, discussed blockchain-based cargo visibility systems. He explained how blockchain provides end-to-end traceability, builds trust among shippers, and prevents documentation fraud. For Andhra Pradesh, deploying blockchain-enabled port community systems could position its ports as global leaders in digital trust and transparency.

Mr. Surendra Lingareddy, CEO, Volteo Maritime, presented AI- and OCR-based tools for automating port paperwork, such as gate passes, invoices, and customs documentation. He demonstrated how automation could reduce cargo dwell times by up to 15% and enhance throughput efficiency.



The panel collectively agreed that digital adoption is no longer optional but a necessity for India to compete globally. They recommended that Andhra Pradesh prioritize:

- State-wide digital logistics platforms integrating ports, customs, and inland logistics.
- IoT deployment for predictive maintenance of cargo, vehicles, and port equipment.
- Container reuse and Ro-Ro pilots powered by digital matchmaking.
- Blockchain-based cargo visibility and trust platforms for exporters.

The session concluded that if deployed at scale, smart logistics solutions could lower Andhra Pradesh's logistics costs by 1.5–2 percentage points within five years, making it a benchmark state for technology-enabled trade facilitation in South Asia.

Plenary Session 7: Global Trends in Ports & Terminal Management

The concluding thematic session of Day 2 focused on global best practices in port and terminal operations, highlighting how Andhra Pradesh can benchmark itself against the world's leading maritime hubs. The session featured four experts representing international equipment providers, global terminal operators, logistics skills development, and port automation firms, and was structured around safety, sustainability, and future-ready port ecosystems.

Mr. Chantharan Ramasamy, Country Manager – Singapore, Cavotec, shared insights on shore power and port electrification. He explained how ports across Europe and Asia are adopting shore-to-ship power systems that enable vessels to switch off engines while docked, reducing carbon emissions and noise pollution. For Andhra Pradesh's deep-draft ports, adopting such technologies would align with India's net-zero targets and make the state a preferred destination for environmentally conscious shipping lines.

Mr. Avinash Kalse, Head – HSSE, APM Terminals, underlined the importance of safety and compliance. He noted that globally, ports are increasingly held to rigorous standards on occupational health and safety, with zero-incident cultures becoming non-negotiable. He stressed that ports in Andhra Pradesh must invest in training, emergency preparedness, and digital monitoring of HSSE metrics if they are to match the global benchmarks set by hubs such as Rotterdam, Singapore, and Los Angeles.

Mr. Ravikanth Yamarthy, CEO of the Logistics Sector Skill Council of India, emphasized workforce development as a cornerstone of competitiveness. He highlighted that Indian ports often face shortages of certified marine pilots, crane operators, and equipment engineers. To address this, he recommended the establishment of Port Skill Academies in Andhra Pradesh, in partnership with the Indian Maritime University and industry players, offering structured apprenticeship and certification programs aligned with global standards.

Mr. Sumit Kumar of Terex India brought an equipment and automation perspective, pointing to the need for modern ship-to-shore cranes, automated yard equipment, and advanced terminal operating systems (TOS). He argued that investments in automation not only increase berth productivity but also reduce turnaround time and operating costs, helping ports compete in the high-volume container trade.

The session concluded that Andhra Pradesh must integrate sustainability, safety, skills, and automation into its port development strategy. While the state has already invested

in deep-draft ports and mechanized bulk handling, the next frontier lies in adopting green technologies, global HSSE practices, and automation-driven productivity. Participants agreed that these interventions would enable Andhra Pradesh's ports to leapfrog into the league of globally competitive terminals, attracting greater transshipment volumes and becoming integral to India's East-facing maritime strategy.

CEO Roundtable with Hon'ble Chief Minister

The CEO Roundtable was the high point of Day 2, convening 60+ CEOs and senior leaders representing firms and associations across the logistics value chain. Participants included leading port operators (Adani Ports, Essar Ports, Gangavaram Port), global shipping lines (MSC, CSLA members), logistics providers (Allcargo, SICAL Logistics), air cargo operators (GMR Cargo, Envirotainer, Delhi Cargo Service Center), container rail and multimodal operators (CONCOR, JM Baxi), warehousing and cold chain providers, and technology innovators. This diverse representation ensured that every segment of the logistics ecosystem—sea, air, rail, road, and digital—was part of the deliberations.



The roundtable discussions revolved around five strategic priorities for Andhra Pradesh. First, CEOs highlighted the need for an anchor shipbuilding and ship-repair cluster at Duggarajupatnam, which could catalyze downstream manufacturing, marine engineering, and ancillary industries along the East Coast. Second, they called for promoting domestic container manufacturing and ship-recycling clusters, reducing India's dependence on imports and positioning AP as a maritime industrial hub. Third, the group emphasized the creation of integrated multimodal logistics hubs with road, rail, air, and sea connectivity, to ensure predictable transit times and lower logistics costs. Fourth, air cargo operators pushed for a dedicated perishable logistics corridor and an Open Sky Policy to attract international freighters, especially for pharma and

aquaculture exports. Fifth, participants endorsed Andhra Pradesh's ambition to be a leader in green logistics, urging adoption of LNG bunkering, electrified yard equipment, and circular economy initiatives.

The Hon'ble Chief Minister engaged directly with CEOs, welcoming their commitments and stressing the government's readiness to provide enabling policies, clearances, and co-investment support. Several firms signaled concrete investment intentions: Adani Ports and Essar Ports expressed interest in scaling port-led industrial ecosystems; Allcargo and CONCOR proposed expanding multimodal and warehousing facilities; GMR Cargo and Envirotainer offered to partner in developing pharma-grade cold chain at Bhogapuram Airport; and international shipping representatives committed to working with the state on enhancing coastal and transshipment services. The Consul General of Australia also proposed bilateral cooperation in skills development, maritime research, and port safety.

The roundtable concluded with a consensus that Andhra Pradesh is uniquely positioned to become India's ASEAN-facing logistics capital, provided industry and government work in close coordination. The Hon'ble Chief Minister assured participants that the proposed AP Logistics & Infrastructure Corporation (APLIC) would serve as a single-window coordinating body, with the Advisory Board on Logistics institutionalizing continuous dialogue between government and industry.

The Hon'ble Chief Minister's Address to the Plenary

The East Coast Maritime & Logistics Summit 2025 culminated with a keynote address by the Hon'ble Chief Minister of Andhra Pradesh to a packed plenary of over 400 delegates, including more than 100 CEOs and senior leaders from the logistics, shipping, and investment community. His speech provided both a strategic vision and a practical roadmap for Andhra Pradesh's transformation into India's logistics capital and ASEAN-facing maritime gateway.

The Chief Minister began by emphasizing that logistics is not merely a support service but a nation-building sector that integrates infrastructure, industry, technology, and employment. He noted that Andhra Pradesh, with its 1,053 km coastline, six operational ports, and three major industrial corridors, enjoys structural advantages unmatched by most Indian states. However, he cautioned that realizing the state's potential requires zero-defect execution, continuous skilling, and policy predictability to build investor confidence.



He announced the establishment of the AP Logistics & Infrastructure Corporation (APLIC) as a central coordinating body to unify planning and governance across ports, airports, rail, roads, inland waterways, and customs. To ensure industry partnership in decision-making, he declared the formation of an Advisory Board on Logistics, comprising CEOs and domain experts, which will meet bi-annually under his chairmanship. In addition, he confirmed that the government will adopt a single-window clearance mechanism for logistics projects, backed by time-bound approvals and digital dashboards to track performance.

The Chief Minister highlighted the state's focus on green growth and sustainability. He announced that Andhra Pradesh will pioneer adoption of LNG bunkering, shore power for vessels, electrified yard equipment, and ship-recycling clusters, positioning itself as the first Indian state to mainstream green logistics practices. He also reiterated that logistics is central to job creation, with commitments to scale skilling programs for drivers, port workers, reefer operators, and marine engineers.



The highlight of the address was the formal release of two strategic documents that will guide Andhra Pradesh's logistics roadmap for the next two decades:

- **Crowning the East Coast – Andhra Pradesh: The Logistics Capital of South Asia** *From Ports to Performance – Building India's ASEAN-facing Logistics Hub by 2047-* This document lays out a comprehensive plan to reduce logistics costs, expand multimodal connectivity, and build port-led industrial ecosystems, with Andhra Pradesh as the anchor for India's ASEAN-facing growth strategy.
- **Maritime Strategy Andhra Pradesh – India's Strategic Gateway to Connect to the Global East-** This blueprint focuses on strengthening Andhra Pradesh's

maritime positioning, enhancing its role in global supply chains, and aligning the state's logistics strategy with India's trade ambitions in East and Southeast Asia.

In closing, the Hon'ble Chief Minister urged industry leaders to partner with the state in co-creating a world-class logistics ecosystem. He reaffirmed the government's commitment to policy stability, investor facilitation, and global integration. "Andhra Pradesh will not only serve as India's logistics hub but as the strategic bridge between India and the Global East," he declared, setting the tone for the state's logistics transformation journey through 2047 and beyond.

Way Forward

The East Coast Maritime & Logistics Summit 2025 concluded with a clear consensus that Andhra Pradesh has the structural advantages, policy momentum, and leadership vision to emerge as India's logistics capital and ASEAN-facing gateway. However, the summit also highlighted the need for urgent execution on several fronts.

Immediate Priorities (90–180 Day Agenda):

- **Advisory Council on Logistics:** Constitute the AP Advisory Council on Logistics, chaired by the Hon'ble Chief Minister, with representation from leading CEOs, industry associations, and knowledge partners. The Council will meet every six months to review progress, while APLIC will ensure weekly coordination with industry through structured working groups.
- **Coastal Shipping & Rail-Sea-Rail Integration:** Launch two fixed-day coastal service loops linking Visakhapatnam and Gangavaram to NCR and western gateways; pilot Ro-Ro corridors for MSME cargo aggregation.
- **Rail Connectivity:** Publish predictable weekly rail slot schedules, guarantee block rake paths for committed volumes, and incentivize two-way cargo flows.
- **Customs Facilitation:** Accelerate AEO adoption drives, expand Risk Management System coverage, and implement trusted-trader pre-arrival processing for faster clearances.
- **Skill Development:** Fast-track training and apprenticeship programs for drivers, reefer operators, port craft, and logistics technicians through partnerships with the Logistics Sector Skill Council and Indian Maritime University.
- **Digital Transformation:** Scale deployment of blockchain-enabled cargo visibility, AI-based documentation, and IoT-enabled predictive analytics across major ports and logistics parks.

Medium-Term Priorities (1–3 Years):

- Operationalize the **AP Logistics & Infrastructure Corporation (APLIC)** as a single-window body for integrated planning across ports, airports, rail, and inland transport.

- Establish dedicated pharma and perishable logistics corridors anchored by Bhogapuram International Airport and Visakhapatnam Port, supported by globally certified cold chain facilities.
- Develop a shipbuilding and ship-repair cluster at Duggarajapatnam and pilot domestic container manufacturing and ship recycling clusters.
- Mainstream green logistics practices, including LNG bunkering, electrification of port operations, and shore power for vessels.
- Create Port Skill Academies to deliver global-standard certification for pilots, marine engineers, and crane operators.

Measurable Outcomes (Indicative KPIs):

- Reduction in logistics costs by 1.5–2 percentage points within five years.
- Coastal and rail share of cargo evacuation to grow by at least 10% in the medium term.
- Clearance times reduced to global benchmarks: <12 hours for imports, <24 hours for exports.
- Creation of 50,000+ new jobs in logistics and maritime sectors by 2030.
- At least 25% of Andhra Pradesh's port throughput handled via green logistics practices by 2030.

Conclusion

The East Coast Maritime & Logistics Summit 2025 marked a turning point in Andhra Pradesh's logistics journey. Over two days, more than 400 delegates, 25+ CEOs, and 20+ companies deliberated on the opportunities, challenges, and pathways to transform the state into a global logistics hub.

Day 1 focused on positioning Andhra Pradesh within the larger East Coast context and addressing structural challenges such as cargo diversification, multimodal integration, and customs facilitation. Day 2 shifted attention to innovation and global competitiveness, with sessions on air cargo, smart logistics technologies, and international benchmarks in port management. The CEO Roundtable with the Hon'ble Chief Minister underscored the private sector's readiness to invest in shipbuilding, cold chain, multimodal parks, and green logistics.

The summit also resulted in the decision to constitute an Advisory Council on Logistics, ensuring that industry voices are formally embedded into the state's policy and execution framework. This mechanism will institutionalize public-private dialogue, strengthen investor confidence, and accelerate the delivery of Andhra Pradesh's logistics transformation agenda.

The Chief Minister's plenary address tied the deliberations together with a bold vision: Andhra Pradesh as the logistics capital of South Asia and India's strategic maritime

gateway to the Global East. The release of two landmark strategic documents — Crowning the East Coast provided a structured roadmap for this transformation.

The summit reinforced a shared responsibility between government, industry, and civil society to drive Andhra Pradesh's logistics future. With strong leadership, institutional mechanisms such as APLIC, private sector participation, and international partnerships, Andhra Pradesh is poised not only to reduce logistics costs and attract investments but also to establish itself as the premier gateway linking India with ASEAN and the wider Global East.

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