India's Maritime Decarbonization

Under the aegis of MIV2030 & MAKV2047

Directorate General of Shipping

27th October 2025 | JW Mariott Sahar, Mumbai

India's Economic Growth and the Significance of Maritime Domain

$4.19 Trillion

Indian GDP

World's 4th largest economy

6.5 % (FY 25)

GDP Growth

projected 6.3–6.7% annual growth through coming years

$5 Trillion by 2027-28

GDP Target

IMF projects India will surpass Germany by 2028, becoming the world's 3rd largest economy

The Maritime sector facilitates

95% Trade by Volume

70% Trade by Value

Maritime sector contributes to 4-5% of the GDP

Contribution of the Blue Economy

Towards Viksit Bharat 2047

India and its Blue Economy

95%
By trade volume

70%
By trade value

India's Infrastructure Leverages

12
Major Ports

200+
Non-major Ports

11,098 km
Total length of India's coastline

India's Vessel Advantage

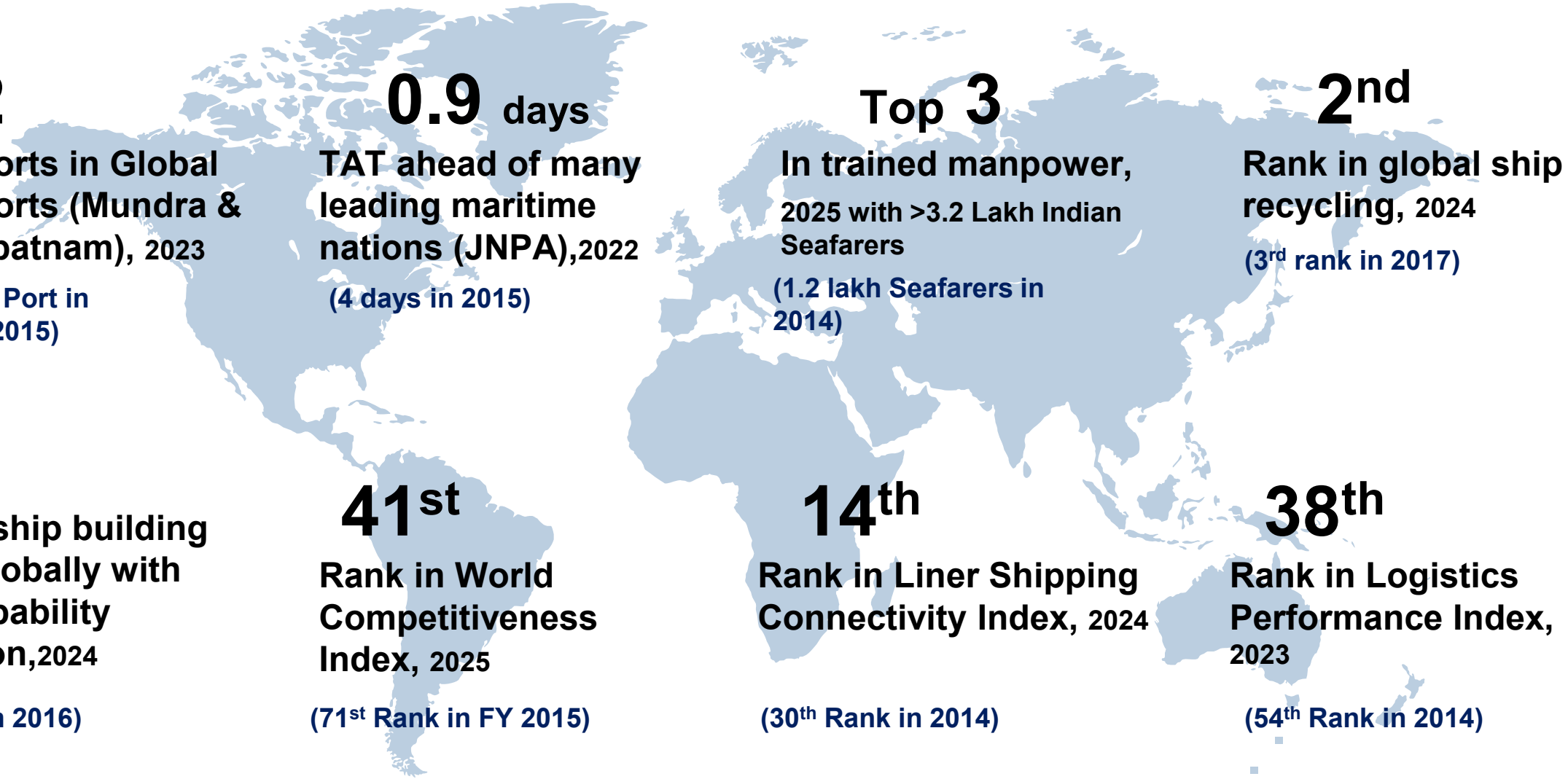
India has 1,520+ merchant vessels with 13 mn+ GT capacity

India ranks 18th globally in flag registration and 19th globally in carrying capacity

India is emerging as the leader of the Blue Economy in the world with multiple initiatives focusing on infrastructure, business and the overall economy

- Port-led Development
- Ports for Prosperity
- Policy reforms driving EoDB, modern infrastructure and multi-modal logistics

Global Competitiveness



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Indian Ports in Global top 30 Ports (Mundra & Visakhapatnam), 2023

(No Indian Port in Top 30 in 2015)

0.9 days

TAT ahead of many leading maritime nations (JNPA),2022

(4 days in 2015)

Top 3

In trained manpower, 2025 with >3.2 Lakh Indian Seafarers

(1.2 lakh Seafarers in 2014)

2nd

Rank in global ship recycling, 2024

(3rd rank in 2017)

16th

Largest ship building sector globally with rapid capability expansion,2024

(23rd Rank in 2016)

41st

Rank in World Competitiveness Index, 2025

(71st Rank in FY 2015)

14th

Rank in Liner Shipping Connectivity Index, 2024

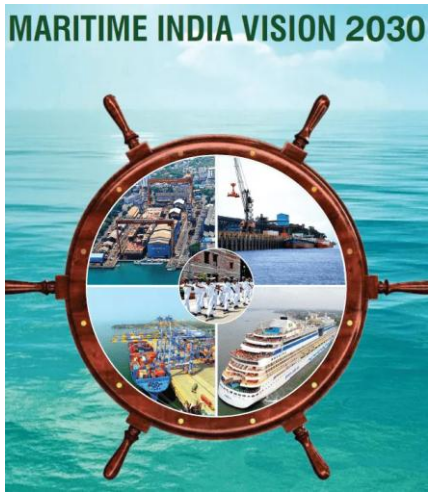
(30th Rank in 2014)

38th

Rank in Logistics Performance Index, 2023

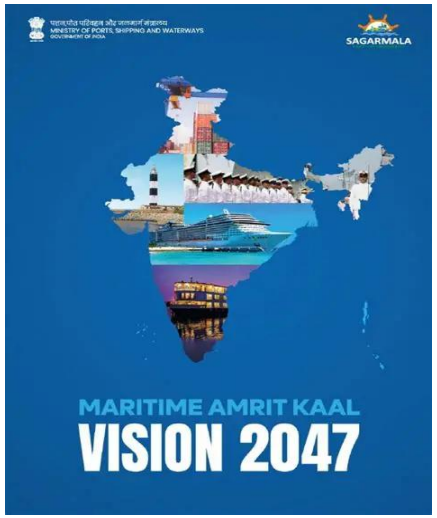
(54th Rank in 2014)

India’s Vision for the Maritime Sector



Maritime India Vision (MIV) 2030

- Position India Globally in the Top 10 Shipbuilding, repair nations (from 30k GT to 500k + GT.
- Renewable Energy Share at Major Ports : >60%
- Promote Waste to Wealth through ship recycling. India from #2 to #1 ship recycling nation.
- Encourage green belt development (plantations) : Atleast 33% of port area
- Investment: INR 20,000+ Crores
- Employment Generation: 1,00,000+ additional jobs (direct and indirect)



Maritime Amrit Kaal Vision 2047

- Advanced phase targeting Top 5 global position in shipbuilding and maintaining 1 position in ship recycling
- Carbon neutral ports (green fuel, electrification, SPS). ≥ 60 % renewable-energy share, create hydrogen hubs, emission & resource monitoring toolkits for ports.
- Promote Alternate/ Green Fuels, Bunkering infrastructure, green framework for terminal operations, introduce incentives in port duties for low emission vessels .
- 300+ Strategic Initiatives across 11 key maritime areas
- Financial Assistance: 20-30% assistance for green vessels (including retrofitting)

Current Indian Scenario

Current Scenario

1.2%
Share of global fleet (DWT)

2nd
Rank in global ship recycling, 2024

16th
Largest ship building sector globally with rapid capability expansion,2024

Top 3
In trained manpower, 2025 with >3.18 Lakh Indian Seafarers

MIV 2030

To achieve a global
Top 10
ranking in shipbuilding by rapidly expanding our industrial capabilities

Investment Requirement:
INR
3.5 lakh Crores
In 5 Years

MAKV 2047 Goals

To achieve a global
Top 5
ranking in shipbuilding by rapidly expanding our industrial capabilities

Investment Requirement:
INR
80 lakh Crores
by 2047

Challenges

1. Non-availability of long-term, low cost capital
2. Lack of domain expertise in existing financial institutions
3. Higher collateral requirement
4. Stringent terms of domestic loans

Impacts of Climate Change

Economic Loss
8.7% of India's GDP

As per ADB, global failure to addresses climate chat could result in economic losses

Sea Level Rise & Flooding
36 Million People

Flooding & sea level rise could displace millions of people along the coasts in INdia

Agricultural Productivity
30% Decline

As per Intergovernmental Panel on Climate Change, agricultural production in India could fall if emissions remain high

Water Scarcity
40% of Population

If trends continue, the population facing water scarcity in India would increase from 33% to 40%

Glacier Reserves
70% Decline

A huge decline in western Himalayan reserves could be faced

UNFCCC Framework

Purpose: *Stabilize greenhouse gas (GHG) concentrations in the atmosphere to prevent dangerous anthropogenic interference with the climate system*

Key Principles:
- Common but differentiated responsibilities (CBDR)
- Precautionary principle
- Sustainable development integration

Present-Day Evolution:
- Over **197 Parties** ratified, including India
- Serves as the **umbrella framework** for subsequent agreements: Kyoto Protocol (1997), Paris Agreement (2015)
- Ongoing initiatives: Nationally Determined Contributions (NDCs), climate finance mechanisms, capacity building, technology transfer

Maritime Sustainability down the Years

Efforts by the IMO

MARPOL 1973 / 1978
Prevention of pollution from ships (oil, chemicals, sewage, garbage)

→

Civil Liability for Oil Pollution Damage 1969
Liability for oil spill damages

→

MARPOL Annex VI 1997
Limits air emissions from ships: SOx, NOx, particulate matter, greenhouse gasses

→

London Convention 1972 & Protocol 1996
Regulation of dumping of wastes at sea

↓

Harmful Anti-fouling Systems 2001
Bans harmful organotin compounds on ship hulls

→

Ballast Water Convention 2004
Prevent transfer of invasive aquatic species

→

Convention on Ship Recycling (HKC) 2009
Safe and environmentally sound recycling of ships

→

Energy Efficiency Design Index 2011
Mandatory energy efficiency standards for new ships

↓

Ship Energy Efficiency Management Plan 2011 Operational efficiency measures for all ships

→

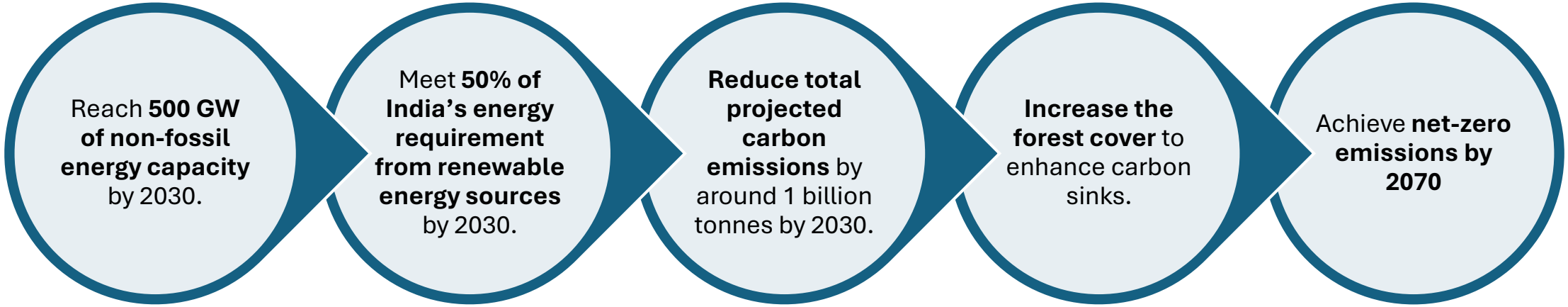
IMO Polar Code 2017
Safety and environmental standards for ships operating in polar waters

→

Initial GHG Strategy 2018
Targets for reducing greenhouse gas emissions from shipping

India’s Panchamrit Action Plan

The Panchamrit action plan is a five-fold strategy proposed by India to address climate change.



IMO Net Zero Framework

IMO's Regulatory Shift

- MEPC 83 approved draft MARPOL Annex VI amendments to operationalise the 2023 IMO GHG Strategy
- Net-Zero Framework combines **mandatory fuel intensity limits** with **GHG pricing mechanisms**
- Final adoption postponed by one year.

Coverage and Impact

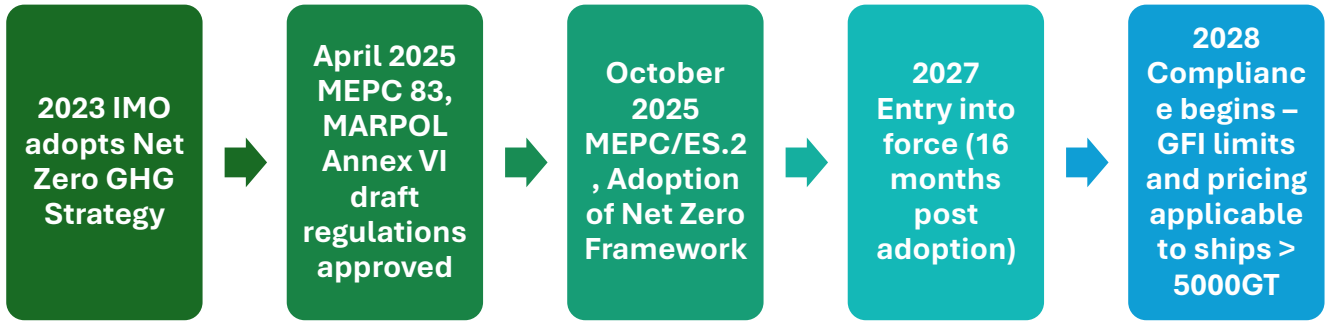
- Applies to ships **above 5,000 GT** covering **85% of global maritime emissions**
- Establishes the **IMO Net-Zero Fund** to support innovation, R&D, capacity building and just transition in developing nations

Two Key Pillars

GHG Fuel Intensity (GFI) Standard: Gradual reduction in lifecycle emissions (well-to-wake) per unit of energy.

Global Economic Measure: Remedial Units (RU) & **Surplus Units (SU)**, rewarding low-emission ships and penalising high emitters & **IMO Net Zero Fund**.

Timelines

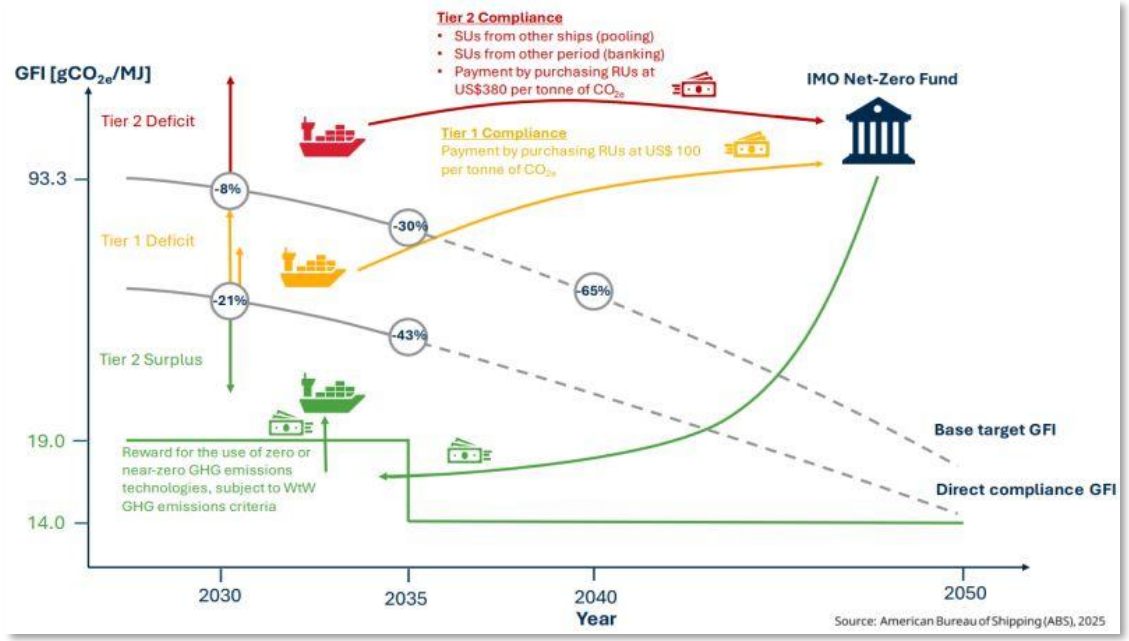


IMO GFI Mechanism

Greenhouse Gas Fuel Intensity Mechanism

What is GFI?

- GFI measures **lifecycle greenhouse gas emissions per unit of energy (gCO_2e/MJ)**
- It accounts for emissions *from fuel production to combustion* (**well-to-wake**)
- Objective: **Reduce carbon intensity of marine fuels progressively from 2028 onward**



Two Tier Mechanism

Tier 1 – Minor Non-Compliance

- Ship exceeds GFI limit marginally
- Must purchase **Tier 1 Remedial Units (RU)**
- **Price: USD 100 per tonne of CO_2 equivalent**

Tier 2 – Significant Non-Compliance

- Ship exceeds GFI limit substantially
- Must purchase **Tier 2 Remedial Units (RU)**
- **Price: USD 380 per tonne of CO_2 equivalent**

Ships performing **better than required** generate **Surplus Units (SU)**, which can be:

- Traded to other ships
- Banked for future compliance
- Used to offset deficits

Participation in the MEPC Extraordinary Session (MEPC/ES.2)

14 - 17 October 2025, IMO Headquarters London.

- **Objective :** Formal adoption of **MARPOL Annex VI amendments** (***IMO Net-Zero Framework***), requiring a **two-thirds majority of Annex VI Parties**, representing at least **50% of global gross tonnage**.

India's Strategic Position & Expectations

- **CBDR-RC Principle** Common But Differentiated Responsibilities - Respective Capabilities: Framework must recognize differentiated capabilities and transition pathways for developing countries
- **GFI-Based Mechanism with Tier Structure**
  - *Tier 1* - Global compliance baseline (Minor Non Compliance)
  - *Tier 2* - Enhanced compliance with market-based measures (Significant Non Compliance)
  - **Transparency & Equity** : Clear governance for revenue use and no disproportionate burden on the Global South

Update on MEPC/ES.2 Proceedings :

- **Adoption of the draft amendments to MARPOL Annex VI and the IMO Net-Zero Framework has been deferred by one year**, pending further review and consensus among Member States.
- The **ISWG – GHG 20 Working Group** is continuing deliberations to develop the **policy and regulatory frameworks** necessary for implementation of the IMO Net-Zero strategy.

Green Shipping – The Big Picture

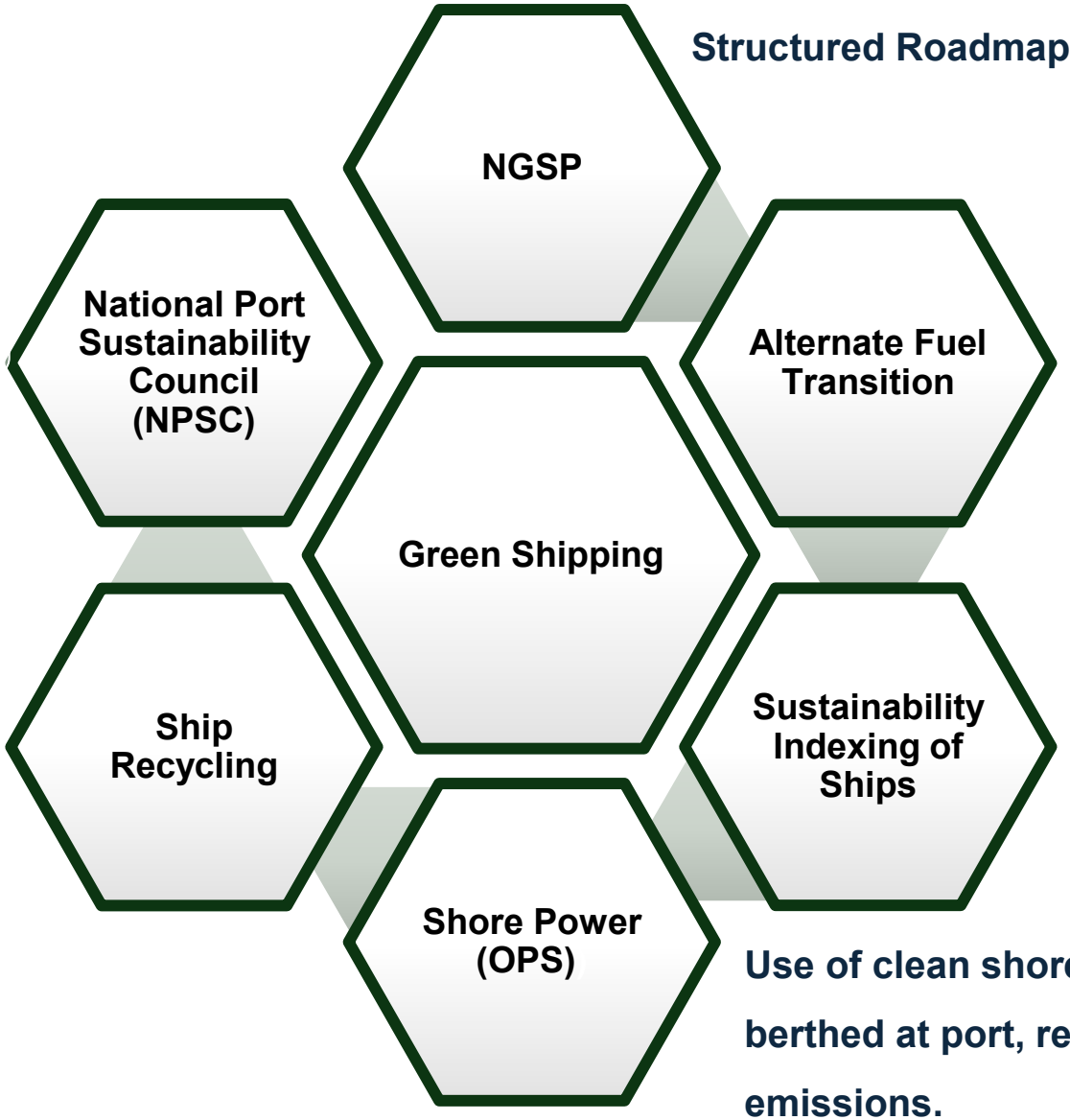
- Shipping is the **backbone of global trade** – carrying 80% of goods worldwide.
- Shipping contributes to ~3% of global CO_2 emissions.
- Green Shipping = *making ships, ports, and supply chains cleaner, smarter, and future-ready.*
- It's not just about compliance — it's about **staying competitive in a low-carbon economy.**
- **Vision & Commitments:**
  - Aligned with *Maritime India Vision 2030 & Maritime Amrit Kal Vission 2047*.
  - Supports IMO's **Net Zero 2050** ambition.
  - Anchored in India's **Panchamrit Pledge** – 500 GW non-fossil capacity by 2030, Net Zero by 2070.

"The future of shipping is green — by necessity, not by choice."

Green Shipping Initiatives

NPSC metrics include **Green Port Index (GPI), Port Readiness Level (PRL), Smart Port Shore Power Index (SPSPI), Environmental Ship Index (ESI), and GHG Emissions Inventory** to benchmark sustainability and readiness of Indian ports

With the Hong Kong Convention now in force, India leads globally with 115 compliant yards at Alang.



Structured Roadmap for decarbonization

Guidelines for LNG, Biofuels, Methanol, Ammonia

Structure to rate ships on their environmental performance, linked to age norms.

Use of clean shore electricity by ships while berthed at port, reducing fuel combustion & emissions.

Swachh Sagar Portal

India's digital platform for clean seas and maritime decarbonization. Developed and Managed by IRS on behalf of DGS.

Port Reception Facility	Fuel Consumption Reporting	Single Use Plastics	E- BDN & Bunker Suppliers	Ballast Water Reporting
• Module for vessel waste declaration, vendor linkages and disposal coordination	• Enables MARPOL Annex VI fuel consumption reporting for vessels.	• Enables ships to report plastic usage and disposal via SEP plans, ensuring compliance with National sustainability mandates	• Central database of approved bunker suppliers with electronic BDN records for transparency and fuel quality assurance	• Real time Ballast Water data submission by all ships and compliance oversight

National Green Shipping Policy

Maritime Vision for a Green Future

The NGSP is India's strategic response to the global decarbonisation mandate, a policy blueprint designed to secure maritime growth while transitioning towards clean energy, sustainable ships and climate-resilient ports.

Key Transition Pillars:

- Green Ships
- Green Ports
- Green Fuels
- Green Recycling
- Green Financing & Collaborations

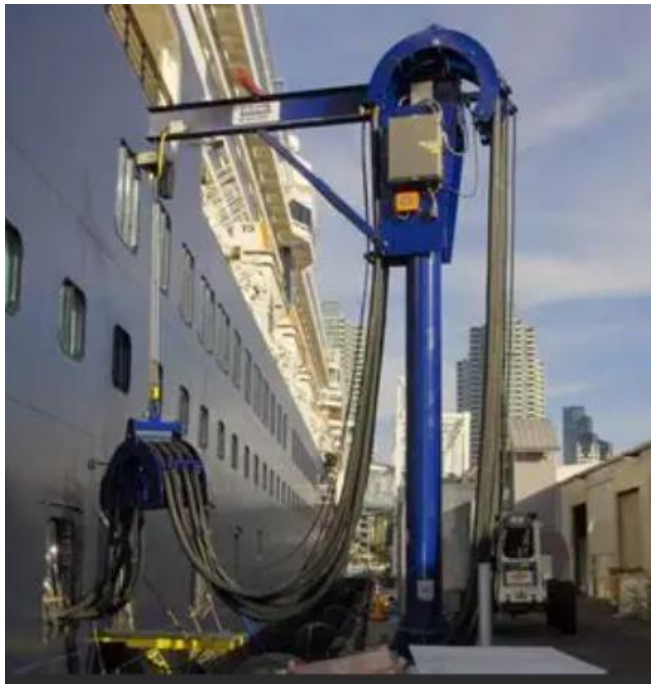
Strategic Intent

To position India as a **global hub for green shipping and future fuels**, enabling industry to move from regulatory compliance to global competitiveness and leadership.

Draft NGSP Document under Review

Shore to Ship

What is Shore Power?
Electricity supplied from the shore to berthed ships, allowing engines to be switched off and eliminating fuel combustion while docked.



Why It Matters

- Cuts **CO_2, NOx, SOx and Particulate Matter** emissions in port zones
- Improves **Air Quality and ESG scores** for Indian ports
- Supports compliance with **IMO CII, GHG & Green Port Index**

Implementation Status in Indian Ports

- **Kamarajar Port** - 500 kW, 400V, 50-60 Hz in Coal Berth 1 & 2
- **VO Chidambaranar Port** - 305 kW, 400V 60Hz in VOC Berth 2 & 3
- **Jawaharlal Nehru Port Authority** - SPS used for Tugs. SPS for all terminals planned (45MVA; INR 600 crore expected)

Possible Financing options

Blended finance → *govt + MDBs + private capital.*

Green/blue bonds → *specifically earmarked for OPS infra.*

PPP models → *private players co-invest in OPS roll-out.*

Alternate Fuels for Maritime (1/2)

LNG

- **Current Use:** Operational for select Indian coastal and LNG carriers; IGF Code compliant
- **Infrastructure:** LNG terminals at **Dahej, Hazira, Kochi**; feasibility for bunkering at JNPA
- **Maritime Role:** Transition fuel till 2035 under IMO GHG transition
- **Limitation:** Methane slip & future carbon costs reduce long-term advantage

Biofuel

- **Marine Trials:** Successfully tested on marine engines
- **Supply Base:** Drop in Blends. Domestic production. **Blending with FAME, HVO**
- **Distribution:** Can use existing bunkering infrastructure without port redesign
- **Advantage:** Short-term compliance option for Indian fleet under CII/GHG without retrofits

Ammonia

- **Export Positioning: Kandla to produce green ammonia** (L&T + Itochu JV) for **Singapore bunkering**
- **Maritime Use:** Target fuel for deep-sea vessels (tankers, bulk carriers) post-2035
- **Challenges:** High Toxicity, safety standards, crew training, IMO safety code under development
- **Strategic Role:** India positioning as **future fuel exporter**, not just consumer

Methanol

- **Marine Use**: Dual-fuel methanol engines already ordered by global majors
- **Breakthrough: India's first Green Methanol Bunkering Hub** under construction at **VOC Port (Tuticorin)** – 750 m^3 terminal (SOPAN Group)
- **Production Shift:** India transitioning from coal-based brown methanol to green methanol (hydrogen + CO_2 capture)
- **Maritime Suitability:** Engine-ready (Maersk, MAN ES technology) – early adopter fuel under IMO
- **Role:** Likely first large-scale alternative fuel to enter Indian ports post-2030

Hydrogen

- **Port Pilot: VOC Port launched India's first Green Hydrogen Pilot Plant** (5 Sep 2025)
- **Use in Maritime:** Not direct – used to produce ammonia/methanol as bunkering fuels
- **Infrastructure Need:** Electrolysers, Liquefaction, port pipelines; **High CAPEX**

Long-Term Role: Backbone fuel for synthetic maritime fuels; export market focus

Alternate Fuels for Maritime (2/2)

Shipping today contributes around **3% of global CO_2 emissions**. The IMO has locked in a target of **net-zero by 2050** → which means fuels like HFO and MDO are on their way out.

For India, the next 25 years are about **switching the fuel mix**:

Fuel	Demand in 2030	Demand in 2050
Hydrogen	**0.026 MT**	**0.3 MT**
Ammonia	**0.025 MT**	**4.4 MT**
Methanol	**0.037 MT**	**0.272 MT**
LNG	**0.66 MT**	**0.3 MT** (to be replaced by bio/e-LNG).

India can produce these fuels cheaper than almost anyone.
Green Hydrogen cost by 2030:
India $1.5–2.0/kg.
Middle East: $2.0–2.5/kg.
Europe/East Asia: $3.0–6.0/kg.
This is the base case for India becoming **the lowest-cost Global hub for Green Maritime Fuels and an Energy Surplus Nation.**

Nuclear – Long Term Option

- **Current Readiness :** No commercial maritime Nuclear vessel. Only Indian Navy operates Nuclear vessels.
- **No policy framework** yet for nuclear fuel for maritime.
- **Strategic Potential :** Ultra long endurance fuel, zero CO2 emission
- **Financial : Very High CAPEX** Estimate **$700-900 million per vessel (3x cost of LNG vessel)**
- **No IMO civilian Nuclear code** (under development)

India as a Net Green Energy Exporter & Bunkering Destination

From energy importer to future maritime fuel hub

Strategic Advantage

- Long coastline with major ports on **East–West shipping lanes**
- Abundant renewable energy for **green hydrogen, ammonia, methanol**
- Cost advantage in **solar + wind production**, lowering fuel export price

Fuel Export Readiness

- **Green Ammonia :** Kandla supply to Singapore (L&T–Itochu JV)
- **Green Methanol :** VOC Port bunkering hub under development
- **Hydrogen Derivatives :** Mission to export through maritime corridors

Port Infrastructure Transformation

- Dedicated **Green Bunkering Terminals** (VOC Port, Kandla, JNPA)
- Upcoming **Green Shipping Corridors**: Tuticorin – Kandla – Singapore – Rotterdam
- Integration of **renewable power, storage & safety systems**

Economic & Diplomatic Impact

- Reduces dependency on oil imports
- Positions India as **fuel supplier to global shipping lines**
- Enhances maritime influence under **Global South leadership**

Policy Backing

- Supported by **National Green Hydrogen Mission & NGSP**
- Incentivized by **Harit Sagar & MIV 2030**
- Aligned with **Make in India & Energy Security Vision 2047**

India is not just preparing for Green Fuels — it is preparing to Fuel The World.

Shipbuilding Scenario in India

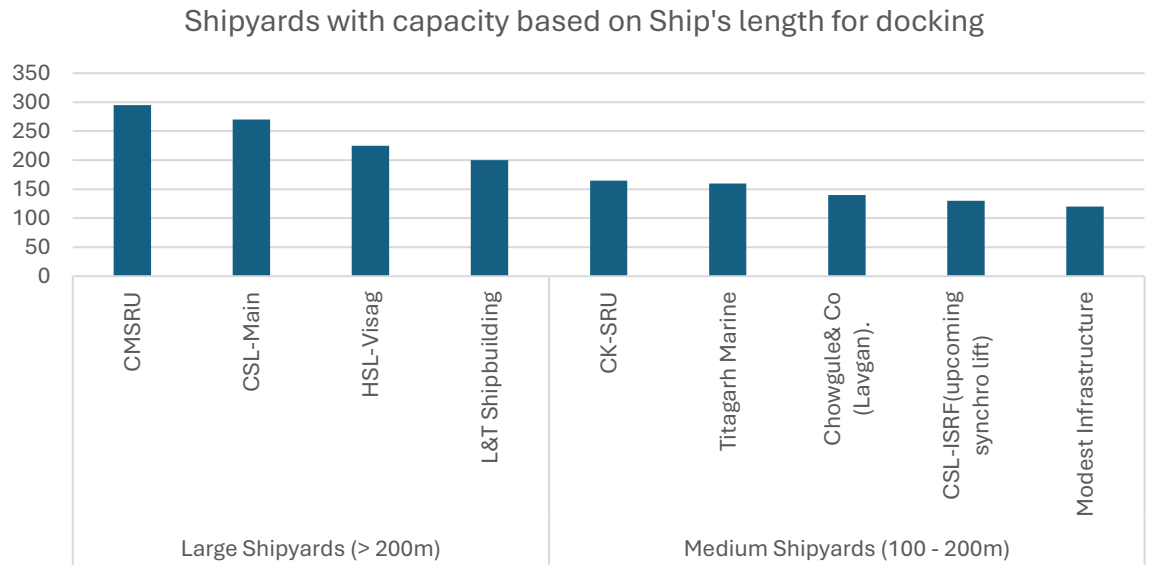
30,000 GT

Current Annual Tonnage Produced

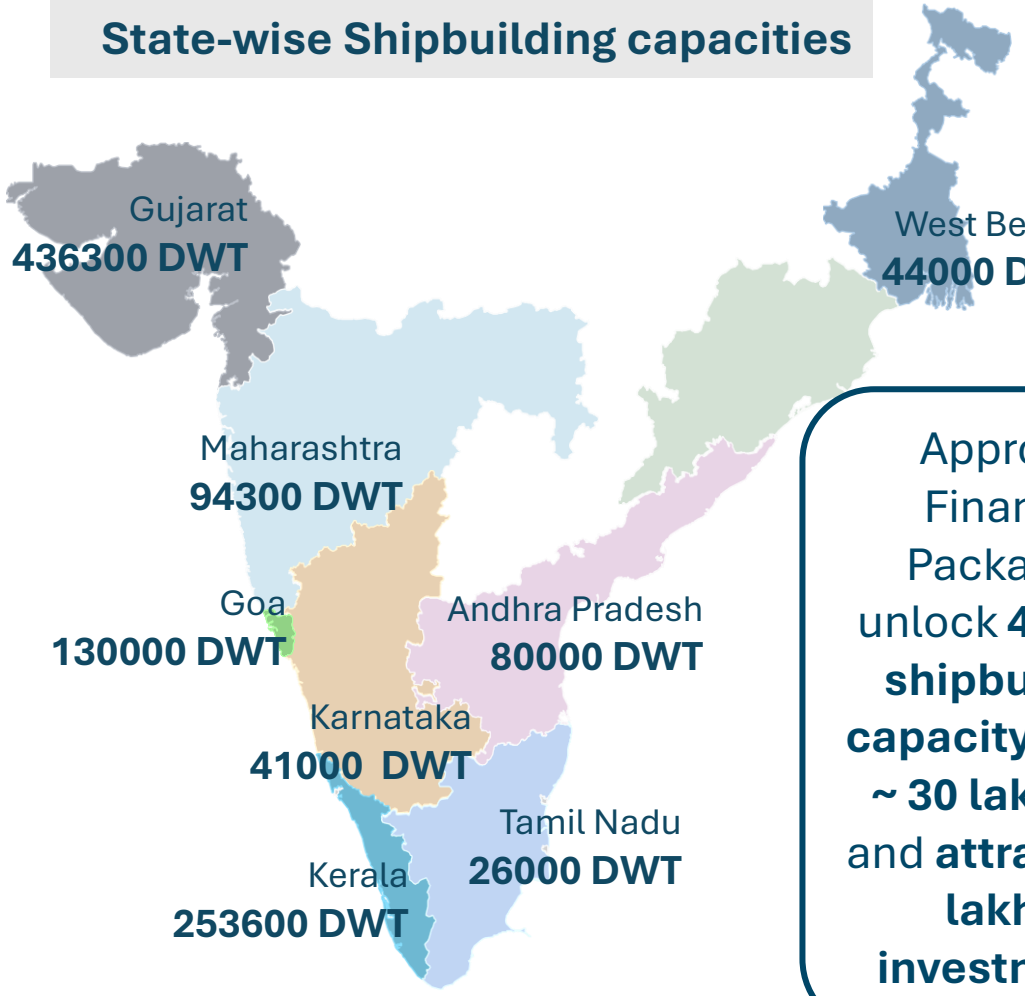
53*

Total Number of Shipyards

**Annual Report, MoPSW*



State-wise Shipbuilding capacities



Approved Financial Package to unlock **4.5M GT shipbuilding capacity, create ~ 30 lakh jobs** and **attract ₹ 4.5 lakh cr investments.**

Four Pillar Approach

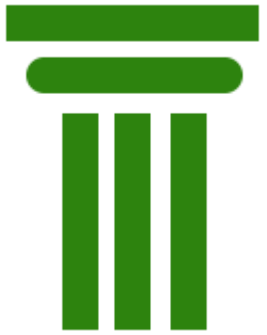
Cabinet approves ₹ **69,725** crore Package to Revitalize India's Shipbuilding and Maritime Sector

01

Shipbuilding Financial Assistance scheme

Allocation: ₹24,736 crore

- Overcome cost differential vis-a-vis foreign shipyards.
- Credit note for new builds against ship scrapping in India
- Establish National Shipbuilding Mission



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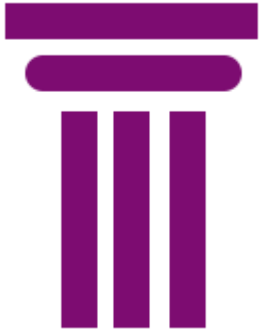
Maritime Development Fund

Allocation: ₹25,000 crore

Enable long-term financing to maritime sector through equity & debt-based funding:

- Maritime Investment Fund
- Interest Incentivization Fund
- Credit Guarantee Fund



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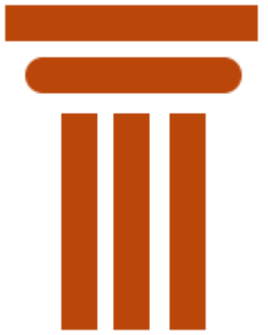
Shipbuilding Development Scheme (SbDS)

Allocation: ₹19,989 crore

- Greenfield cluster creation
- Brownfield capacity expansion to **4.5 million GT**
- Risk outlay for shipyards
- Setting up of India Ship Technology Centre (ISTC) as Apex body under IMU



04

Legal, Policy and Process Reforms

- Demand aggregation
- Large Ships as infrastructure
- Taxation issues
- Flagging reforms

Data Source : PIB Press Release 24 SEP 2025 3:08PM

SBFA 2.0 and MDF

SBFAS 2.0 (2026 – 2036)

Total Allocation: ₹24,736 crore

Subsidy Rates:

- Standard vessels: 14–15%; Large vessels (>₹100 crores): 20% ; Green fuel: 30% ; Electric/ hybrid: 20%

Maritime Development Fund

Maritime Development Fund **(₹ 25,000 cr):** Includes **₹ 20,000 cr** Maritime Investment Fund (49% GoI) & **₹ 5,000 cr** Interest Incentivization Fund to cut financing costs.

MDF

Data Source : PIB Press Release 24 SEP 2025 3:08PM

Ship Recycling Credit Note

- Introduced under **Ship Building Financial Assistance Scheme 2.0 (SBFA 2.0)**
- Incentivizes ship owners to **recycle in India** and **build new ships in Indian shipyards**

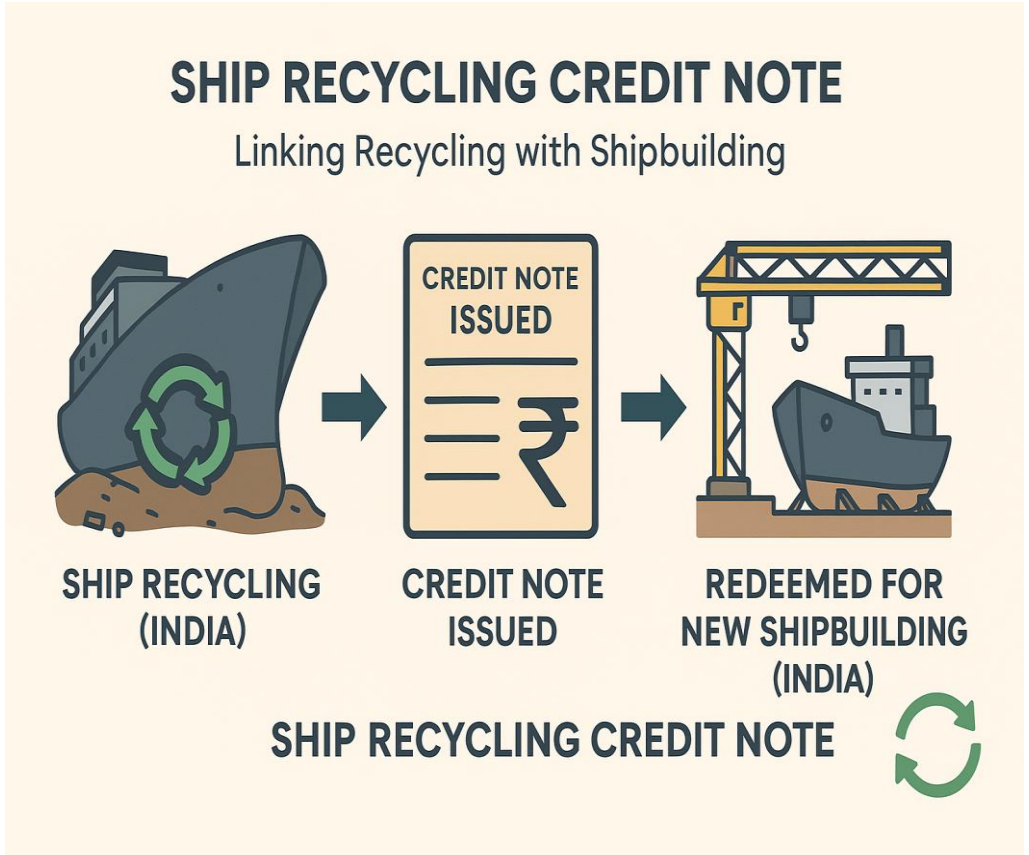
Allocation of : ₹ 4,001 crore
(under SBFA)

How It Works

- When a vessel is recycled in a certified Indian yard, the ship owner receives a **Credit Note for 40% of scrap value.**
- The Credit Note remains valid until the owner builds a new vessel/ ship in an Indian shipyard
- Redeemed as **financial assistance/ subsidy** under SBFA 2.0

Expected Benefits

- Encourages **safe and HKC compliant ship recycling** in India
- Provides direct **business boost for Indian shipyards**
- Attracts **new players** to India's ship recycling and shipbuilding ecosystem
- Strengthens India's **circular economy** : recycling feeds into new shipbuilding
- Positions India as a leader in **Green and Sustainable Maritime Growth**



Ship Recycling

- Process of dismantling end-of-life ships to recover **steel and other valuable materials**.
- India is a **global leader**, with Alang–Sosiya in Gujarat being the **world's largest ship recycling cluster**.
- Governed internationally by the **Hong Kong Convention (HKC)**, which came into force on **26 June 2025**.
- Integral to the **circular economy**, reducing the demand for virgin raw materials.

India's Role & Importance

- Handles **30% - 35% of global ship recycling tonnage** annually.
- Provides **20 - 25% of India's ferrous scrap requirement**, reducing dependence on imports.
- India is the **only country with 100+ HKC Compliant Recycling Yards. [115 HKC Compliant Yards at Alang]**
- Supplies input material for the **Green Steel ecosystem**, boosting India's low-carbon transition.
- Generates **direct employment for 15000+ workers** and **indirect livelihood opportunities** for thousands more in logistics, scrap processing, and allied services.
- Strengthens India's position in **global maritime sustainability.**

Ship Recycling Portal

An upcoming unified national digital platform under DGS to implement the Hong Kong Convention (HKC) and Recycling of Ships Act (2019), ensuring real-time, transparent and accountable governance of India's ship recycling ecosystem.

Importance of Portal

- **Transparency** : Digitally traceable inspections, certifications & audits
- **Accountability** : Role-based actions with time-stamped compliance trails
- **Real-time Monitoring** : Central oversight by DGS & State Authorities
- **Global Credibility** : Auditable records for IMO, foreign Flag States & shipowners
- **Stakeholder Integration** : Connects DGS, GMB, ROs, yards, service suppliers

Core Functional Modules

- Yard Registration & Licensing
- **Inventory of Hazardous Materials Inventory**
- **RRC Certification Registry**
- SRP Submission & Approval
- **Inspection, Audit & ISO Compliance Tracking (ISO 9001, 14001, 30000, 45001)**
- Incident & Non-Conformity Reporting
- Worker Training & Competency Records
- GISIS / IMO Reporting Integration

ISO 9001
Quality Management System (QMS)

ISO 14001
Environmental Management System (EMS)

ISO 30000
Ship Recycling Management System (RSMS)

ISO 45001
Occupational Health & Safety Management System (OHSMS)

Green Steel

- "Green Steel" is defined by its CO_2 emission intensity — less than 2.2 tonnes CO_2 emission per tonne of finished steel (tfs).

- Greenness is expressed as a percentage reduction below the threshold of 2.2 2.2 tonnes CO_2 emission per tonne of finished steel

- The certification done via NISST (National Institute of Secondary Steel Technology) under the Bureau of Energy Efficiency (BEE) Measurement, Reporting and Verification (MRV) methodology.

Star Rating System

- Five-Star: < 1.6 tCO_2e/tfs ★★★★★
- Four-Star: 1.6 – 2.0 tCO_2e/tfs ★★★★
- Three-Star: 2.0 – 2.2 tCO_2e/tfs ★★★
- > 2.2 tCO_2e/tfs → Not eligible for green rating
  (Threshold reviewed every 3 years)

Technology Demonstration by CSL

Hydrogen Propulsion Vessel

Vessel Overview – Built by Cochin Shipyard Ltd (CSL)

- **Type:** Green Hydrogen Fuel Cell Inland Passenger Vessel
- **Design:** 24-metre twin-hull *Catamaran*
- **Capacity:** 50 passengers, fully air-conditioned
- **Propulsion:** Hydrogen fuel cell drivetrain (CSIR + KPIT collaboration)

Operation & Deployment

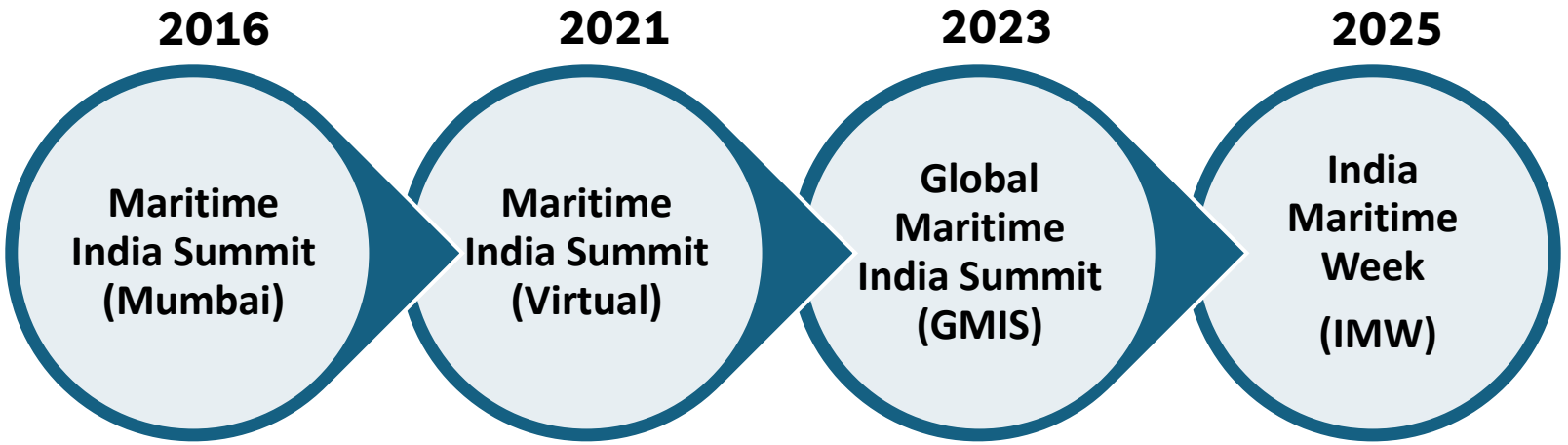
- Launched under **Harit Nauka Initiative** by PM in Feb 2025
- Reached **Varanasi (IWAI Terminal, Jalhupur)** for river trials on Ganga
- Service between **Kashi and Prayagraj** during **Mahakumbh**
- Trial speed: **20–25 km/h**, monitored under IWAI & CSL supervision

Strategic Impact for India

- First practical demonstration of **zero-emission passenger vessel** in India
- Validates hydrogen fuel cell technology for future coastal & sea vessels
- Positions CSL as a future **builder of green ships for domestic and export markets**

India Maritime Week 2025

27–31 October 2025 | Bombay Exhibition Center, Goregaon, Mumbai



1,00,000 + Delegates	**100 +** Countries	**200 +** Global Speakers
500 + Exhibitors	**10 +** Concurrent Events	**10 Lakh Crores +** Investment Opportunity

India Maritime Week 2025 - Events

27–31 October 2025 | **Bombay Exhibition Center, Goregaon, Mumbai**

- IMW INAUGURAL SESSION
- GLOBAL MARITIME INDIA SUMMIT 2025
- SAGARMANTHAN – THE GREAT OCEANS DIALOGUE
- GREEN MARITIME DAY – MARITIME DECARBONIZATION CONFERENCE
- BLUE ECONOMY FINANCE & INVESTMENT FORUM
- MARITIME LEADER'S CONCLAVE (OPEN FORUM)
- COUNTRY SESSIONS
- INDIA MARITIME HERITAGE
- DE-BRIEFING SESSIONS
- PORTS OF THE FUTURE PARTNERSHIP - QUAD INITIATIVE
- STATE SESSION
- GLOBAL MARITIME CEO FORUM - CLOSE DOOR INTERACTION BETWEEN HON'BLE PM & CEOS
- MARITIME DIGITALIZATION & FUTURE TECH SUMMIT: THE POTENTIAL OF MARINE-TECHs
- SAGARMANTHAN – THE GREAT OCEANS DIALOGUE
- MARITIME CORRIDORS: UNLOCKING TRADE THROUGH STRATEGIC CONNECTIVITY
- UNESCAP CONFERENCE: (UN ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND PACIFIC) CONFERENCE
- MARITIME CORRIDORS: UNLOCKING TRADE THROUGH STRATEGIC CONNECTIVITY
- SAGAR RATNA– MARITIME EXCELLENCE ACHIEVERS
- WOMEN IN MARITIME – SheEO Conference – EMPOWERING WOMEN IN MARITIME

संगच्छध्वं संवदध्वं सं वो मनांसि जानताम्।

“Move together, speak together, may your minds be in harmony.”
(Rigveda 10.191.2)

सत्यमेव जयते
Ministry of Ports, Shipping & Waterways
Government of India

सागराः सुपन्थानः सन्तु