



India at the IMO

Policy | Partnership | Progress

Address by the

Director General of Shipping

8th September 2025

Indian Register of Shipping, Powai



Opening Acknowledgment

- Guest of Honour, Shri Arun Sharma ji,
- Additional Director General of Shipping, Shri Sushil Mansingh Khopde ji,
- Nautical Advisor, Capt. A. K. Azad ji,
- Leaders of the International Maritime Expert Institute, Indian Register of Shipping, and other industry associations,
- Distinguished experts, colleagues, and friends from the maritime community,

On behalf of the Directorate General of Shipping, it is my privilege to extend a very warm welcome to all of you to this Workshop on IMO Matters.

This workshop brings together a distinguished gathering of government officials, industry leaders, classification societies, training experts, and practitioners — all united by a common purpose: to strengthen India's role in shaping the global maritime agenda through the International Maritime Organization (IMO).



India's Economic Growth



India became the world's 4th largest economy in August 2025 with \$4.19 Trillion GDP, 6.5% growth in FY25, and projected 6.3–6.7% annual growth through coming years.

India's economic outlook remains strong, driven by record infrastructure spending, reforms, improved logistics, and green initiatives, with policymakers targeting \$5 Trillion GDP by 2027–28, sustaining high growth and global economic influence.

India's GDP growth is fueled by consumption, demographics, exports, FDI, and infrastructure; IMF projects India will surpass Germany by 2028, becoming the world's 3rd largest economy with sustained reforms.

Global GDP Rankings & Growth Trends



8th September 2025

Slide 2 of 36

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India's Regional and Global Standing

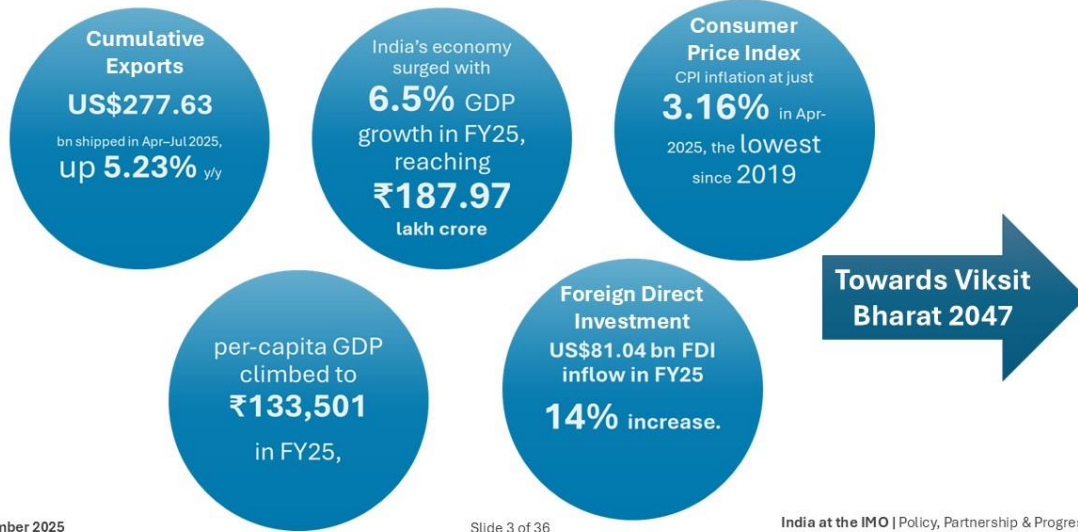
India is now the **4th largest economy globally as of August 2025**, overtaking Japan, and trailing only the United States, China, and Germany in nominal GDP rankings. The country's nominal GDP stands at **\$4.19 trillion** with a GDP per capita of around **\$2,934**. This rapid ascent reflects strong domestic consumption, a large working-age population, resilient export sectors (notably engineering, petroleum, and electronics), high foreign direct investment, and improved infrastructure.

India's real GDP grew **6.5% in FY25**, signaling robust post-pandemic recovery, reaching **₹187.97 lakh crore**. Economic projections from IMF, World Bank, and other institutions forecast annual growth between **6.3% and 6.7%** over the next few years. CPI inflation fell to **3.16%**, the lowest since 2019, aided by improved supply chains and prudent policy measures.

Merchandise shipments hit **US\$277.63 billion in April–July 2025**, up **5.23% year-on-year**, while FDI inflows rose **14% to US\$81.04 billion in FY25**, confirming India's position as a preferred investment destination. Per-capita GDP climbed to **₹133,501**, indicative of rising prosperity and stronger domestic demand.



India's Economic Growth



8th September 2025

Slide 3 of 36

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Rankings and Economic Position

India's steady economic growth is expected to allow it to surpass Germany by 2028, potentially becoming the **world's 3rd largest economy** if current momentum and reforms persist. This growth is largely driven by domestic demand, ongoing export expansion, and strategic government investments in infrastructure and policy reform, including labor, industry compliance, and digital transformation initiatives.

The real GDP growth rate for 2024–25 was 6.5%, slightly down from the previous year's post-pandemic rebound of 9.2%, but still the highest among major economies worldwide. The United Nations, Confederation of Indian Industry, and IMF all project growth rates between 6.3% to 6.7% annually through 2027. India's exports reached \$436.6 billion in FY25, and total goods and service exports have surged by 76% over the past decade, now at \$825 billion. FDI inflows rose over 15% year-on-year to reach \$49.3 billion in FY25, reinforcing India's position as a preferred global investment destination. Meanwhile, inflation dropped to 2.82% as of May 2025, its lowest in six years, aided by improved supply chains, softer commodity prices, and monetary policy stability.

Economic Prospectus

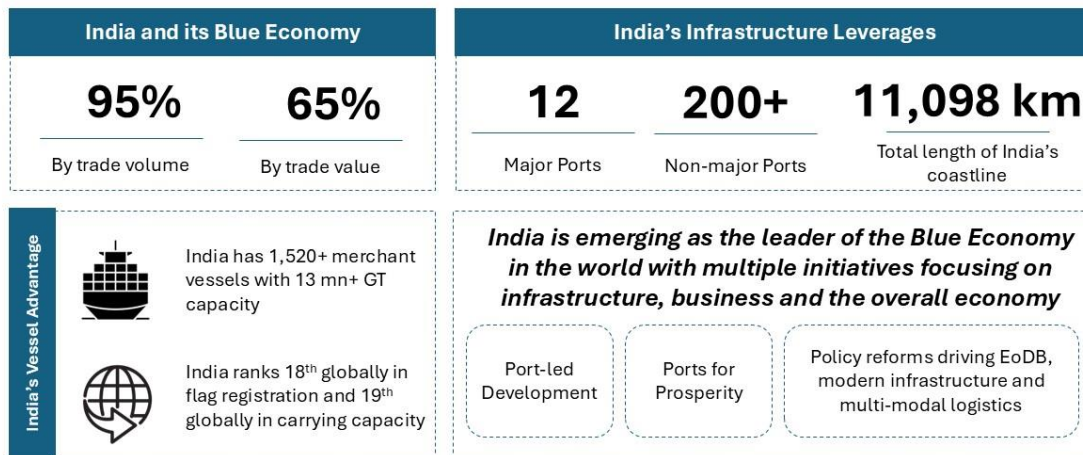
India's economic prospects are strengthened by government policies focused on **infrastructure-led growth**, which contributed to a record **\$176 billion capital spending in H1 FY25**, expected to rise further in FY26. Reduced port congestion, improved compliance, and ongoing reforms in labor and industrial laws are boosting productivity. With a strong emphasis on domestic consumption, digital transformation, and green initiatives, the nation is on track to cross the **\$5 trillion GDP mark by 2027–28**, further enhancing its global economic influence.



Contribution of the Blue Economy



Towards Viksit Bharat 2047



8th September 2025

Slide 4 of 36

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Current Maritime Landscape

India's blue economy is central to its growth, with **95% of trade by volume and 70% by value** moving by sea. But in an interconnected maritime world, domestic progress must always be viewed alongside international obligations — particularly at the IMO.

India's maritime growth story is significant:

- **Ports have tripled in capacity in the past decade**, making us better prepared to implement IMO's facilitation and safety norms.
- **Inland waterways cargo has nearly tripled since 2014**, advancing sustainable logistics in line with IMO's decarbonisation agenda.
- Cruise tourism and lighthouse tourism have grown manifold, opening new dimensions of maritime activity while demanding stricter safety and environmental oversight. **Cruise passenger traffic has crossed 0.5 million annually**, with year-on-year double-digit growth.
- Seafarer strength has more than doubled in the past decade — India now ranks as the second-largest supplier of seafarers worldwide.

At the same time, our ports are going greener with **over 60% of major ports adopting renewable energy**, and ship recycling at Alang is embracing **Hong Kong Convention-compliant practices** — areas where India's domestic progress directly strengthens its credibility at the IMO.

Thus, India's maritime advancements are not just national milestones but also **building blocks of global compliance, sustainability, and competitiveness**, reinforcing our contributions at the IMO.

India's Position in Global Maritime Governance

India stands today at a pivotal moment in its maritime journey — both as a regional leader in the Indian Ocean and as an active global voice at the IMO.

- With the second-largest pool of seafarers worldwide (over 2.5 lakh active seafarers, including ~45,000 women), India plays a direct role in upholding international safety and welfare standards.
- As a leader in ship recycling, **accounting for 33% of global dismantling**, India's transition towards green recycling directly contributes to IMO's sustainability agenda.
- In port performance, India now features prominently in global rankings, with **Visakhapatnam (20th), JNPA (28th), and Mundra (27th)** among the world's **top 100 container ports (Lloyd's List 2023 rankings)**, demonstrating efficiency and competitiveness.
- On the **Logistics Performance Index 2023 (World Bank)**, India ranks **38th globally**, ahead of many advanced economies in **vessel turnaround time and port efficiency**, showcasing operational improvements that strengthen global supply chains.

Strategically located in the **Indian Ocean Region**, India is also at the crossroads of major global shipping routes, including the **Strait of Malacca**. With initiatives like the **Chabahar Agreement, INSTC, and SAGAR and MAHASAGAR policy**, India is integrating connectivity, security, and sustainability in ways that reinforce its global maritime relevance.



India's Vision for the Maritime Sector



MARITIME INDIA VISION 2030



Maritime India Vision (MIV) 2030

Target: India to be a **Top Seafaring Nation** with >20% share of global seafarers.

• Interventions:

- Establish **simulation centres** at large ports for crane & operations training.
- UNCTAD Port Management Programme with Indian universities.
- **International joint training** (e.g., Rotterdam Human Port Capital, Antwerp Global Training Institute).
- Vocational "Hire & Train" model with NSDC.
- Drive **research, faculty development & global academic partnerships**.



Maritime Amrit Kaal Vision 2047

- Focus on **world-class education, research & training facilities** to position India as a **global maritime leader**.
- Emphasis on **next-gen digital/tech training** for smart ports, automation & blue economy clusters.
- Holistic **maritime professional development** across seafarers, port employees & allied services.
- Long-term vision: integrated ecosystem for **continuous skill upgradation, R&D, and global faculty/student exchanges**.

8th September 2025

Slide 5 of 36

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The Way Ahead

Changing Global Landscape:

In this rapidly changing global landscape, two trends are driving the future of maritime: sustainability and digitalization. We must adhere to global standards set by organizations like the International Maritime Organization (IMO) and embrace evidence-based decision-making, ensuring cybersecurity and compliance with international safety protocols.

The UNCTAD projects a 2.0% growth in seaborne trade in 2024 and a 2.4% CAGR from 2025 to 2029. This underscores the medium-term demand for Indian port and liner capacity. As we prepare for this growth, we must invest in technology and innovation to enhance our operational capabilities.

To propel India into a robust engine of development, the Hon. Prime Minister has articulated the Maritime India Vision 2030 (MIV 2030), which is a comprehensive 10-year blueprint aiming to elevate India to the forefront of the global maritime sector. This vision envisions an investment of ₹3–3.5 lakh crore across ports, shipping, and inland waterways, expected to unlock over ₹20,000 crore in annual revenue and create 2–2.5 million jobs.

Maritime India Vision 2030

The MIV 2030 focuses on ten core themes, including:

1. **Best-in-Class Port Infrastructure:** We are investing in brownfield expansions and developing mega ports, particularly focusing on southern transshipment hubs.
2. **End-to-End Logistics Efficiency:** Approximately 200 connectivity projects are underway, integrating road, rail, coastal, and inland waterways to enhance logistics efficiency and reduce evacuation times.
3. **Technology-led Logistics:** The National Logistics Portal (Marine) and smart ports are being developed to facilitate digitalization and system-based monitoring.
4. **Policy & Institutional Reforms:** We are establishing new regulatory frameworks and promoting public-private partnerships (PPP) to enhance operational efficiency.
5. **Shipbuilding, Repair & Recycling:** Our focus is on meeting domestic shipbuilding demand and developing a marine design ecosystem.
6. **Inland Waterways (IWT):** We aim to enhance cargo and passenger movement through improved terminal and fairway infrastructure.
7. **Cruise Sector Growth:** We are planning an eightfold growth in cruise tourism, developing terminal infrastructure and training academies.
8. **Global Maritime Cooperations:** Strengthening linkages with neighboring nations and enhancing our representation in the International Maritime Organization (IMO).
9. **Safe, Sustainable & Green Maritime:** Our target is to achieve 40% renewable energy integration by 2030, focusing on emissions reduction and safety programs.
10. **Seafaring & Training Excellence:** We aim to enhance research, education, and the seafarer ecosystem, as India currently supplies 10–12% of global seafarers.

Hon. Prime Minister Shri Narendra Modi has emphasized, “India is very serious about growing in the maritime sector and emerging as a leading Blue Economy of the world.” This vision is not just about infrastructure; it is about creating a sustainable and resilient maritime ecosystem.

Maritime Amrit Kaal Vision 2047

Looking further ahead, the **Maritime Amrit Kaal Vision 2047** projects about **₹80,00,000 crores** investments and **40 million** jobs by 2047 a testament to the pivotal role shipping will play in India’s journey towards becoming a developed nation.

The eleven key themes of MAKV are:

1. Lead the World in Safe, Sustainable & Green Maritime Sector

India is committed to reducing maritime emissions in line with the IMO’s GHG strategy and COP26 goals. 22 initiatives are planned including carbon-neutral ports, alternate fuel

adoption like LNG and hydrogen, and over 20 pilot projects under the Green Shipping Programme.

2. Promote Ocean, Coastal & River Cruise Sector

Despite our vast coastline, India's cruise tourism remains underdeveloped. 25 initiatives are planned including cruise terminals on both coasts, inland waterway development, relaxed cabotage rules, and fiscal incentives like GST reduction and e-visa extension.

3. Enhance Modal Share of Coastal Shipping & Inland Water Transport

With 14,000 km of navigable waterways, water transport remains underutilized. 46 initiatives are planned including operationalizing 50 waterways by 2047, coastal berths near production hubs, and low-draft vessel designs with tug-barge combinations.

4. Promote Maritime Cluster

Industrial maritime clusters are being developed at DPA, VoCPA, SMPA (Haldia), and Andaman & Nicobar Islands. 30 initiatives are planned including bunkering hubs, ship repair facilities, and investor-friendly policies to attract private sector participation.

5. Promote Maritime Professional Services

As India's maritime sector expands, so does the need for robust financial and legal services. 28 initiatives are planned including a Maritime Development Fund, international arbitration center, and tax incentives to ease financing and insurance settlements.

6. Become a Global Player in Shipbuilding, Repair & Recycling

India's shipbuilding share is just 1% globally, far behind China and Singapore. 17 initiatives are planned including policy extensions, expansion of Alang Shipyard, and new recycling hubs in Andhra Pradesh, Odisha, and West Bengal.

7. Develop World Class Education, Research & Training

India's maritime education ecosystem needs integration and innovation. 39 initiatives are planned including incubators, Maritime Knowledge Clusters, Centers of Excellence at IIM Ahmedabad and IIFT Delhi, and global training partnerships.

8. Strengthen India's Global Maritime Presence

India is enhancing its global maritime stature through strategic partnerships. 43 initiatives are planned including a dedicated IMO cell, permanent IMO representative, and implementation of the BIMSTEC Master Plan for regional cooperation.

9. Develop World Class Next Generation Ports

India's ports handled over 1.3 billion tonnes of cargo in 2019–20, yet capacity must grow. 42 initiatives are planned including deeper drafts, transshipment hubs, two new major ports, and private sector participation under PM Gati Shakti.

10. Enhance Efficiency through Technology & Innovation

Technology is key to maritime transformation and efficiency. 17 initiatives are planned including E-Gate 2.0 using computer vision, drone-based inventory, AI-powered berth allotment, and digital twins for port planning and optimization.

11. Enhance India's Tonnage

India's fleet accounts for just 1% of global tonnage, compared to 5% for China. 9 initiatives are planned including fiscal reforms, infrastructure status for shipping, and easing ship leasing and financing norms to boost Indian-flagged vessels.

The vision foresees India as the largest global supplier of certified seafarers, with the **blue economy contributing up to 12% of our GDP—up from about 4% today**. Our ports will be carbon-neutral, our ships propelled by zero-emission fuels, and our shipbuilding industry globally competitive, positioning India at the forefront of green, smart, and secure shipping.

Sagarmanthan 2024: India's Maritime Vision

Against this backdrop, the Ministry of Ports, Shipping and Waterways, in partnership with the Observer Research Foundation, convened the **first edition of 'Sagarmanthan: The Great Oceans Dialogue' on 18–19 November 2024 in New Delhi**. As South Asia's largest maritime thought leadership forum, Sagarmanthan brought together policymakers, global experts, and industry leaders to deliberate on the future of oceans through four thematic pillars — **New Frontiers, Blue Growth, Green and Blue, and Coasts and Communities**.

The event spotlighted India's growing maritime strengths: record turnaround times at major ports (22.57 hours), Paradip Port emerging as the largest cargo-handling port at **145.38 MT in FY24**, and green initiatives such as the **Green Tug Transition Programme** and development of **Green Hydrogen Hubs**. With India investing **US\$ 82 billion in port infrastructure by 2035** and launching transformative schemes like **Sagarmala** and **Maritime India Vision 2030**, Sagarmanthan reaffirmed India's role as a rising maritime power.

By fostering dialogue on sustainability, governance, and innovation, Sagarmanthan has set the course for a **future-ready maritime ecosystem**, cementing India's place as a central player in global maritime governance.



Two Pillars of Maritime Change



Technology & Sustainability

Technology Integration - Digital Platforms

1. Flagship platforms: e-Samudra, SAGAR SETU, Maritime Single Window (MSW).
2. e-Samudra Integrates 60+ maritime services (MTO registration, shipbuilding aid).
3. AI-powered exams & simulations for seafarer training.
4. Real-time vessel/cargo monitoring via Command & Control Centre.
5. Digital Centre of Excellence (DCoE) promotes AI, IoT, blockchain.
6. Reduced cargo dwell time; enhanced port efficiency.

Sustainability Initiatives - Green Shipping Agenda

1. Targets: 500 GW non-fossil energy (2030), 1 billion-ton carbon cut, net-zero by 2070.
2. Policies encourage LNG, green hydrogen, biofuel vessels.
3. Mandates shore power, waste, and renewable port integration.

Sustainability Initiatives - Key Programmes

1. Harit Sagar Guidelines support 100% renewable energy, AI/IoT logistics in ports.
2. Green Tug Transition: 50% hybrid/electric tugs by 2030.
3. Green hydrogen plant at Deendayal Port scaling to 10 MW; 5 million tonnes by 2030 goal.

INDIA'S MARITIME TECHNOLOGY TRANSFORMATION IN 2025



CLOUD - NATIVE PLATFORMS



ARTIFICIAL INTELLIGENCE



BLOCKCHAINS



MARITIME SINGLE WINDOW



SIGNIFICANT REDUCTION IN CARGO DWELL TIMES
REAL TIME VESSEL TRACKING



DIGITAL CENTER OF EXCELLENCE

INDIA'S MARITIME SUSTAINABILITY INITIATIVES



500 GW NON-FOSSIL ENERGY BY 2030



1 BILLION TONNE CARBON REDUCTION



LNG GREEN HYDROGEN VESSEL



100% RENEWABLE ENERGY PORTS



GREEN TUGS TRANSITION PROGRAMME



GREEN SHIPPING CORRIDORS



GREEN HYDROGEN



GREEN SHIPPING CORRIDORS



₹ 25,000 CRORES MARITIME DEVELOPMENT FUND

8th September 2025

Slide 6 of 36

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The Two Pillars of Maritime Change

Today we stand at the cusp of a transformative era in India's maritime sector—an era defined by two powerful pillars: **Technology Integration** and **Sustainability**. With visionary platforms like *e-Samudra*, *SAGAR SETU*, and the *Maritime Single Window*, we are revolutionizing how maritime services are delivered. These digital solutions are not just streamlining operations but are also empowering stakeholders—from shipbuilders to seafarers—with AI-powered training, real-time cargo tracking, and a robust Command & Control Centre. The establishment of a Digital Centre of Excellence further cements our commitment to harnessing cutting-edge technologies like AI, IoT, and blockchain to enhance port efficiency and reduce cargo dwell times.

On the sustainability front, India is making bold strides toward a greener maritime future. Our ambitious targets—500 GW of non-fossil energy by 2030, a billion-ton reduction in carbon emissions, and net-zero goals by 2070—are backed by concrete policies promoting LNG, green hydrogen, and biofuel-powered vessels. Shore power mandates and renewable energy integration at ports are no longer aspirations—they are becoming the norm. The *Harit Sagar Guidelines* exemplify this shift, advocating for 100% renewable energy usage and smart logistics powered by AI and IoT.

One of the most exciting developments is the *Green Tug Transition*, aiming for 50% hybrid or electric tugs by 2030. At Deendayal Port, the green hydrogen plant is scaling up to 10 MW, with a goal of producing 5 million tonnes by 2030. These initiatives are not just environmental imperatives—they are economic opportunities, supported by a ₹25,000 crore maritime development fund that will catalyze innovation and infrastructure growth across the sector.



The Need for Safe Maritime Operations



May 2025: MSC Elsa III, containing hazardous chemicals, capsized off the shore of Kochi



March 2024: 8 Indian crew stuck for months on cargo vessel that crashed into Baltimore bridge



July 2024: Major Fire erupted on a merchant ship MV Maersk Frankfurt off the Karnataka coast



June 2025: Major Fire broke out on Wan Hai 503 near Kerala, raising fears of a hazardous oil spill and environmental disaster.

8th September 2025

Slide 7 of 36

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Need for International Cooperation

Safety Incidents

This slide underlines why safe maritime operations are not just a priority, but a necessity.

Take a look at these recent incidents:

- In **March 2024**, a cargo vessel struck the Baltimore Bridge, leaving 8 Indian seafarers stranded for months.
- In **July 2024**, a devastating fire engulfed MV Maersk Frankfurt off the Karnataka coast.
- In **May 2025**, MSC Elsa III, laden with hazardous chemicals, capsized off Kochi, creating a grave risk to lives and the environment.
- And in **June 2025**, another fire broke out on Wan Hai 503 near Kerala, raising fears of oil spills and large-scale environmental disaster.

Each of these tragedies is a stark reminder: one accident at sea can spiral into a humanitarian, economic, and ecological crisis. It impacts not only seafarers and shipping companies but also coastal communities and global trade.

That is why we must continue strengthening safety standards, emergency response mechanisms, and international cooperation—so that our seas remain safe for those who navigate them, and secure for the world that depends on them. Moving forward, the question we must ask is: how do we prevent such incidents?

The answer lies in a multi-pronged approach:

- **Robust regulation and compliance** with international conventions under the IMO.
- **Technological innovation**, including advanced navigation systems, fire detection, and environmentally safer ship designs.
- **Training and welfare of seafarers**, who are the first line of defence in any crisis.
- And finally, **international collaboration**—because the oceans connect us all, and safety in shipping is a shared responsibility.

India, with its strong presence at the IMO and its commitment to safe and sustainable shipping, will continue to play a leading role in driving these efforts.”



The Need for International Co-operation



Crew Concerns: Abandonment of Seafarers

- Growing **humanitarian crisis** with a **global connection**
- Severe **impact** on health, wages, dignity, and families of seafarers
- Cross-border issue—seafarers stranded in **foreign ports without support**
- Requires **coordinated action** by IMO, ILO, governments, shipowners & unions
- Need for **stronger enforcement, quicker insurance payouts, global accountability**
- India's case highlights urgency: **second largest workforce with high abandonment cases**

3,18,211

Active Seafarers
(Foreign/ Indian)

200

Missing Seafarers
(69 Settled)

345

Death Cases
(219 Settled)

645

Stranded/ Abandoned
Seafarers (63 Vessels)

8th September 2025

Slide 8 of 36

India at the IMO | Policy, Partnership & Progress

Crew Abandonment

Equally serious is the issue of seafarer abandonment—a growing humanitarian crisis with truly global consequences.

When a shipowner walks away, the crew is left stranded in foreign ports, often without food, wages, medical care, or even a way home. It is not just a contractual failure—it is a violation of dignity and human rights.

The data speaks for itself: 849 cases have been reported since 2004, and the numbers are rising—**142 cases in 2023 alone**, the highest ever recorded.

Addressing this crisis requires **coordinated action**: from the IMO, ILO, governments, shipowners, insurers, and seafarers' unions. We need **stricter enforcement, faster insurance payouts, and greater global accountability**.

For India, this is particularly urgent. We have the world's **second largest seafaring workforce**, and sadly, many of our seafarers are among those most affected by abandonment cases.

This is why international cooperation is not a choice, but a necessity—because only together can we protect those who power global trade.



International Maritime Organization



Role & Criticality

IMO's Role

- **Sets global maritime rules:** Safety, security, environment, training, and trade facilitation.
- **Ensures uniformity & compliance:** Audits (IMSAS), conventions (SOLAS, MARPOL, STCW) create a level playing field.
- **Platform for cooperation:** Unites **170+ nations** to address emissions, piracy, digitalization, and fair trade & regulates over **50,000 merchant ships**, representing approximately **99% of global shipping tonnage**.



Why IMO Position Matters for India

- **Safeguarding Trade & Economy:** Ensures global regulations support India's shipping-dependent imports/exports and fair access for the Global South.
- **Driving Sustainability & Innovation:** Shapes conventions (e.g., MARPOL) to protect coasts while advancing MIV 2030 & MAKV 2047 goals—green ports, blue economy, and digital shipping.
- **Strengthening Security & Leadership:** Uses IMO cooperation to combat piracy, improve navigation safety, and enhance India's strategic credibility and Indo-Pacific leadership.

8th September 2025

Slide 9 of 36

India at the IMO | Policy, Partnership & Progress

The International Maritime Organization

The IMO, as we all know, is the principal international body responsible for regulating safety, security, and environmental performance of shipping. Its work profoundly influences global trade, maritime sustainability, and the welfare of seafarers. For a country like India, which carries over 95% of its trade by volume and 70% by value through the seas, is home to over 2.5 lakh active seafarers (with more than 50% growth since 2013), and is fast emerging as a maritime hub in the Indo-Pacific, meaningful engagement with the IMO is not optional — it is essential.

First, the IMO **sets global maritime rules**—covering safety, security, environment, training, and even trade facilitation. These rules ensure that shipping is not a patchwork of national regulations, but a unified system.

Second, the IMO ensures **uniformity and compliance**. Through audits and conventions like SOLAS, MARPOL, and STCW, it creates a level playing field—so that all ships, no matter their flag, operate under the same standards.

Third, the IMO is a vital **platform for cooperation**. It brings together more than 170 nations to tackle challenges like emissions, piracy, digitalization, and fair trade. It regulates over **50,000 merchant ships**, covering nearly **99% of world shipping tonnage**. That is an extraordinary level of global coverage.

For India, the IMO's role is not just important, it is strategic.

- It helps us **safeguard trade and economy**, ensuring that rules support our shipping-dependent imports and exports, and that the **Global South has fair access**.
- It allows us to **drive sustainability and innovation**, shaping conventions to protect our coasts and to advance green ports, blue economy, and digital shipping.
- And finally, it strengthens **security and leadership**, enabling us to combat piracy, enhance navigation safety, and reinforce our strategic credibility in the Indo-Pacific region.

This is why India’s position at the IMO truly matters. It is where we influence rules that affect not just ships, but economies, livelihoods, and the future of sustainable maritime development.”

Our role at the IMO must reflect three dimensions:

1. Safeguarding India’s maritime interests while aligning with global best practices.
2. Contributing to sustainability — by actively shaping discussions on decarbonization, cleaner fuels, ship recycling, and protection of the marine environment. India today accounts for 33% of global ship recycling tonnage, second only to Bangladesh, and Alang alone handles over 3.5 million GT annually under increasingly Hong Kong Convention–aligned practices.
3. Championing seafarer welfare and safety — ensuring that Indian seafarers continue to be recognised for their competence, resilience, and professionalism in an evolving global maritime landscape.



India's Legacy at the IMO



Late Padma Vibhushan C.P. Srivastava, IAS

- **First Chief Executive**, Shipping Corporation of India (SCI)
- **Longest Serving Secretary-General, IMO**: Served 4 successive terms (1974–1989)
- Strengthened maritime safety, environmental protection & training worldwide
- **Founded key global maritime institutions**:
 - International Maritime Academy (Italy)
 - International Maritime Law Institute (Malta)
 - World Maritime University (Sweden) & served as the 1st Chancellor



8th September 2025

Slide 10 of 36

India at the IMO | Policy, Partnership & Progress

India's Legacy at the IMO

As we talk about India's role in the IMO, it is important to remember the towering legacy of Late **Padma Vibhushan Shri C.P. Srivastava, IAS**.

He was the **first Chief Executive of the Shipping Corporation of India**, and went on to become the **longest-serving Secretary-General of the IMO**, serving an unprecedented four successive terms from 1974 to 1989.

During his tenure, he strengthened the global framework for **maritime safety, environmental protection, and seafarer training**. His vision extended beyond regulation—he laid the foundations of lasting institutions.

He was instrumental in establishing the International Maritime Academy in Italy, the International Maritime Law Institute in Malta, and the World Maritime University in Sweden, where he also served as its very first Chancellor.

Shri Srivastava's leadership not only elevated India's stature on the global stage but also left a legacy that continues to guide maritime governance across the world today.

It is a reminder to us that India's voice at the IMO has always been one of vision, leadership, and responsibility.



Strengthening IMO and India ties



H. E. Arsenio Dominguez, Secretary General, IMO visit in February 2025



8th September 2025

Slide 11 of 36



India at the IMO | Policy, Partnership & Progress

Strengthening India's IMO Ties: IMO Secretary General Visit

Earlier this year, we had the honor of welcoming the IMO Secretary General, H.E. Arsenio Dominguez, on his first official visit to India since assuming office in 2024.

During his three-day visit, Mr. Dominguez visited the **Jawaharlal Nehru Port Authority**, where he engaged with port leadership on advancing **green maritime solutions**—from sustainable port operations to decarbonizing shipping and adopting environmentally sound practices.

He also paid tribute at the **Seafarers War Memorial in Mumbai**, laying a wreath in honor of the courage and sacrifice of Indian seafarers, and was given a guard of honor by trainee seafarers of T.S. Rahman.

This visit reaffirms the IMO's commitment to work closely with India on two critical fronts—**sustainable shipping** and **seafarer welfare**. It also reflects India's growing role as a key partner in shaping the future of global maritime governance.



India's Global Leadership



“In the changing world order, the world is looking towards India with new aspirations.”

Hon. Prime Minister Shri Narendra Modi,
Global Maritime India Summit 2023

8th September 2025

Slide 12 of 36

India at the IMO | Policy, Partnership & Progress

Emerging Global Order and India's Role

As Hon. Prime Minister Shri Narendra Modi stated at the Global Maritime India Summit 2023, “In the changing world order, the world is looking towards India with new aspirations.” This sentiment reflects the growing recognition of India's potential as a global maritime leader.

Our mantra is clear: “Make in India – Make for the world.” This approach emphasizes our commitment to not only enhancing our domestic capabilities but also positioning India as a preferred destination for global trade and investment.

Path to India's Global Maritime Leadership

POLICY

Driving India's IMO Participation to frame International Policy

PARTNERSHIP

Bilateral and Regional Co-operation towards mutual growth

PROGRESS

Enabling Progress through Policy, Partnership and key Initiatives

Policy, Partnership and Progress

The maritime domain is intrinsically global, serving as the economic lifeline of the world. Yet, the present times have witnessed flashpoints of conflict and disruption, raising serious concerns of maritime security, safety, and stability of trade flows. In these turbulent circumstances, India — the world's largest, most populous, most diverse, and youngest democracy — emerges as a natural leader with a voice of balance, responsibility, and sanity.

India today stands at a pivotal moment in global maritime affairs. With our vast seafaring workforce, growing port infrastructure, and active participation at the IMO, we are shaping not just our own destiny, but the future of global shipping.

Our path to maritime leadership rests on three pillars:

- **Policy** – By actively participating at the IMO, India helps frame international regulations that uphold safety, sustainability, and fair practices.
- **Partnership** – Through bilateral and regional cooperation, we are working with like-minded nations to ensure mutual growth and shared prosperity.
- **Progress** – By driving key initiatives under these frameworks, we are not just responding to challenges, but enabling long-term progress for the maritime sector.

This balanced approach—of policy, partnership, and progress—defines India's commitment to a safer, greener, and more equitable global maritime order.

It is not just about being part of the system—it is about leading it with vision and responsibility.



India's Engagement with IMO



Directions from the Maritime Amrit Kal Vision 2047

•**Alignment with Global Standards:** India's participation in IMO ensures that its maritime policies align with international conventions, facilitating smoother integration into global trade and maritime operations.

•**Influencing Policy Development:** Active involvement allows India to contribute to the formulation of global maritime regulations, ensuring that national interests are represented in international decision-making processes.

•**Environmental Leadership:** Through the IMO, India can advocate for and adopt sustainable practices, such as emission reduction strategies, that are crucial for achieving the green objectives of MAKV 2047.

•**Capacity Building and Knowledge Sharing:** Engagement with the IMO provides access to technical expertise and training programs, enhancing India's maritime capabilities and supporting the development of a skilled workforce.

•**Strengthening Bilateral and Multilateral Relations:** Participation in IMO forums fosters diplomatic ties with other maritime nations, promoting collaborative efforts in areas like maritime safety, security, and environmental protection.

India's active engagement with the IMO is essential for realizing the goals of the Maritime Amrit Kaal Vision 2047 & positioning the nation as a leading global maritime power by 2047.

8th September 2025

Slide 15 of 36

India at the IMO | Policy, Partnership & Progress

Directions from the Maritime Amrit Kal Vision 2047

A central pillar of this theme is India's deeper engagement with the International Maritime Organization. Plans include establishing a dedicated IMO cell and appointing a domain technical representative at the IMO headquarters in London. This step will enable India to play a more proactive role in shaping international maritime rules and ensure that the country's perspectives on safety, environmental sustainability, digitalization, and fair trade are strongly reflected in global policy.

Alongside its IMO engagement, India is pursuing high-impact bilateral partnerships to advance technology and sustainability goals. These include collaborations to develop the nation's first Polar Research Vessel, joint projects with Japan on smart islands, maritime training, shipbuilding investments, and heritage initiatives such as the National Maritime Heritage Museum at Lothal. Such initiatives highlight how global partnerships contribute directly to India's technological progress and maritime heritage.

On the regional and multilateral front, India is strengthening its role through major connectivity projects and alliances. The operational Chennai–Vladivostok maritime corridor and the proposed India–Middle East–Europe Corridor are set to enhance trade linkages across regions, while frameworks like BIMSTEC provide a platform for wider maritime integration. These efforts complement India's larger ambition to secure sea lanes, promote green shipping, and ensure fair opportunities for the Global South.

In sum, Maritime Amrit Kaal Vision 2047 positions India as not just an emerging maritime nation, but a collaborative global leader.



Strategic Engagements with IMO



Increasing Indian Participation

Domain Technical Representative at IMO (Rotatory)

- Continuous effective Indian representation at IMO
- Influence maritime policies (safety, tonnage, environment, seafarers)
- Provide technical expertise
- Maintain participation
- Coordinate with stakeholders

Senior & Junior Professional Officers (SPOs & JPOs)

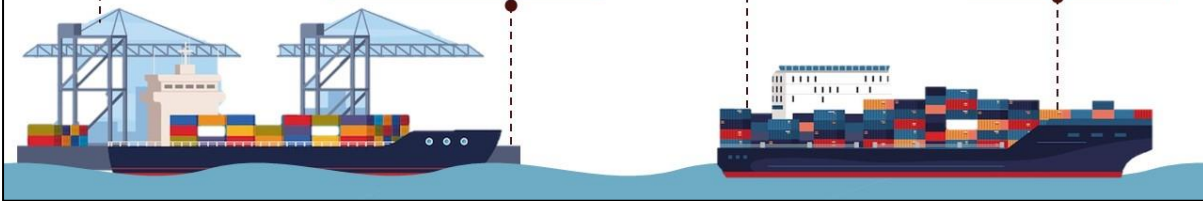
- Strengthen India's presence in committees
- Support Domain Representative in policy advocacy
- Research & draft position papers
- Represent India's interests
- Address maritime challenges

Expansion of Shadow Committees

- Broaden consultation framework for IMO
- Include diverse stakeholders
- Leverage expertise from government, industry, academia, NGOs
- Develop inclusive, well-rounded positions
- Strengthen coordination & strategy

Leadership in IMO Committees:

- Enhance India's leadership role within IMO
- Target Chairman/ Vice-Chairman positions in key committees
- Achieve through consistent attendance, active participation, and technical expertise



India at IMO: Increasing Participation

India's growing participation at the IMO reflects a deliberate and forward-looking strategy. Through expanded shadow committees at home, the deployment of Senior and Junior Professional Officers, the proposal for a technical domain representative in London, and the pursuit of leadership roles in key committees, India is steadily strengthening its voice. These steps together ensure that our national interests are well represented, our expertise shapes global maritime policy, and our role as a responsible maritime nation continues to grow.

Domain Technical Representative at IMO (Rotatory)

Global maritime regulations are changing quickly, and it is important for India to have continuous and effective representation at the International Maritime Organization. Regular participation in IMO sessions and committees helps us protect our interests, contribute to policy-making, and stay ready for new international requirements.

There are clear reasons for this. Having a domain technical representative allows India to influence important issues like greenhouse gas emissions, safety standards, and seafarer welfare. It also ensures we have the technical expertise needed to follow complex discussions. Regular representation brings continuity, builds relationships, and helps us prepare our shipping industry for upcoming changes. Many maritime nations already have domain technical representatives at IMO, and India should do the same to stay aligned and engaged.

The proposal is to appoint a domain technical representative from the Directorate General of Shipping, based at the IMO headquarters in London. This person

will attend meetings, represent India's views, send regular updates home, coordinate with industry, and build links with other countries and maritime organizations.

The benefits are practical. India's voice will be heard more consistently, we will be better prepared for new regulations, and we can strengthen partnerships and technical knowledge. The costs of maintaining such a representative are expected to be manageable, especially when compared with the long-term benefits for our maritime sector.

In conclusion, this step is about ensuring India is well represented and well prepared. The way forward includes approvals from the concerned ministries, setting up funding, selecting a qualified officer, and creating a system for coordination and reporting. With this in place, India will be able to participate more effectively in shaping the future of global shipping.

Senior & Junior Professional Officers (SPOs & JPOs)

To further strengthen our voice at the IMO, it is proposed that India nominate Senior and Junior Professional Officers under the IMO's own programme. These officers, though on the rolls of the IMO, will be carefully selected and seconded by India. Their role will be to provide expert analysis, support negotiations at key committees such as the MEPC and MSC, and work closely with our Permanent Technical Officer in London. By drafting position papers, monitoring developments, and coordinating on technical issues, they will help India contribute more strongly to the development of international maritime regulations.

The benefits of this step are clear. It will allow India to respond quickly to global challenges, particularly in areas of safety, environment, and seafarer welfare. It ensures our positions are backed with technical strength and constant presence at the IMO. To make this possible, a budget of about INR 50–60 lakhs per officer visit is estimated. To manage costs, a shared funding mechanism is proposed, with contributions from government and industry stakeholders, ensuring accountability and transparency.

Expansion of Shadow Committees

Alongside this, India also needs to strengthen its domestic preparation for IMO meetings. For this, the expansion of shadow committees is proposed. These committees will bring together voices from across government departments, industry bodies, academia, professional associations, and even NGOs. A core shadow committee led by the Directorate General of Shipping would coordinate inputs and ensure consistency. Specialized shadow committees will be aligned with each IMO committee—covering safety, environment, legal matters, facilitation, training and certification, and technical cooperation.

This wider consultation base will give India deeper expertise and more balanced positions. For example, the Marine Environment Protection shadow committee can draw on the Ministry of Environment and industry experts to frame responses on greenhouse gas measures. The STCW shadow committee can involve training institutions to keep seafarer standards updated. NGOs and seafarer unions can provide perspectives on welfare and rights, while research institutions can back our positions with data and studies.

An implementation plan is also suggested—starting with identification and nomination of members, regular consultations, and capacity-building workshops. Position papers for IMO meetings would be developed through these committees and vetted by the core group before submission. Regular review and evaluation will ensure the process remains effective and adaptive.

Leadership in IMO Committees:

India recognizes the need to enhance its leadership role within the International Maritime Organization. To achieve this, we aim to secure Chair and Vice-Chair positions in at least three important IMO committees and sub-committees. This will amplify India's influence in global maritime governance and ensure that our expertise helps shape international regulations in areas of safety, environment, and seafarer welfare.

Reaching such leadership roles requires more than nomination. It calls for regular and consistent attendance, active technical participation, and a strong grasp of IMO's procedures, history, and ongoing discussions. These positions are built on credibility and continuity, not short-term presence.

This is therefore a long-term professional and strategic commitment. The Ministry must carefully consider how best to sustain this effort within the Indian administrative system. Officers identified for these roles must treat participation in targeted meetings and related intersessional groups as non-negotiable.

If achieved, even partially, this initiative will significantly strengthen India's standing at the IMO and ensure that our national priorities find a stronger voice in shaping the future of global shipping.



Strategic Engagements with IMO



Key Academic Initiatives

C.P. Srivastava Chair & Fellowship at WMU & IMLI:

- Promote advanced research in maritime law, governance, and sustainability
- Build capacity and train maritime professionals, including from developing nations
- Foster inclusivity and gender equity in maritime education

Research Funding & Scholarships:

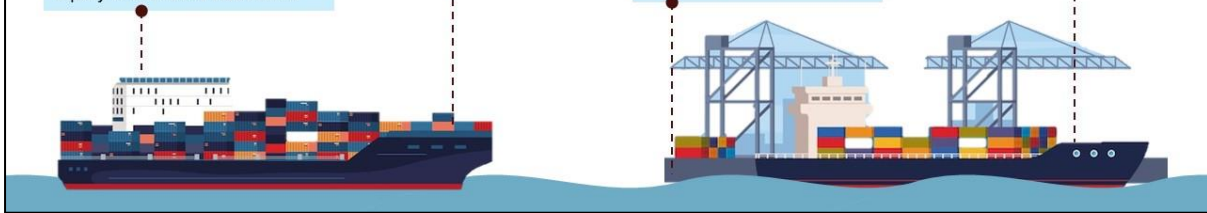
- Support alumni and professionals from Indian maritime sector
- Enable world-class education at IMLI and WMU
- Strengthen India's influence in global maritime policy and governance

Exposure Visits for Talented Professionals:

- Provide international exposure and hands-on learning opportunities
- Encourage knowledge exchange and adoption of best practices
- Develop future leaders in India's maritime sector

IOCE-SMarT Center:

- Promote sustainable maritime transport and decarbonization in the Indian Ocean region
- Foster regional collaboration, capacity building, and digital transformation
- Host IMO Regional Presence Office for targeted technical assistance and enhanced engagement



India at IMO: Academic Initiatives

India at IMO is also being strengthened through academic initiatives that build long-term capacity and expertise. With the C.P. Srivastava Chair and fellowships at WMU and IMLI, dedicated research funding and scholarships, exposure visits for young professionals, and the proposed IOCE-SMarT Center, India is investing in knowledge, innovation, and global networks. These initiatives ensure a strong pipeline of skilled professionals who can contribute to shaping international maritime governance.

C.P. Srivastava Chair & Fellowship at WMU & IMLI

India is taking forward two important academic initiatives to strengthen its global maritime influence: sponsoring a Chair at the International Maritime Law Institute (IMLI) in Malta and the World Maritime University (WMU) in Sweden, and establishing the C.P. Srivastava Fellowship. These institutions are at the forefront of maritime law, governance, and sustainability, and India's active role here will ensure our voice is part of the most advanced global discussions on shipping, climate change, and ocean governance.

The sponsored Chair will enable India to contribute directly to cutting-edge research, capacity building, and policy development in maritime law and sustainable shipping. It will also allow India to support regional partners, particularly in BIMSTEC, while advancing inclusivity by encouraging greater women's participation in the sector. Through this initiative, India not only invests in knowledge and skills but also strengthens its standing as a maritime innovator and partner in global cooperation.

Alongside this, the C.P. Srivastava Fellowship will honour the legacy of India's own Dr. C.P. Srivastava, the longest-serving Secretary-General of the IMO. The fellowship will support

deserving candidates—especially women and professionals from developing countries—to pursue advanced studies at WMU and IMLI. By doing so, India will promote capacity building, inclusivity, and international partnerships, while also fostering a pipeline of experts who can contribute back to India’s own maritime policies.

Together, the sponsorship of the Chair and the establishment of the Fellowship mark a bold step in enhancing India’s global presence. They will help position India as a thought leader in maritime governance, build regional and global partnerships, and prepare the next generation of maritime professionals. In short, these initiatives combine India’s maritime legacy with its vision for a more inclusive and innovative future.

Research Funding & Scholarships

India is committed to building a strong foundation of maritime knowledge and expertise. By creating dedicated funding streams and scholarship programs, we will encourage advanced research in areas such as maritime law, green technologies, digitalization, and seafarer welfare. These scholarships will not only support Indian professionals but also extend to participants from developing nations, fostering collaboration and goodwill. In doing so, India positions itself as a partner in shaping solutions to global maritime challenges while ensuring that talented individuals have access to world-class education and research opportunities.

Exposure Visits for Talented Professionals

Another important step is providing exposure visits for young and talented maritime professionals. These visits will allow officers, researchers, and industry experts to engage directly with international organizations, training institutions, and advanced ports. By observing best practices firsthand and interacting with global experts, they will bring back valuable knowledge and fresh perspectives to strengthen India’s maritime ecosystem. This initiative will not only build individual capacity but also create a pool of professionals ready to contribute to India’s increasing leadership role in the IMO and the wider maritime community.

IOCE-SMaT Center

India has proposed the establishment of the Indian Ocean Centre of Excellence for Sustainable Maritime Transport, or IOCE-SMaT. This centre, based at the Maritime Training Institute in Mumbai, will be developed in partnership with the IMO and will serve as a regional hub for advanced training, research, and innovation in sustainable maritime practices. Building on the earlier SACE-SMaT initiative, it aims to bring together expertise, infrastructure, and partnerships across BIMSTEC nations to address the shared challenges of climate change, digitalization, and maritime safety.

At its core, IOCE-SMarT is designed to promote green technologies, digital transformation, and capacity building in the maritime sector. It will not only demonstrate innovative solutions for decarbonization but also support maritime institutions in training a workforce prepared for the green and digital transition. By connecting with the IMO's global Maritime Technology Cooperation Centre network, the centre will align regional efforts with international best practices and contribute directly to the IMO's revised greenhouse gas strategy.

Another important feature of IOCE-SMarT is the proposal to host an IMO Regional Presence Office for South Asia. This will bridge a long-standing gap in regional coverage, allowing tailored technical assistance and capacity-building programs to flow directly into the Indian Ocean region. The presence of such an office will strengthen India's engagement with the IMO while ensuring that regional priorities are represented more effectively on the global stage.

In essence, IOCE-SMarT represents both vision and opportunity. It positions India and the wider Indian Ocean as leaders in sustainable shipping, enhances regional trade competitiveness, and fosters cooperation among governments, industry, and academia. By transforming the Maritime Training Institute into a hub of innovation and collaboration, India is laying the foundation for a greener, more connected, and resilient maritime future.



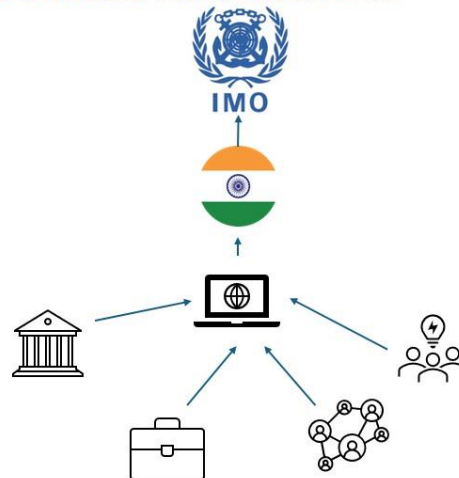
Strategic Engagements with IMO



Technology Initiative: Creation of a Shadow Committee Portal

A **dedicated web portal** is being developed to streamline the reporting and monitoring mechanism for **India's participation** in various IMO committees. This platform will document and highlight India's contributions, ensuring transparency and effective coordination.

The portal will integrate the **deliberations of various stakeholders, government agencies, industry bodies, think tanks and others** and help the Indian delegation at IMO prepare India's official position on various matters



8th September 2025

Slide 18 of 36

India at the IMO | Policy, Partnership & Progress

IMO Shadow Portal

The IMO Shadow Committee Portal is a web-based system developed being developed by the Directorate General of Shipping to make collaboration and document management for IMO shadow committees easier and more efficient. It provides a structured platform where users can access committees, review agenda items, manage groups, assign tasks, provide feedback, and generate reports. The portal is designed to ensure smooth communication and organized workflow among committee members.

The system supports different user roles with specific responsibilities. Members can review documents, provide feedback, and complete tasks assigned to them. Coordinators can create subgroups, assign tasks, and compile feedback from members. Delegation Leaders oversee group activities, consolidate committee-level feedback, and manage delegation responsibilities. Administrators have full control to manage users, committees, and documents. This clear structure ensures accountability and efficient management of committee work.

The portal's features include secure login, task tracking, document version control, and a feedback system that allows individual input to be consolidated and submitted at group and committee levels. Users can also collaborate in real time, track the status of documents and tasks, and generate reports to monitor progress. These functions make the review process faster, transparent, and easier to manage.

The vision for the portal is to continuously improve coordination and efficiency in India's participation in IMO and other international maritime committees. Planned upgrades, like improved dashboards, enhanced reporting, and collaborative editing tools, aim to

make the system even more user-friendly and capable of handling the increasing complexity of committee work. The portal represents a step towards digital transformation in maritime governance and international collaboration.



Strategic Engagements with IMO



Hosting the STCW Comprehensive Review

- Solidify India's position as a **global maritime leader** and influence international maritime governance
- Promote **sustainable** maritime practices, strengthen regional cooperation, and boost the local economy
- Leave a lasting legacy through the framing of the "**Mumbai Convention: STCW**," highlighting India's commitment to maritime excellence
- Enhance **global employability** of Indian seafarers and increase foreign exchange earnings
- Ensure Indian training institutes **meet international standards**, fostering a competitive maritime education ecosystem
- Elevate **maritime safety and environmental compliance**, aligning with global benchmarks



The STCW comprehensive revision and the engagement of India to host the STCW convention in India is being pitched strongly

8th September 2025

Slide 19 of 36

India at the IMO | Policy, Partnership & Progress

Hosting STCW Comprehensive Review

The Standards of Training, Certification, and Watchkeeping (STCW) Convention is a cornerstone of global maritime safety and seafarer training standards. It ensures that seafarers worldwide meet uniform requirements for training, certification, and watchkeeping, supporting safe, efficient, and environmentally responsible shipping. As the maritime sector evolves, the IMO is undertaking a comprehensive revision of the STCW Convention to address new technologies, challenges, and best practices.

India is actively pursuing the initiative to host this comprehensive revision, which could be known as the Mumbai or Delhi Convention. This positions India as a key player in shaping global maritime standards and showcases our commitment to advancing maritime safety and seafarer training worldwide. Hosting the convention will allow India to lead discussions, influence international decisions, and highlight our maritime expertise to the global community.

The event is planned on a large scale, with participation expected to be three times that of major international maritime summits like GMIS 2021. It will bring together representatives from the IMO, member states, maritime organizations, and industry leaders, creating an opportunity for India to promote regional cooperation, strengthen diplomatic engagement, and showcase our maritime capabilities, infrastructure, and training institutions.

Beyond international recognition, hosting the convention will deliver economic and professional benefits. It will enhance the global employability of Indian seafarers, support the growth of maritime education and training institutions, and contribute to the

national economy through increased engagement and collaboration. This initiative reflects India's long-term vision of becoming a global hub for maritime governance, sustainable shipping practices, and leadership in international maritime affairs.



Strategic Engagements with IMO



Participation in the Maritime Environment Protection Committee

MEPC 83

- Held 7–11 April 2025, IMO Head Quarter, London.
- Focus:
 - Mid-term GHG reduction measures
 - MARPOL Annex VI amendments
 - **IMO GHG Strategy 2023** roadmap to Net-Zero 2050.



India's Participation

- **Backed the India–Singapore “Two-Tier” GFI Hybrid:** Performance-linked system combining a fuel standard and pricing; remedial units priced at **USD 100 (Tier-1)** and **USD 380 (Tier-2)**; incentives for low-emission ships; equitable redistribution of revenues.
- **Vote & Rationale:** India voted **YES** (final tally 63–16) to approve the IMO Net-Zero Framework, supporting a cost-capped, balanced regime aligned with developing-country priorities and ensuring influence over fund governance.
- **Equity Concerns Raised:** Called for continuous monitoring of potential **food security impacts**; emphasized channeling revenues to **SIDS/LDCs** for a just and equitable transition.
- **Scope of Regulation:** Applies only to **ships above 5,000 GT** on international voyages; **domestic/coastal fleets are excluded**, safeguarding Indian cabotage operations.
- **Fleet Exposure & Costs:** Approx. **20 % of India's fleet (~236 vessels)** covered; estimated compliance cost **USD 87-100 million annually by 2030** - significantly lower than flat carbon levy alternatives.

8th September 2025

Slide 20 of 36

India at the IMO | Policy, Partnership & Progress

India @ MEPC 83

The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) plays a central role in protecting the marine environment and regulating ship emissions. Its work spans greenhouse gas (GHG) emissions, air pollution, ballast water management, ship recycling, biofouling, underwater noise, and marine litter. Over the past decade, MEPC has become the primary forum for global discussions on shipping decarbonisation, guided by the IMO GHG Strategy of 2018 and its 2023 revision.

The 83rd session of MEPC (MEPC 83), held from 7 to 11 April 2025, was critical for advancing the Net-Zero 2050 goal. The session included preparatory work from the 19th Intersessional Working Group on GHG Reduction and the first Intersessional Working Group on Air Pollution and Energy Efficiency, which set the stage for decisions on climate action, marine litter, air pollution, and ship recycling.

A key outcome was the approval of the draft legal text of the IMO Net-Zero Framework, which will be incorporated into MARPOL Annex VI. The framework includes a technical element—a goal-based marine fuel standard—and an economic element, introducing a pricing mechanism for maritime emissions. India actively engaged in shaping this framework to ensure cost predictability, fair incentives for green fuels, and consideration of developing countries' concerns, particularly regarding food security.

India played a constructive and influential role at MEPC 83:

- It strongly backed the India–Singapore hybrid proposal, introducing a two-tier system combining a fuel intensity standard with a remedial pricing mechanism, which balances emissions reduction with economic fairness.
- India voted in favour of the Net-Zero Framework (63 in favour, 16 against), demonstrating its commitment to global decarbonisation while protecting domestic interests.
- India emphasized equity and food security, stressing that revenues from the system should support Small Island Developing States (SIDS) and Least Developed Countries (LDCs).
- India ensured that the framework applies only to ships above 5,000 GT engaged in international trade, safeguarding domestic shipping and cabotage operations.

India’s delegation also actively contributed to discussions on practical implementation:

- Supporting phase-wise compliance measures, including the Energy Efficiency Existing Ship Index (EEXI), Ship Energy Efficiency Management Plan (SEEMP), and Carbon Intensity Indicator (CII).
- Highlighting transparency in fuel data reporting and advocating for clear reduction targets between 2027 and 2030.
- Ensuring alignment between short-term GHG measures and the longer-term Net-Zero Framework.

Beyond decarbonisation, India **supported key environmental measures**, including:

- The designation of the North-East Atlantic Ocean as an Emission Control Area (ECA).
- The adoption of the 2025 Action Plan on Marine Plastic Litter from Ships.
- The review of the Ballast Water Management Convention to prevent invasive species.

Through these actions, India showcased its commitment to comprehensive maritime environmental stewardship.

In conclusion, India’s participation at MEPC 83 highlighted its role as a **thought leader and responsible stakeholder in global shipping governance**. By advocating for **balanced, equitable, and practical solutions**, India has reinforced its position as a **key player in shaping international maritime policy**, while protecting the interests of its seafarers, fleet, and national economy.

India’s leadership at MEPC 83 reinforces its broader maritime vision of being a global maritime hub and responsible environmental steward. By actively shaping the Net-Zero Framework and supporting practical, equitable solutions, India demonstrates its ability to influence international policy while safeguarding domestic interests. This proactive engagement enhances India’s credibility in global forums, strengthens partnerships with other IMO member states, and positions the country as a key driver of sustainable

shipping, climate action, and maritime innovation. It also underscores India's commitment to capacity building, technology adoption, and environmental responsibility, ensuring its seafarers, fleet, and industry remain competitive on the world stage.



Strategic Engagements with IMO



Participation in the upcoming MEPC Extraordinary Session

- **Dates & Venue:** 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**.
- **National Preparations Underway:** Directorate General of Shipping (DGS) already signaling readiness:
 - Draft **National Green Shipping Policy** in progress.
 - Indian ports (Mumbai, Kandla, Paradip, Cochin) preparing for **green bunkering and digital compliance systems**.
- **Strategic Positives for India:**
 - **Capped cost exposure** compared to levy-only models.
 - **Rewards** for energy-efficient and ZNZ-fuel ships.
 - Access to **Net-Zero Fund disbursements** for infrastructure, technology transfer, and transition support.

8th September 2025

Slide 21 of 36

India at the IMO | Policy, Partnership & Progress

Participation in MEPC Extraordinary Session

The Extraordinary Session of the Marine Environment Protection Committee (MEPC/ES.2) will be held from **14 to 17 October 2025** at IMO Headquarters in London. Unlike MEPC 83 in April, which finalised and approved the draft text, this session is intended for the **formal adoption of the revised MARPOL Annex VI**, including the provisions of the **IMO Net-Zero Framework**.

Adoption and Timelines

- Adoption of the amendments will require a two-thirds majority of Annex VI Parties, representing at least 50% of the world's merchant fleet tonnage.
- Once adopted, the amendments will enter into force on **1 March 2027** under the **tacit acceptance procedure**.
- The first compliance cycle will commence on **1 January 2028**, when ships will begin reporting their attained **GHG Fuel Intensity (GFI)** to the IMO Registry.

Agenda Priorities

In addition to adopting the Net-Zero Framework, the Extraordinary Session is expected to address several other key items:

- **North-East Atlantic ECA:** Formal confirmation of its designation for SO_x, NO_x and PM emissions.
- **CII Regime:** Review of the Carbon Intensity Indicator (CII) requirements for the period 2027–2030.

- **Implementation Guidelines:** Finalisation of technical guidelines on GFI calculation, surplus and remedial unit accounting, sustainable fuel certification schemes, and detailed arrangements for IMO Registry operations.
- **Net-Zero Fund Governance:** Agreement on how the IMO Net-Zero Fund will be managed, including disbursement mechanisms.
- **Other Environmental Agendas:** Progress on a legally binding instrument on biofouling, further work on the Ballast Water Management Convention review, and advancing the 2025 Marine Plastic Litter Action Plan.

Relevance for India

For India, this session goes beyond a procedural adoption exercise and carries significant strategic importance:

- **Influencing Implementation:** India will have an opportunity to shape the detailed rules for compliance flexibility, registry operations, and the equitable distribution of Net-Zero Fund revenues.
- **Strategic Benefits:** India stands to gain from a framework where **costs are capped and predictable**, ships adopting efficiency measures or low-/zero-carbon fuels are directly rewarded, and **revenues from the Net-Zero Fund can support infrastructure upgrades, technology transfer, and a just transition** for developing economies.

In summary, MEPC/ES.2 will mark the decisive step from agreement in principle to **binding adoption**. For India, it presents both an opportunity to reinforce its role as a constructive negotiator and a chance to ensure that global rules are implemented in ways that safeguard national interests while supporting the transition to cleaner shipping.

MEPC 83 was a turning point, delivering a comprehensive package of measures with India at the table shaping the outcome. The upcoming Extraordinary Session in October 2025 will determine how these measures are adopted and operationalised. For India, the importance lies in consolidating its leadership role, safeguarding the interests of its fleet and trade, and positioning itself to access funding and technology under the new regime while demonstrating readiness at home.



Strategic Engagements with IMO



IMO Member States Audit Scheme, 2024

India completed the IMO Member State Audit Scheme (IMSAS) in **Feb-March 2024**, reaffirming our robust institutional framework, our national legal implementation of IMO instruments, and the effectiveness of our Port, Flag, and Coastal State responsibilities

Areas of Positive Development highlighted:

NHO developed the Indian Warning Information and Navigation Service (WINS), a platform integrating safety, navigation, & real-time data

ICG designed a low-cost rescue beacon for fishing vessels and conducted 1,300+ community programmes to improve fishermen's safety at sea.

Provided international pollution response assistance, offering specialised training, mitigation advice, and joint exercises with foreign governments.

Promoted gender equality through a sponsorship scheme for women seafarers and enabled transgender persons to serve on State-flagged ships

Promoted the seafaring profession and maritime safety through digital initiatives, awards, and schemes

Audit Observations

Observation: The data on the DGS website, especially legal information was not navigable.
Action Taken: The new redesigned DGS website has been launched

Observation: A vertical may be established for ensuring impartiality in casualty investigations
Action Taken: A Casualty Vertical has been approved and is being established

8th September 2025

Slide 22 of 36

India at the IMO | Policy, Partnership & Progress

India IMSAS Audit

India successfully completed the IMO Member State Audit Scheme (IMSAS) in February-March 2024, reaffirming the strength of our institutional framework, the national implementation of IMO instruments, and the effectiveness of our Port, Flag, and Coastal State responsibilities.

The audit highlighted several **areas of positive development**. India has actively promoted the **seafaring profession and maritime safety** through innovative digital initiatives, awards, and schemes recognising contributions in areas such as **women in maritime, environmental protection, search and rescue operations, and meteorology**. To advance **gender equality**, the Directorate General of Shipping launched a **sponsorship scheme for women seafarers**, awarding nearly 400 in 2023, and enabled **transgender persons to serve on State-flagged ships**.

India also demonstrated leadership in **international pollution response**, offering specialized training, mitigation advice, and conducting joint exercises with other governments. The National Hydrographic Office developed the **Indian Warning Information and Navigation Service (WINS)**, providing a one-stop platform for **safety messages, navigation updates, and real-time data**, enhancing maritime decision-making. The Indian Coast Guard designed a **low-cost rescue beacon for fishing vessels** and conducted over 1,300 community programmes to improve **fishermen's safety at sea**.

The audit also provided constructive observations. For example, the **legal information on the DGS website was not easily navigable**; this has been addressed with the launch

of a **redesigned website**. Additionally, it was suggested to **establish a vertical for impartial casualty investigations**, and a **Casualty Vertical has now been approved and is being established**.

These outcomes underscore India's **commitment to maritime safety, inclusivity, and international standards**, reflecting a proactive and forward-looking maritime governance framework.



Strategic Engagements with IMO



IMO Category B Election

In the 2024-25 Biennium, India was re-elected to the IMO Council **with the highest vote tally**

This support from the international community is reflective of India's **efforts and global leadership** in the maritime sector

For the **2026-27 Biennium**, DG(S) and the MoPSW are actively engaging with the MEA, coordinating with allied member states and preparing India's formal position paper highlighting contributions to global maritime trade, safety and sustainability.



8th September 2025

Slide 23 of 36

India at the IMO | Policy, Partnership & Progress

Category B Election

In the **2024-25 biennium**, India was **re-elected to the IMO Council (Category B) with the highest vote tally**, a strong endorsement of our credibility and leadership in the global maritime sector. This overwhelming support from the international community reflects India's consistent efforts in promoting **maritime safety, environmental protection, sustainable shipping practices, and capacity building** for seafarers. It also acknowledges India's active role in shaping IMO policies, participating constructively in committees, and contributing to the development of **global maritime standards**.

Looking ahead to the **2026-27 biennium**, the Directorate General of Shipping (DG(S)) and the Ministry of Ports, Shipping and Waterways (MoPSW) are proactively engaging with the Ministry of External Affairs and coordinating with allied member states to secure India's continued presence on the IMO Council. Efforts are underway to **prepare a comprehensive formal position paper** highlighting India's contributions to **global maritime trade, safety, and sustainability**, emphasizing our role as a responsible and influential member in international maritime governance. This strategic engagement aims to reinforce India's leadership and ensure that our perspectives shape the **future direction of international shipping regulations**.



Significance and participation in International Forums



- Skill Development and Professional Growth
- Adoption of Global Safety Standards
- International Collaboration and Knowledge Sharing
- Strategic Maritime Advancement
- Enhanced Maritime Safety
- Regional Collaboration and Networking
- Capacity Building and Skill Development
- Global Credibility and Compliance

Coastal State Advisory for Maritime Casualty

- Enables timely investigation & preventive measures.
- Builds capacity for root-cause analysis.
- Positions India as a responsible maritime nation in IMO/MAIIF.

GISIS – Enhances IMO reporting transparency; tracks casualties, PSC, pollution & security; boosts India's maritime safety profile.

GMDSS – Provides real-time alerts & SAR support; strengthens seafarer safety & communication.

8th September 2025

Slide 24 of 36

India at the IMO | Policy, Partnership & Progress

Significance and Participation in International Forums

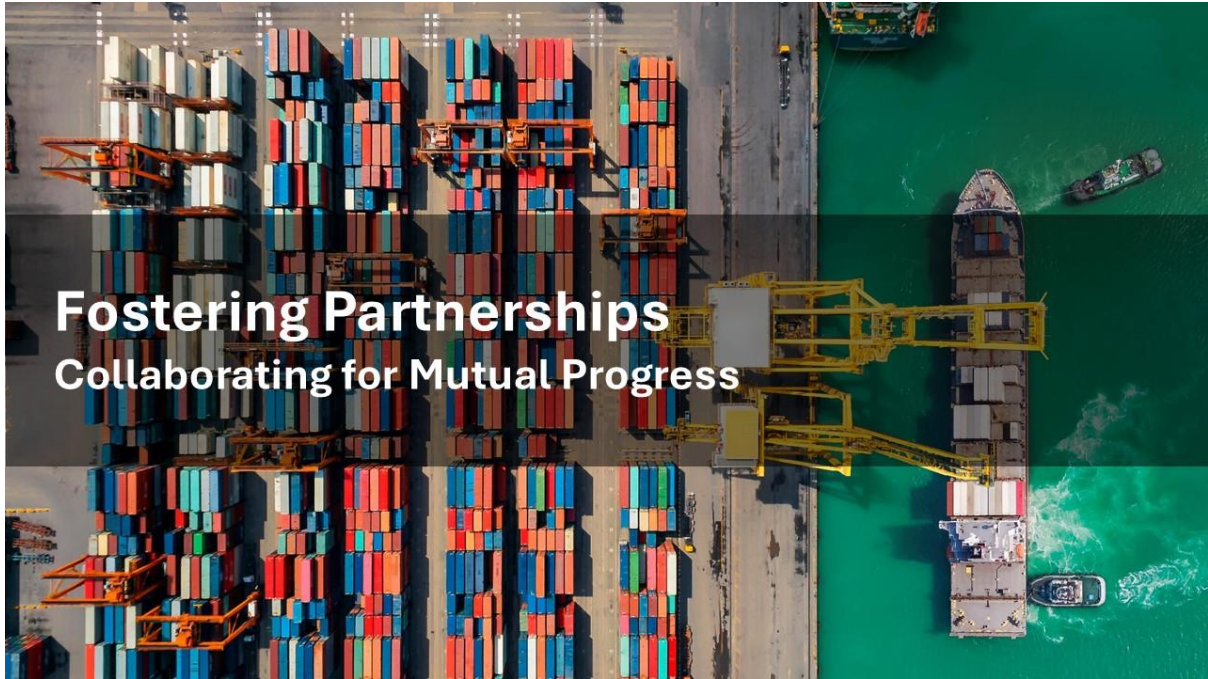
The Directorate General of Shipping (DGS) actively participates in international maritime forums to ensure that India remains aligned with global safety, regulatory, and training standards. Such participation is of great significance as it not only strengthens India's maritime governance but also enhances its credibility as a responsible member of the global shipping community.

Through its engagement with the **Marine Accident Investigators' International Forum (MAIIF)**, DGS gains access to international expertise in casualty investigation. This enables India to adopt structured, scientific, and transparent approaches in responding to maritime incidents. By participating in MAIIF, Indian investigators benefit from peer learning, exposure to advanced investigative tools, and opportunities for collaboration in accident prevention strategies. This helps India strengthen its casualty response framework, ensuring accountability and improving safety outcomes in the long run.

Collaboration with the **International Association of Independent Tanker Owners (INTERTANKO)** focuses on strengthening India's human resource base in the maritime sector. The proposed MoU between DGS and INTERTANKO will support **reskilling, upskilling, and professional development of Indian seafarers**, ensuring that they remain globally competitive in the evolving tanker trade. INTERTANKO's global network of over 400 members provides India with access to best practices in recruitment, retention, training, and safety standards, which can be adapted for the Indian context. This not only benefits seafarers but also contributes to India's reputation as a major supplier of quality maritime manpower to the world.

Similarly, engagement with the **Oil Companies International Marine Forum (OCIMF)** enhances India's alignment with international safety protocols for tanker and offshore operations. OCIMF's introduction of **SIRE 2.0**—a digital vetting and inspection system—marks a significant advancement in operational safety and environmental protection. By adopting such global frameworks, India ensures that its tanker and offshore operations meet the same standards followed by leading maritime nations, thereby boosting investor confidence and trade opportunities.

Taken together, DGS's participation in forums such as MAIF, INTERTANKO, and OCIMF contributes to India's broader maritime strategy. It facilitates the **adoption of global best practices**, strengthens the **training and welfare of Indian seafarers**, and ensures that India's shipping operations remain safe, sustainable, and globally competitive. Most importantly, it supports the goals of the **Maritime India Vision 2030**, by promoting international cooperation, enhancing regulatory reforms, and positioning India as a global leader in maritime governance and safety.



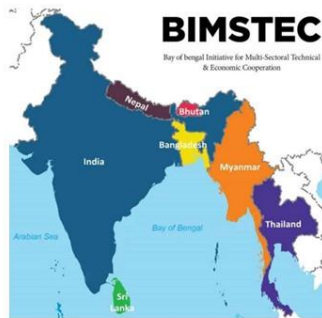
Fostering Partnerships Collaborating for Mutual Progress

Fostering Partnerships: Collaborating for Mutual Progress

India's partnerships and maritime cooperation forms a cornerstone of its global maritime strategy, aiming to strengthen economic, strategic, and security partnerships across regions. Recognizing the importance of a structured approach, the Directorate General of Shipping has adopted a **systematic, time-linked framework** to achieve set objectives. These goals are segmented into **100-day targets (June 2024–Sept 2024)**, **1-year targets (June 2024–June 2025)**, and **5-year targets (June 2024–June 2029)**, ensuring actionable outcomes and measurable progress. The objectives are categorized under **Multilateral, Bilateral, and Maritime Corridors**, with 15 specific focus areas to guide policy, operational cooperation, and investment in maritime infrastructure.



Regional & Multilateral Cooperation



BIMSTEC: Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation



IORA: Indian Ocean Rim Association

8th September 2025

Slide 26 of 36

India at the IMO | Policy, Partnership & Progress

BIMSTEC (Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation)

India plays a **key role in BIMSTEC**, a regional organization linking South and Southeast Asian nations along the Bay of Bengal. Through BIMSTEC, India has been actively promoting **maritime cooperation, trade facilitation, and port development**, as well as **capacity building for maritime security and disaster response**. The organization provides a platform for India to **strengthen regional connectivity**, enhance **economic integration**, and foster **shared responsibility for ocean governance**.

India has also leveraged BIMSTEC to advance initiatives related to **environmental protection, shipping safety, and seafarer training**, aligning regional practices with global maritime standards. Collaborative efforts include **joint exercises, training programs, and knowledge-sharing workshops**, ensuring that member states benefit from India's technical expertise and policy frameworks.

BIMSTEC enables India to consolidate its position as a **maritime leader in the Bay of Bengal region**, ensuring that regional trade corridors remain secure, sustainable, and resilient. India's leadership in BIMSTEC reflects its commitment to **inclusive regional development, maritime safety, and sustainable utilization of marine resources**.

IORA (Indian Ocean Rim Association)

India has been an **active and influential member of IORA**, a forum for countries bordering the Indian Ocean, focusing on maritime safety, trade, and sustainable ocean governance. Through IORA, India has advanced initiatives on **maritime security**

cooperation, disaster response, and environmental protection, fostering collaboration on shared challenges such as **climate change impacts and marine pollution**.

IORA provides a platform for India to **engage diplomatically with Indian Ocean nations**, strengthen maritime connectivity, and promote **blue economy initiatives**, including fisheries management, port infrastructure, and skill development for seafarers. India has also supported **joint research projects, training programs, and technology transfers**, contributing to regional maritime capacity building.

India's role in IORA underscores its **strategic vision of a secure, stable, and sustainable Indian Ocean**, ensuring that regional cooperation aligns with global standards while promoting economic growth, safety, and environmental stewardship.



Regional & Multilateral Cooperation



IFC IOR: Information Fusion Centre –
Indian Ocean region



IOMOU: Indian Ocean Memorandum of
Understanding

8th September 2025

Slide 27 of 36

India at the IMO | Policy, Partnership & Progress

IFC-IOR (Indian Ocean Forum for Cooperation – Indian Ocean Region)

The **IFC-IOR** serves as a platform for India to engage with regional partners on **maritime trade, security, and policy coordination**. India's involvement emphasizes **strengthening intergovernmental collaboration** on shipping safety, anti-piracy measures, and port-state compliance with international conventions.

Through the IFC-IOR, India has supported **capacity-building programs, joint maritime exercises, and coordinated responses to maritime incidents**, ensuring that regional fleets adhere to high standards of safety and environmental compliance. India also shares technical expertise and regulatory guidance, reinforcing its role as a **regional knowledge leader in maritime governance**.

Participation in IFC-IOR enhances India's ability to **influence policy-making and standard-setting** in the Indian Ocean region, aligning regional maritime practices with IMO regulations and sustainable shipping objectives. This cooperation strengthens India's strategic partnerships and fosters **resilient regional maritime networks**.

IOMOU (Indian Ocean Memorandum of Understanding on Port State Control)

India is a **founding and active member of the IOMOU**, a regional arrangement for **Port State Control (PSC)** to ensure compliance with international maritime safety and environmental standards. Through IOMOU, India collaborates with member states to

inspect foreign ships, prevent substandard shipping, and enhance maritime safety and environmental protection across the Indian Ocean.

The IOMOU framework enables India to **share inspection data, best practices, and enforcement strategies**, strengthening regional monitoring and compliance with IMO conventions such as SOLAS, MARPOL, and STCW. India has also conducted **training programs for port inspectors**, improving the technical capacity of regional partners and ensuring consistent safety standards across member ports.

By actively engaging in IOMOU, India reinforces its **leadership role in maritime safety and compliance**, protects regional shipping routes, and promotes a **harmonized approach to maritime governance**. This cooperation ensures that the Indian Ocean remains a **secure, environmentally sustainable, and efficient corridor for international trade**.



Bilateral & Multilateral Cooperation



Critical for MIV 2030 and MAKV 2047 Goals

Maritime Cooperation with

- | | | |
|------------------|-----------------|---|
| 1. Iran | 14. Netherlands | 27. Nepal |
| 2. Saudi Arabia | 15. Denmark | 28. USA |
| 3. UAE | 16. China | 29. Canada |
| 4. Cyprus | 17. South Korea | 30. Argentina |
| 5. Turkey | 18. Vietnam | 31. Brazil |
| 6. Egypt | 19. Singapore | 32. Australia |
| 7. Jordan | 20. Sri Lanka | 33. New Zealand |
| 8. Madagascar | 21. Thailand | 34. IORA member nations |
| 9. Tanzania | 22. Maldives | 35. Implementation of BIMSTEC Master plan |
| 10. South Africa | 23. Mauritius | 36. Strengthening India's Role In IMO |
| 11. Russia | 24. Bangladesh | 37. Strengthening/Augmenting International North South Transport (INSTC) Corridor |
| 12. Azerbaijan | 25. Myanmar | 38. Strengthening/Augmenting Eastern Maritime Corridor (EMC) |
| 13. Norway | 26. Bhutan | 39. Strengthening/Augmenting India-Middle East-Europe Economic (IMEC) Corridor |



8th September 2025

Slide 28 of 36

India at the IMO | Policy, Partnership & Progress

Bilateral Cooperation

Scope and Regional Engagements: Bilateral cooperation spans multiple regions, reflecting India's global maritime ambitions. With **PAI and IOR divisions**, India engages actively with countries across the Indian Ocean Region, focusing on port development, capacity-building, and technology transfer. West Asia & North Africa (WANA) and Bangladesh & Myanmar (BM) divisions prioritize strategic energy corridors, shipping safety, and regulatory harmonization. Engagements with **East & Southern Africa, Northern Division nations (Bhutan & Nepal), Eurasia, and North America** are designed to foster joint ventures, training programs, and maritime security collaboration. Europe West, Latin America, East Asia, and Oceania/Indo-Pacific divisions are leveraged to strengthen trade routes, digital port initiatives, and green shipping practices.

Maritime Cooperation Focus: India's bilateral maritime partnerships target both strategic and operational outcomes. Partnerships with nations like **Iran, Saudi Arabia, UAE, Cyprus, Turkey, and Egypt** focus on port modernization, shipping safety, and trade facilitation. Engagements with **Madagascar, Tanzania, South Africa, Russia, Azerbaijan, and Norway** emphasize capacity building, joint naval exercises, and maritime security. Collaboration with **China, South Korea, Vietnam, Singapore, Sri Lanka, Thailand, Maldives, Mauritius, Bangladesh, Myanmar, Bhutan, and Nepal** strengthens regional connectivity, coastal infrastructure, and blue economy initiatives. Meanwhile, cooperation with **USA, Canada, Argentina, Brazil, Australia, and New Zealand** supports technological innovation, green shipping, and sustainable port operations. India also actively engages IORA member nations, furthering regional maritime integration and governance frameworks.

Strategic Outcomes: Through this structured bilateral engagement, India aims to achieve a cohesive maritime strategy that enhances **trade, security, technology transfer, and sustainable development**. The time-linked goals ensure that collaborative projects, joint exercises, and investment initiatives are delivered efficiently, while fostering **mutual trust and interoperability** with partner nations. Over the next five years, this approach is expected to strengthen India's **global maritime footprint**, enabling it to act as a key driver of innovation, safety, and sustainable development across international waters.



International Economic Corridors



Pushing for Global Cooperation for Mutual Growth



India-Middle East-Europe Corridor (IMEC)



North South Transport Corridor (NSTC)



Northern Sea Route (NSR)



Kaladan Multimodal Transport Project



Galathea Bay Project

8th September 2025

Slide 29 of 36

India at the IMO | Policy, Partnership & Progress

International Economic Corridors

Economic corridors are vital for India's trade and economy as they enhance connectivity between key industrial hubs, ports, and markets, reducing transportation time and costs. By facilitating smoother movement of goods and services, these corridors boost domestic manufacturing, attract foreign investment, and strengthen regional and global trade linkages. They also create employment opportunities, stimulate infrastructure development, and support India's vision of becoming a more integrated and competitive economy in the global supply chain.

India-Middle East-Europe Corridor (IMEC)

The **India-Middle East-Europe Corridor (IMEC)** is a strategic initiative aimed at enhancing connectivity between India, the Middle East, and Europe through integrated **sea and rail routes**. This corridor enables faster movement of goods, reduces transit times, and strengthens India's position as a key player in global trade. By linking Indian ports like Mumbai with major hubs in the UAE, Saudi Arabia, and Greece, IMEC fosters **efficient supply chains** for energy, industrial, and consumer goods.

IMEC also supports **regional cooperation**, allowing India and partner countries to align customs procedures, logistics practices, and maritime regulations. This corridor is not only about trade efficiency but also about **economic integration, technology transfer, and sustainable logistics solutions**. Through IMEC, India reinforces its commitment to secure, predictable, and environmentally conscious shipping routes connecting Asia, the Middle East, and Europe.

North-South Transport Corridor (NSTC)

The **North-South Transport Corridor (NSTC)** is a multi-modal project connecting India with Russia and Europe via Iran, Azerbaijan, and the Caspian Sea. It significantly **reduces travel time and transport costs** compared to traditional routes through the Suez Canal. For India, NSTC provides an alternative access point to Central Asia and Europe, ensuring **resilient trade routes** even during global disruptions.

NSTC is more than just a trade route; it enhances **regional cooperation in infrastructure, customs, and logistics management**. India's active participation in NSTC planning demonstrates its role as a facilitator of **strategic trade corridors** and strengthens ties with partner nations. By integrating rail, road, and maritime transport, the corridor supports **sustainable and reliable supply chains** for both industrial and consumer markets.

Northern Sea Route (NSR)

The **Northern Sea Route (NSR)**, along the Arctic coastline of Russia, offers India a **strategic alternative for shipping to Europe**. This route significantly shortens travel distances, reducing fuel consumption and carbon emissions for long-haul maritime transport. India's engagement in NSR-related discussions helps secure **access to emerging Arctic trade opportunities** while supporting global climate-conscious shipping practices.

Participation in NSR cooperation allows India to contribute to **maritime safety standards, environmental protection protocols, and Arctic navigation guidelines**. As climate change opens new Arctic shipping lanes, India's involvement ensures that the country can balance **commercial benefits with sustainable maritime governance**, enhancing its influence in northern maritime corridors.

Kaladan Multimodal Transport Project

The **Kaladan Multimodal Transport Project** connects India's eastern states with Myanmar through a combination of river and road transport, linking **Sittwe port in Myanmar to India's northeast**. This project shortens transport distances, improves cargo movement, and strengthens India's **regional connectivity** with Southeast Asia.

Kaladan also promotes **economic development, trade facilitation, and strategic cooperation** with Myanmar. By integrating waterways and road networks, the project ensures seamless logistics, enabling India to leverage its northeastern region for both domestic and international trade. This corridor is an important component of India's **Act East Policy**, enhancing economic, cultural, and strategic linkages in the Bay of Bengal region.

Galathea Bay Project

The **Galathea Bay Project** focuses on developing a **strategic maritime hub in the Bay of Bengal**, aimed at boosting port infrastructure, logistics, and regional connectivity. It enables faster handling of cargo, strengthens trade routes with Southeast and South Asia, and improves **maritime safety and operational efficiency**.

The project also emphasizes **sustainability and environmental protection**, incorporating modern port management systems, real-time navigation data, and safe cargo-handling practices. Galathea Bay enhances India's **maritime influence in the region**, acting as a gateway for trade, research, and emergency response operations while fostering stronger economic cooperation with neighbouring countries.



The India Pavillion



Showcasing India's Maritime Might at the International Stage

- Key Participation in Nor-Shipping (Norway), Posidonia (Greece), SMM Hamburg, Sea Asia-Singapore, Marintec China, Shanghai
- Highlight the maritime partnership with target and host countries (like India-Norway) and its growth under the Maritime Vision 2030 & MAKV-2047 initiative.
- Enhanced international visibility for Indian maritime companies and increased business opportunities.
- Strengthening of the Global partnerships, particularly in areas like green shipping.
- Increased collaboration with global maritime players in shipbuilding, port development, and marine technologies



8th September 2025

Slide 31 of 36

India at the IMO | Policy, Partnership & Progress

India Pavillion

India, as the sixteenth-largest maritime nation, holds a strategic position on global shipping lanes. While we are active members of various international maritime forums and participate in events led by global thought leaders, India still has a long journey ahead to achieve a truly influential position in the global maritime landscape. This gap is largely due to limited and inconsistent representation at key global events. To address this, a streamlined approach has been proposed, beginning with the preparation of an Annual Maritime Event Calendar that will strategically plan India's participation in critical international, regional, and bilateral maritime forums.

The need for this Calendar is multi-fold: it will enhance India's global visibility, showcase the capabilities of Indian maritime companies, and promote partnerships with host and target countries under initiatives like Maritime Vision 2030 and MAKV-2047. By prioritizing events based on geography, scale, focus area, and alignment with India's maritime objectives, we can ensure that our participation yields tangible outcomes, from strengthening global collaborations in green shipping, shipbuilding, and port development, to opening new business opportunities.

A key feature of this initiative is the establishment of India Pavilions at these prioritized events. These pavilions will serve as a dynamic platform to showcase India's maritime capabilities, highlight innovations in ports, shipping, and marine technology, and communicate the ease of doing business in India. By presenting a unified and compelling Indian maritime brand, these pavilions will help attract global investors, forge strategic partnerships, and strengthen India's position as a preferred destination for maritime trade and development.



Port led Initiatives



Sister Port MoUs:

Concept: Establish partnerships between each Indian major ports and one port each from a developed & developing nations to foster mutual growth, efficiency, and development.

Impact on India:

- Improve operational efficiency via adoption of advanced practices and automation
- Promote sustainability & green port initiatives
- Strengthen growth, trade, and community engagement
- Facilitate knowledge transfer on smart port technologies, digital platforms, and infrastructure
- Support inland port development and regional connectivity

Strategic Target: Each Indian major port to sign MoUs with 2 sister ports—one from a developed nation and one from a developing nation—aligned with India's MAKV 2047 vision.

IAPH Membership:

Concept: All the Major Ports should have the co-ordination with International Association of Ports and Harbors (IAPH) and hold a membership of the same

Impact on India:

- Align Indian ports with global best practices (Rotterdam, Singapore)
- Boost export competitiveness, reduce logistics costs, and lower carbon footprint
- Support Sagarmala Project and port-led industrialization

Ongoing Initiatives: JNPA, MPA, MbPA, IMU, CHPA, and PPA collaborating on green shipping, OPS, community development, and training programs.

Strategic Target: Expand Indian port membership, attend IAPH World Ports Conference, enhance digitalization, sustainability, and knowledge exchange.

8th September 2025

Slide 32 of 36

India at the IMO | Policy, Partnership & Progress

Port led Initiatives: Sister Port MoUs and IAPH

Sister Port MOUs

The concept of sister ports is built on the principle of strategic collaboration between ports in developed and developing nations. Each Indian Major Port aims to establish partnerships with one developed port and one developing port, creating a balanced framework for mutual learning and growth. These relationships enable ports to exchange expertise, adopt advanced technologies, implement sustainable practices, and strengthen operational and commercial capabilities. By pairing ports with complementary strengths and needs, the sister port model ensures that both partners benefit from knowledge transfer, innovation, and increased trade opportunities.

The signing of Memorandums of Understanding (MoUs) between Indian Major Ports and sister ports from developing and developed nations represents a strategic approach to enhancing mutual growth, operational efficiency, and global competitiveness. The concept of sister ports is centered on collaboration, knowledge sharing, and technology transfer, enabling ports to adopt best practices, modernize infrastructure, and optimize operations. Beyond symbolic value, these partnerships drive tangible economic benefits, such as increased trade, investment opportunities, job creation, and enhanced logistics efficiency, while fostering environmental sustainability and cultural exchange.

A prominent example of such collaboration is the MoU between the Jawaharlal Nehru Port Authority (JNPA) and the Port of Osaka, signed on December 16, 2019. The agreement aims to strengthen trade links, facilitate knowledge exchange in port operations, and encourage community engagement within the port ecosystem. By

leveraging Osaka's advanced automation and technology and JNPA's rapid growth trajectory, the partnership is designed to promote business development, enhance operational excellence, and support sustainable port practices. However, challenges remain, as limited interactions have hindered the full potential of this sister port arrangement.

To address these challenges, the NAVIC Cell has developed a structured framework for selecting sister ports based on geographical, operational, and trade similarities, along with complementary trade potential and opportunities for knowledge and technology exchange. The guidelines envision at least two physical visits per year between the sister ports, focused initiatives in training, investments, and port operations, and annual reporting to the Ministry of Ports, Shipping, and Waterways. The goal is to ensure that all Indian Major Ports establish partnerships with at least two sister ports, from developing and developed nations respectively, within the year, thereby strengthening India's maritime presence and fostering sustainable growth aligned with the MAKV 2047 vision.

IAPH Memberships

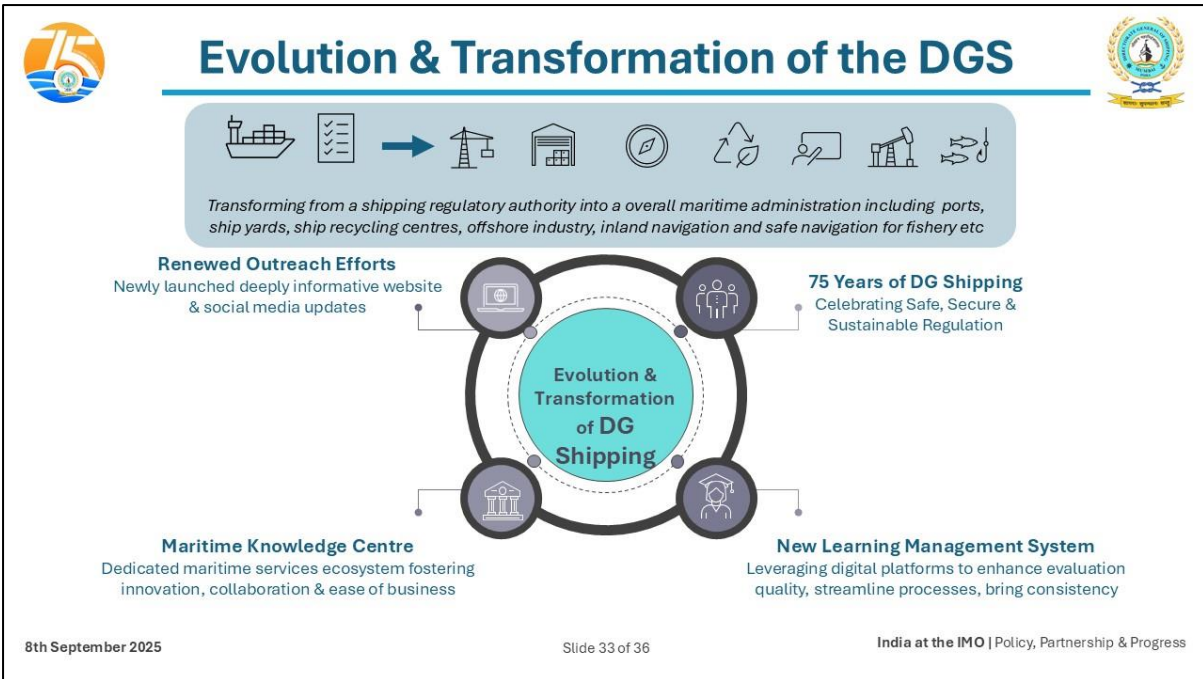
The International Association of Ports and Harbors (IAPH), headquartered in Tokyo, Japan, has been a cornerstone of the global maritime and port sectors since its founding in 1955. Representing 190 ports and 167 port-related businesses across 89 countries, IAPH oversees more than 60% of global seaborne trade and container traffic. The organization fosters collaboration, knowledge-sharing, and innovative solutions among its members, focusing on decarbonization, digitalization, and sustainable practices to improve operational efficiency and environmental performance in ports worldwide. For India, alignment with IAPH provides an opportunity to integrate global best practices and elevate the country's maritime presence.

India's participation in IAPH has allowed major ports such as Jawaharlal Nehru Port Authority (JNPA), Mumbai Port, and Chennai Port to benchmark against leading international ports like Rotterdam, Singapore, and Los Angeles. These collaborations enable Indian ports to adopt automation, cleaner fuel alternatives such as LNG bunkering, and digitalized port operations. Despite these advancements, infrastructural limitations, policy gaps, financial constraints, and skill shortages continue to slow the pace of adoption, highlighting the need for sustained efforts in capacity building and modernization.

Membership in IAPH also strengthens India's global representation and facilitates strategic knowledge exchange. Indian ports have actively participated in initiatives such as the Port Endeavour Game, Onshore Power Supply implementation, environmental awareness programs, and student development collaborations through the Indian Maritime University. Delegations from India regularly attend global conferences, including the World Ports Conference, to engage on topics like digitalization,

sustainability, and port community systems, thereby enhancing international visibility and fostering partnerships.

Looking ahead, continued collaboration with IAPH will be crucial for India's maritime ambitions. By integrating IAPH principles, Indian ports can boost operational efficiency, reduce logistics costs, attract foreign investment, and position themselves as sustainable hubs in the global maritime landscape. The initiatives also align with the Sagarmala Project, supporting port-led industrialization and connectivity improvements, ensuring that India not only meets global standards but also plays a leading role in shaping the future of maritime trade.



Transition into DGMA

At present, the Directorate General of Shipping (DG Shipping), under the Ministry of Ports, Shipping and Waterways, is primarily focused on ensuring safe, secure, and sustainable shipping. While this core regulatory and statutory engagement is critical, a singular emphasis on regulatory functions risks creating structural imbalances within India's broader maritime governance framework.

In the light of evolving global maritime trends and the priorities set out in Maritime India Vision (MIV) 2030 and Amrit Kaal Vision (MAKV) 2047, there is an urgent need to recalibrate the role of DG Shipping. The future maritime administration must go beyond regulation and embrace a developmental and facilitative role, safeguarding Indian maritime interests while enabling sectoral growth, innovation, and sustainability.

The transition from the Directorate General of Shipping to the Directorate General of Maritime Administration or the Maritime Administration of India will incorporate a comprehensive and future-ready institutional framework, grounded in technology, sustainability, and sectoral integration. This transformation will extend DG Shipping's mandate to address new-age focus areas, such as:

This transformation will extend DG Shipping's mandate to address new-age focus areas, such as:

- **Ports:** Enhancing operational efficiency, digitalisation, and adoption of green port infrastructure.

- **Ship Recycling:** Ensuring environmentally sound and compliant recycling practices in line with the Hong Kong Convention (HKC), and promoting “green recycling” clusters like Alang.
- **Shipbuilding and Repair Clusters:** Facilitating indigenous manufacturing capacity, technology integration, and skill development.
- **Offshore Operations:** Providing regulatory oversight and facilitation for hydrocarbons exploration, offshore wind and renewable energy, deep-sea mining, and submarine cable laying.
- **Inland Navigation and Fishing Sector:** Enhancing safety standards, traffic regulation, and communication systems for inland waterways and small vessel operations.
- **Workforce Development:** Building deep domain expertise and a skilled maritime workforce to support the entire ecosystem from ports to offshore operations.

Renewed Outreach Efforts

The Directorate General of Shipping (DGS) has launched **renewed outreach initiatives** to strengthen engagement with stakeholders across the maritime ecosystem. These efforts focus on building transparency and collaboration with port authorities, shipping companies, seafarers, and maritime educational institutions. Through workshops, roadshows, and digital campaigns, DGS ensures that policies, training programs, and opportunities are effectively communicated to all maritime communities.

Additionally, these outreach efforts emphasize **international cooperation**, positioning India as a trusted partner in global maritime initiatives. By actively participating in bilateral dialogues, conferences, and forums, DGS facilitates knowledge exchange, skill development, and adoption of best practices, reinforcing India’s growing influence in international maritime governance.

75 Years of DG Shipping

As DGS celebrates **75 years of service**, it reflects on its pivotal role in shaping India’s maritime sector through regulation, safety oversight, and seafarer welfare. From its inception, DGS has guided the growth of India’s merchant fleet, strengthened maritime training standards, and ensured compliance with international conventions. This milestone highlights its enduring commitment to building a resilient and globally competitive maritime industry.

Looking forward, DGS aims to **steer India’s maritime future** through technological adoption, sustainable practices, and strategic partnerships. The 75-year legacy is both a celebration of achievements and a foundation for advancing initiatives under **Maritime India Vision 2030** and **Maritime Amrit Kal Vision 2047**.

Maritime Knowledge Cluster (MKC)

DGS has initiated the **Maritime Knowledge Cluster (MKC)** to serve as a hub for research, innovation, and capacity building in India's maritime sector. By uniting academic institutions, industry experts, and policymakers, the cluster fosters collaborative research, skill development programs, and technological innovation, addressing the evolving needs of the maritime ecosystem.

The MKC emphasizes **integration of modern maritime technologies** such as AI, IoT, and green shipping practices. By offering structured training modules, expert workshops, and global best practices, DGS ensures that India's maritime workforce is highly skilled, knowledgeable, and capable of supporting sustainable and technologically advanced maritime operations.

New Learning Management System (LMS)

DGS is in the process of rolling out a **new Learning Management System (LMS)** to modernize maritime education and training across the country. The LMS provides **accessible, standardized, and certified online courses** for seafarers and maritime professionals, ensuring continuous professional development aligned with international standards.

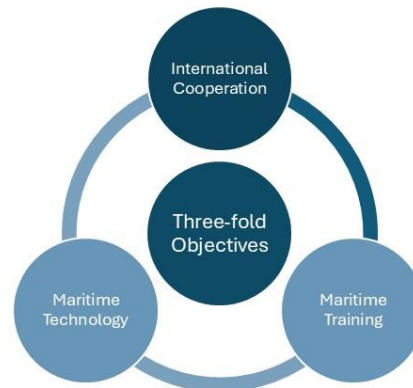
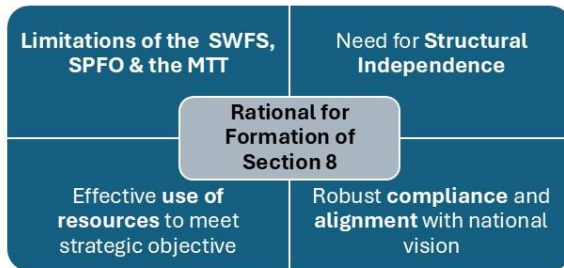
The platform also enables **monitoring, reporting, and analytics**, allowing DGS to track training progress, identify skill gaps, and implement targeted interventions. By leveraging this digital system, DGS strengthens India's maritime workforce, preparing professionals to meet the challenges of modern shipping, port operations, and global maritime governance.



Institutional Mechanism for Support



Formation of a Section 8 Entity



8th September 2025

Slide 34 of 36

India at the IMO | Policy, Partnership & Progress

Formation of Section 8 Entity

While the Directorate General Shipping currently regulates training, safety, and certification in the sector, it lacks an institutional partner with structural independence, operational flexibility, and technical capacity to support India's evolving maritime ambitions. A new institutional vehicle is therefore required to complement the functions of the Directorate General of Shipping in maritime training, strategic and international engagement, and technology development.

To address this institutional gap, it is proposed to establish a Section 8 Company under the Companies Act, 2013. This not-for-profit entity will operate under the administrative and strategic oversight of the Directorate General of Shipping and will focus on the following three core verticals:

- Maritime Training
- International Cooperation and Strategic Engagement
- Technology in Maritime

The proposed Section 8 company under the Directorate General of Shipping is a transformational leap toward institutionalizing excellence in India's maritime sector. Designed to be agile, accountable, and inclusive, the company will function as an apex implementation and innovation agency across training, international cooperation, and maritime technology.

With a broad-based governance structure, dedicated professional management, and assured funding streams—including the MTT corpus, CSR contributions, examination fees, and multilateral aid—the company will support flagship initiatives like the Maritime

Knowledge Cluster (MKC), IOCE-SMART, IMO shadow committee, LMS platforms, and modern assessment systems. It will also enable India's active representation at international maritime organizations and strategic forums.

The creation of this Section 8 company aligns with the Government of India's vision for maritime leadership, self-reliance, and global competitiveness. By bridging the gaps in policy, execution, and stakeholder collaboration, the company will serve as the foundational institution to future-proof India's maritime human capital, drive technological advancements, and amplify India's voice in the global maritime discourse.

The establishment of a **Section 8 company** is driven by the urgent need for an efficient, accountable, and future-ready maritime governance structure in India. Existing bodies such as the **Maritime Training Trust (MTT)** and **Seafarers Welfare Fund Society (SWFS)** face critical limitations, including outdated management, lack of compliance with financial rules, unbalanced governance, and ineffective deployment of funds. The new company will address these gaps by ensuring rule-bound expenditure, multi-stakeholder governance, professional leadership with maritime expertise, and a structured approach to skill development, technology adoption, and international cooperation. Its creation aligns strategically with the **Maritime India Vision 2030** and **Maritime Amrit Kal Vision 2047**, reinforcing institutional autonomy, transparency, and efficiency.

Comparatively, MTT suffers from non-compliance with **General Financial Rules**, absence of formal procurement and audit mechanisms, skewed governance dominated by INSA, and outdated leadership lacking technical and maritime qualifications. Activities have been ad-hoc, with no strategic planning or measurable outcomes, while a substantial corpus remains underutilized. SWFS, despite managing around **INR 1350 crore**, has faced challenges in effective deployment of funds for welfare and repatriation.

The proposed Section 8 company will implement a **balanced, multi-stakeholder governance model**, including representation from MASSA, FOSMA, IMEI, CMMI, INA, and core maritime authorities such as the Chief Surveyor, Nautical Advisor, and Chief Ship Surveyor. It will professionalize leadership, enable structured recruitment, and ensure programmatic rigor with clear Service Level Agreements and performance evaluation. Funds will be strategically mobilized for initiatives spanning training, technological innovation, global collaborations, and maritime diplomacy.

Additionally, the company will consolidate mandates from MTT and SWFS, and potentially channel repatriation contributions from these entities, while enabling India to respond effectively to emerging mandates like international representation, digitalization, and sustainable maritime growth. By addressing institutional gaps and modernizing governance, the Section 8 company will serve as a pivotal vehicle for advancing India's maritime sector.



India Maritime Week 2025



Celebrating India's Blue Economy



8th September 2025

On behalf of the Government of India, I invite the World's Maritime Community to Mumbai for India Maritime Week 2025. Together we'll honour our seafaring heritage, unveil next-generation shipping technologies and set a shared course for a sustainable blue economy.

Come explore opportunities, forge partnerships and help steer India's rapidly rising maritime Sector towards Global Leadership

Shri Sarbananda Sonowal
Hon'ble Union Minister of Ports, Shipping & Waterways

Slide 35 of 36

India at the IMO | Policy, Partnership & Progress

Invite to India Maritime Week

It gives me immense pleasure to extend a warm invitation to the global maritime community to join us in Mumbai for **India Maritime Week 2025**, organized by the Ministry of Ports, Shipping and Waterways from **27th to 31st October 2025** at the Bombay Exhibition Centre. This landmark event, under the theme “*Uniting Oceans, One Maritime Vision*”, promises to celebrate India's rich maritime heritage while charting a bold course for the future of the blue economy. Over five dynamic days, delegates, industry leaders, policymakers, and innovators from over 100 countries will converge to explore opportunities, forge partnerships, and co-create solutions that will define the next chapter of global maritime trade.

India Maritime Week 2025 will showcase the nation's seafaring legacy—from the Indus Valley port of Lothal to the Chola naval expeditions and the Maratha Navy—highlighting our centuries-old maritime excellence. The event will also spotlight cutting-edge initiatives like **Green Corridors, autonomous vessels, smart port technologies, and thriving coastal communities**, emphasizing India's commitment to sustainable and tech-driven maritime growth. Delegates will have the chance to witness demonstrations of next-generation shipping technologies, engage in high-level dialogues, and participate in MoU signings that drive strategic investment and collaboration.

The week-long programme is designed to cater to every facet of the maritime ecosystem. From the Global Maritime India Summit to the Quad Ports of the Future Conference, Sagarmanthan: The Great Oceans Dialogue, India Green Maritime Day, and the Maritime SheEO Conference, participants will engage in immersive sessions on decarbonization, digitalization, finance, port modernization, and leadership. Special tracks such as the

Maritime Digitalization & Future Technology Summit and the Blue Economy Finance & Investment Forum will provide actionable insights for shaping a sustainable and resilient maritime sector.

We invite you to explore India's **exhibition zones and country pavilions**, witness innovative technologies, and participate in high-value networking forums that bring together over 100,000 delegates, 500+ exhibitors, and 200+ global speakers. Join us in celebrating India's maritime past, present, and future, and be part of a transformative journey that positions India as a global maritime hub. Together, let us **unite oceans under one shared vision** and steer India's maritime sector toward leadership on the world stage.



संगच्छध्वं
संवदध्वं
सं वो मनांसि
जानताम्।

*"Move together,
speak together,
may your minds
be in harmony."
(Rigveda 10.191.2)*


Ministry of Ports,
Shipping & Waterways
Government of India



Closing Note

As I close, I look forward to today's sessions, which are structured around the Marine Environment Protection Committee (MEPC) and the Maritime Safety Committee (MSC). These two pillars represent the most pressing issues before global shipping today — how do we reduce emissions and environmental impact while also ensuring that safety standards keep pace with new technologies, new fuels, and new operational realities?

We will also hear about India's growing engagement through initiatives such as the NAVIC Cell 24, which strengthens our capacity for maritime domain awareness, safety of navigation, and regulatory preparedness. These efforts underline India's resolve not only to comply with global norms but also to contribute to their evolution in ways that reflect the priorities of developing maritime nations.

Friends, this workshop is more than just an academic exercise. It is a platform for collective preparation. Every insight shared here today will strengthen India's ability to engage at the IMO with confidence, technical depth, and thought leadership. Our ambition must be to transform India from being a "participant" in global rule-making to being a shaper of the global maritime order.

Before I conclude, I would like to acknowledge and thank the International Cooperation Branch of the Directorate, the IMEI, the IRS, and all our partners and colleagues whose hard work has made this workshop possible. Your dedication in bringing together such a diverse panel of experts is deeply appreciated.

I warmly welcome all participants once again and look forward to the deliberations that follow. Together, let us reaffirm India's commitment to a safer, greener, and more globally engaged maritime future.

And in the timeless wisdom of the Rigveda, which resonates so deeply with the spirit of this gathering:

“संगच्छध्वं सं वदध्वं सं वो मनांसि जानताम्।”

Move together, speak together, let your minds be in harmony.

May this spirit guide our dialogue today and our work at the International Maritime Organisation in the years to come. Thank you.