



Solutions for Tomorrow



Detailed Note on Proceedings of NAVIC Cell 1: International Cooperation including IMO & Maritime Event Calendar Version 1 – Draft January 2025

Submitted to: **Directorate General of Shipping**

Submitted by: **Primus Partners Private Limited**

Table of Contents

1. Introduction	8
1.1. Maritime International Cooperation	8
1.2. International Cooperation Initiatives under Maritime Amrit Kaal Vision 2047	8
2. NAVIC Cell 1 International Cooperation	10
2.1. Inception of NAVIC Cell 1	10
2.2. Composition of VIBHAS and NAVIC Cell 1	10
2.3. Objective of the Cell	11
3. Proceedings of International Cooperation Cell:	14
3.1. Strengthening India's role at the International Maritime Organization (IMO)	14
3.2. Strengthening/Augmenting India-Middle East-Europe Economic (IMEC) Corridor 22	
3.3. Implementation of Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) Master plan	25
3.4. Initiatives to improve trade and connectivity to eastern countries	30
3.5. Signing of MoUs between Indian Major ports and Sister Ports from Developing and Developed Nations.	32
3.6. International North South Transport Corridor	35
3.7. International Association of Ports and Harbors (IAPH) Membership	40
3.8. Indian Technical and Economic Cooperation (ITEC)	43
3.9. Extending LRIT services to neighboring countries	45
3.10. Opening an Overseas campus of IMU	49
3.11. – Becoming party to (UNCITRAL conventions)- The Beijing Convention on the Judicial Sale of Ships.	53
3.12. STCW comprehensive revision and the engagement of India to host the STCW comprehensive revision convention	57
3.13. Establishment of modules of "Sagar Mey Samman" and "Sagar Mey Yog"	61
3.14. Establishing IOCE SMarT Center	65
3.15. Sponsoring Fellowship and Chair at WMU and IMLI	69
3.16. Preparation of Country dossiers and Establishment of JWG's with atleast 50 countries	72
4. Abandonment of Seafarers	74
5. Maritime Event Calendar	76



5.1.	Background	76
5.2.	Maritime Event Calendar Framework	77
5.3.	Indicative Cost estimate for Setting up India Pavilion at Global Events	78
5.4.	Proposed Events for Setting up India Pavilion	79
A.	Nor-Shipping 2025	79
B.	Posidonia 2026	83
C.	SMM Hamburg 2026	86
D.	Sea Asia 2025	88
E.	Kormarine 2025	91
F.	CMA Shipping Expo & Conference 2025	94
G.	Tokyo Maritime Conference 2025	97
H.	Asia Shipping Week	101
I.	IMDEX Asia	105
J.	Marintec China 2025	108
K.	Global Maritime Forum Annual Summit 2025	111
L.	Seatrade Europe 2025	114
M.	International Cruise Summit 2025	117
5.5.	Events planned to be hosted by India	120
A.	Maritime India Conference & Expo 2025	120
B.	The India Ports Conference 2025	125
C.	INMEX SMM 2025	130
D.	Green Shipping Conclave 2025	133
5.6.	Proposed Events for Indian Delegation / Participation	137
A.	Maritime Week Americas (MWA) 2025	137
B.	IANA Intermodal EXPO	141
C.	IAPH World ports Conference	143
D.	TOC Europe 2025	146
E.	Smart Digital Ports of the Future Conference	149
F.	GreenTech for Ports and Terminals Conference (Gothenburg)	152
G.	Green Energy Ports Conference (Spain)	155
H.	Seatrade Cruise Global	158
6.	The Way Forward	161
6.1.	Summary	161



6.2. Strategic Pursuit of Low Hanging Opportunities for International Cooperation 161

Annexures _____ 163

A. Concept Note: Proposal for Appointment of a Permanent Technical Representative at the International Maritime Organization (IMO) _____	163
B. Concept Note on Proposal for Appointment of Two Senior Professional Officers (SPOs) and Three Junior Professional Officers (JPOs) _____	166
C. Concept Note: Expansion of Shadow Committees _____	167
D. Blueprint on Chabahar Port _____	171
E. Blueprint on BIMSTEC _____	172
F. Letter Issued to Major ports regarding signing of MoUs by all Indian Major ports with Sister ports from developing and developed nations; Collaboration with IAPH; Collaboration with ITEC for Programs for Sea port personnel _____	173
Proposal on Sponsoring Fellowship and Chair at WMU and IMLI _____	174
G. MoU between Republic of India and Republic of Tanzania for the Development of Tanzania Industrial Park _____	184
H. Country dossiers _____	187



List of Abbreviations

ASEAN	Association of Southeast Asian Nations
ASPs	Application Service Providers
BIMCO	Baltic and International Maritime Council
BIMSTEC	Bay of Bengal Initiative for Multi-sectoral Technical and Economic Cooperation
BRI	Belt and Road Initiative
CCC	Carriage of Cargoes and Containers
CHPA	Chennai Port Authority
CMA	Connecticut Maritime Association
CMI	Comité Maritime International
CSPs	Communications Service Providers
CUSAT	Cochin University of Science and Technology
DDP	LRIT Data Distribution Plan
DGLL	Directorate General of Lighthouses and Lightships
DGS	Directorate General of Shipping
ECDIS	Electronic charts and information systems
EEZ	Exclusive Economic zone
EMSA	The European Maritime Safety Agency
ESPO	European Sea Ports Organisation
ESS	Energy storage solutions
EU	European Union
FAL	Facilitation Committee
FICCI	Federation of Indian Chambers of Commerce & Industry
GMDSS	Global Maritime Distress and Safety System
IAMU	International Association of Maritime Universities
IAPH	International Association of Ports and Harbors
ICCSA	Indian Coastal Conference-Shipping Association
ICD	Inland Container Depots
ICS	Indian Civil Service
ILA	International Law Association
ILO	International Labour Organization
IMEC	India-Middle East-Europe Economic Corridor
IMIE	Institute of Marine Engineers
IMO	International Maritime Organization
IMU	The Indian Maritime University
INA	Institute of Naval Architects
INSA	Indian National Shipowner's Association
INSTC	The International North-South Transport Corridor
IOCE-SMaT	Indian Ocean Centre of Excellence for Sustainable Maritime Transport
IOI	International Ocean Institute
IoT	Internet of Things



IOPC	International Oil Pollution Compensation
IPGL	India Ports Global Limited
IPRCL	Indian Port Rail & Ropeway Corporation Limited
IRS	Indian Register of Shipping
IRS	Indian Register of Shipping
ITEC	Indian Technical and Economic Cooperation
ITF	International Transport Workers' Federation
JNPA	Jawaharlal Nehru Port Authority
JPO	Junior Professional Officers
JTWG	Joint ILO–IMO Tripartite Working Group
JWGs	Joint Working Groups
LNG	Liquefied Natural Gas
LRIT	Long Range Identification and Tracking system
MAKV	Maritime Amrit Kal Vision
MbPA	Mumbai Port Authority
MEA	Ministry of External Affairs
MEPC	Marine Environment Protection Committee
MIV	Maritime India Vision
MLC	Maritime Labour Convention
MMU	The Massachusetts Maritime Academy
MoPSW	Ministry of Ports, Shipping and Waterways
MoU	Memorandum of Understanding
MSC	Maritime Safety Committee
MSC	Mediterranean Shipping Company
MTCC	Maritime Technologies Cooperation Centre
MTI	Maritime Training Institute
MTT	Maritime Training Trust
MUI	Maritime Union of India
NAVIC	Neel Arth Vision Implementation Cell
NCSR	Navigation, Communications and Search and Rescue
NIOT	National Institute of Ocean Technology
NMPA	Navi Mumbai Port Authority
PPA	Paradip Port Authority
PSUs	public sector undertakings
SAR	search and rescue
SDG	Sustainable Development Goals
SMPA	Syama Prasad Mookerjee Port Authority
SOLAS	Safety of Life at Sea
SPO	Senior Professional Officers
SRIA	Ship Recycling Industries Association
STCW	Standards of Training, Certification, and Watchkeeping
UASC	United Arab Shipping Company
UN	United Nations



UNCITRAL	United Nations Commission on International Trade Law
UNCLOS	United Nations Convention on the Law of the Sea
ViBHAS	Viksit Bharat Sankalp
VMS	Vessel Monitoring System
WMU	The World Maritime University



1. Introduction

1.1. Maritime International Cooperation

The World is divided by countries but united by Oceans and hence International Cooperation has a unique significance for Maritime sector. International Cooperation is crucial for Maritime from the perspective of Global trade, sustenance of Marine life, Maritime safety, and security and to also achieve the UN' SDG goals. Under the Ministry of Ports, Shipping and Waterways (MoPSW), the division on International Cooperation focuses on the Maritime engagements on the Global forum comprising signing of Agreements/ MoUs, establishing Joint Working groups for welfare of the nations, knowledge exchange and negotiations with Regional, Bilateral, and International bodies such as ASEAN, BIMSTEC, EU EFTA etc. The proceedings and interactions with International Maritime Organization (IMO), an UN specialized agency, responsible for safety, security, and environmental performance of International Shipping, are also channelized through the International Cooperation Division.

1.2. International Cooperation Initiatives under Maritime Amrit Kaal Vision 2047

The **Maritime Amrit Kaal Vision 2047 (MAKV 2047)** outlines a strategic roadmap for India to position itself as a leading global maritime power by 2047. It focuses on enhancing international cooperation to boost trade, connectivity, maritime security, and sustainable development. Recognizing the pivotal role of partnerships, MAKV 2047 envisions robust collaboration with regional and global stakeholders to address emerging challenges and opportunities in the maritime domain.

India's engagement with regional maritime organizations forms a critical component of this vision. Through the **Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC)**, India is working to enhance maritime trade and connectivity across the Bay of Bengal. Similarly, its collaboration with the **Indian Ocean Rim Association (IORA)** focuses on promoting maritime security, advancing the blue economy, and fostering sustainable growth in the Indian Ocean Region. Strengthening ties with **ASEAN** nations further underscores India's efforts to facilitate trade, infrastructure development, and regional integration in Southeast Asia.

MAKV 2047 also prioritizes transformative connectivity projects to enhance India's integration into global trade networks. The **India-Middle East-Europe Economic Corridor (IMEC)** is a flagship initiative that seeks to establish a strategic alternative to traditional trade routes, linking India with Europe via the Middle East. Similarly, the development of the **Chabahar Port** is a step towards enhancing India's access to Central Asia and Europe, while trans-Indian Ocean trade routes aim to diversify and strengthen global trade channels.

Maritime security is another focus area under MAKV 2047, with India fostering cooperation through initiatives like the **Quad (India, US, Japan, Australia)**, which promotes a free and secure Indo-Pacific region. The **Indian Ocean Naval Symposium (IONS)** is another platform through which India works with regional navies to combat piracy, illegal fishing, and maritime



terrorism. India's active participation in the **International Maritime Organization (IMO)** highlights its role in shaping global standards for maritime safety and sustainability.

Sustainability and the blue economy are integral to MAKV 2047. India is actively forging global partnerships to harness marine resources responsibly, with a focus on fisheries, renewable ocean energy, and eco-tourism. Efforts are underway to transform Indian ports into **green and carbon-neutral hubs** and to explore renewable energy projects, including offshore wind and hydrogen energy, in collaboration with countries such as Denmark and Japan.

Technological cooperation and capacity building are also essential components of the vision. India is collaborating with international institutions to enhance skills in shipping, logistics, and port management, ensuring a future-ready maritime workforce. Adoption of cutting-edge technologies like AI, blockchain, and IoT is being prioritized to improve operational efficiency and competitiveness in the global maritime industry.

Humanitarian assistance and disaster response also feature prominently in India's maritime strategy. Regional frameworks are being developed to coordinate search and rescue operations, ensuring a timely response to maritime accidents and natural disasters. Collaborative efforts are aimed at improving the delivery of humanitarian aid across the Indian Ocean Region during times of crisis.

MAKV 2047 reflects India's commitment to establishing itself as a global maritime leader. By fostering partnerships, promoting sustainability, and strengthening regional cooperation, the vision not only seeks to advance India's economic and security interests but also aims to contribute to the creation of a stable and rules-based global maritime order.



2. NAVIC Cell 1 International Cooperation

2.1. Inception of NAVIC Cell 1

Identifying the need for a theme based focused approach towards effective monitoring and implementation the goals enlisted in the Maritime India Vision 2030 (MIV 2030) and Maritime AmritKaal Vision 2047 (MAKV 2047) to work towards a Viksit Bharat, the MoPSW constituted a total of 20+ **Viksit Bharat Sankalp (ViBhaS) cells and Neel Arth Vision Implementation Cell (NAVIC)**. It is a two-tiered framework with ViBhaS members primarily being senior officers from Ministry for review, monitoring & coordination whereas NAVIC members being from various organizations under MoPSW (Major Ports, DGS, IWAI, etc.) focused on implementation. The NAVIC Cell 1 focuses on the goals set out under Chapter 10 of MAKV 2047 with the ultimate objective of **Strengthening India's Global Maritime Presence**.

2.2. Composition of VIBHAS and NAVIC Cell 1

The team composition of the VIBHAS and NAVIC Cell is as under.

VIBHAS

- ❑ **Nodal Officer**
Additional Secretary
- ❑ **Cell In Charge**
Sh. Venkatesapathy S, Director
- ❑ **Team Members**
 - Sh. Manoj Kumar Singh (US, Shipping)
 - Sh. Navneet Kadiyan (SO, IC Division)
 - Sh. Vishal Deep, Ports
 - Sh. Abhay Verma, ASO, IWT
 - Sh. Roshan Kumar (YP, IC)
 - Sh. Aniket A Barapatre, PWC
- ❑ **Secretarial Assistance**
Sh. Navneet Kadian, SO

NAVIC

- ❑ **Nodal Officer/Additional Nodal officer**
 - Sh. Shyam Jagannathan, Director General (Shipping), DGS
 - Chairman, JNPA
- ❑ **Convenor**
 - Sh. Samrat Rahi, Dy. Chairman, KDS, SMPK
 - Sh. Sunil Mukundan, MD, IPGL
- ❑ **Cell Members**
 - Sh. Venkatesapathy S., Director , Ministry of PS&W
 - Sh. Prasanna Kumar Rajakumaran, Assistant Professor, IMU
 - Sh A. K. Bansal, Director (T&L), IWAI
 - Sh Shitesh Ranjan (DDG II, Intl. Coop.)
 - Sh Samrat Rahi, Dy. Chairman, SMPA
 - Sh Sivaram N, General Manager (BD-SB), CSL
 - Sh Naveen Tripathi, DGM(SB&S), SCI
 - Sh Sanjay Rawool, CGM (Projects & CC), IPRCL
 - Sh Kulwant Singh, Director, DGLL
 - Sh K.M. Choudhary, General Manager (BD), DCI

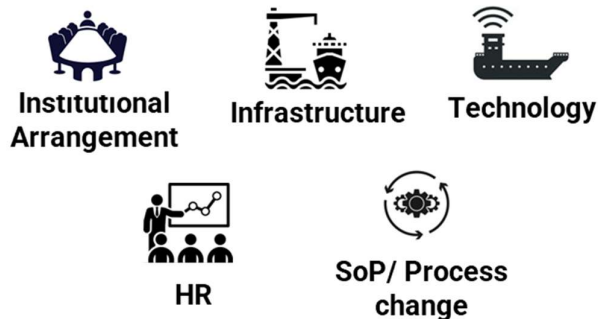


In an endeavor to achieve these goals, a systematic, time-linked approach has been adopted by the cell, breaking the goals into achievable heads namely – 100-day goals (June’24-Sept’24), 1-year goals (June’24-June’25) and 5-year goals (June’24-June’29).

The goals are categorized into 3 major heads – Bilateral, Multilateral and Maritime corridors and further drilled down into 15 A0 Goals.

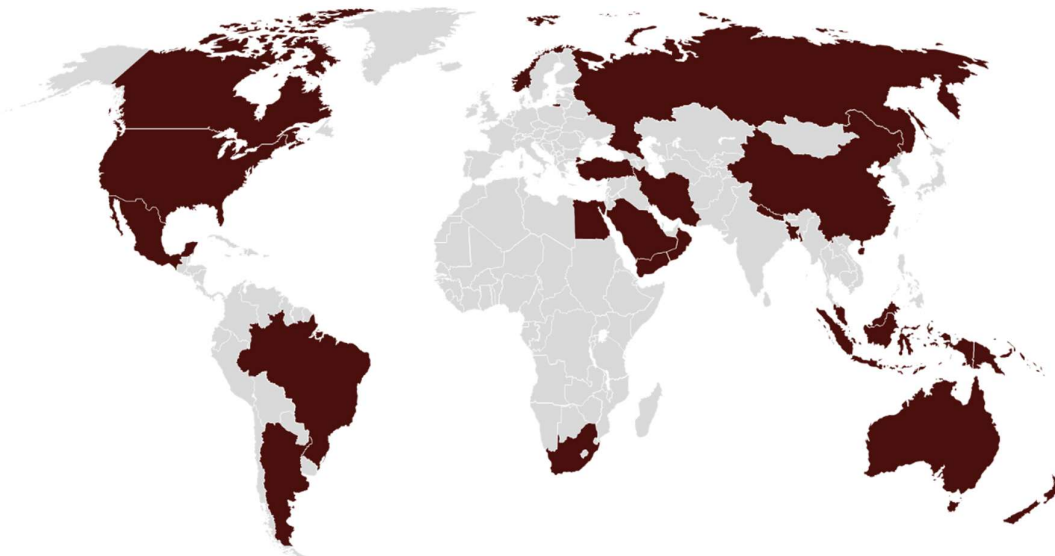
- | | |
|--|---|
| 1. Bilateral with PAI Division | 2. Bilateral with IOR Division |
| 3. Bilateral with West Asia & North Africa (WANA) | 4. Bilateral with BM Division (Bangladesh & Myanmar) |
| 5. Bilateral with East and Southern Africa (E&SA) | 6. Bilateral with Northern Division (Bhutan & Nepal) |
| 7. Bilateral with Eurasia (ERS) Division | 8. Bilateral with North America (AMS) |
| 9. Bilateral with Europe West | 10. Bilateral with Latin America (LAC) |
| 11. Bilateral with East Asia | 12. Bilateral with Oceania and Indo-Pacific Divisions |
| 13. Bilateral with Southern Division (South-East Asia and ASEAN) | 14. Multilateral |
| | 15. Maritime Corridors |

These 15 A0 goals are further subdivided into 39 A1 level interventions summarized below. The nature of these interventions is predefined as the following.



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 |



3. Proceedings of International Cooperation Cell:

3.1. Strengthening India's role at the International Maritime Organization (IMO)

Introduction:

The International Maritime Organization (IMO), a specialized UN agency, serves as the global authority for setting standards in international shipping. Established to ensure maritime safety, environmental protection, legal compliance, and operational efficiency, it provides a fair and effective regulatory framework universally adopted and implemented. By fostering a level playing field, IMO prevents cost-cutting at the expense of safety and the environment while promoting innovation and efficiency. As a key contributor to the United Nations Sustainable Development Goals (SDG), the IMO is the essential forum for developing and implementing globally agreed shipping regulations for this highly internationalized industry.

Global Benchmark



India's participation in the International Maritime Organization (IMO) is vital for its maritime interests. With a long coastline and significant shipping activity, India plays an important role in shaping global maritime policies. As a country that relies heavily on maritime trade for imports and exports, India's involvement in the IMO helps ensure that international regulations support efficient shipping operations.

Additionally, India's engagement with environmental initiatives like the MARPOL Convention allows it to address marine pollution and protect its coastal ecosystems. This ensures that global regulations do not negatively impact India's maritime industry. India's strategic location in the Indian Ocean also makes maritime security a top priority.

Through the IMO, India collaborates with other nations to tackle piracy, improve navigational safety, and enhance overall security measures. This cooperation is essential for securing vital maritime trade routes.

Key Takeaway:

India's engagement in the IMO is crucial for protecting its maritime interests, supporting efficient trade, addressing marine pollution, and ensuring the security of vital trade routes.

Genesis

The International Maritime Organization (IMO) was initially established as the Inter-Governmental Maritime Consultative Organization (IMCO) to regulate global shipping and ensure uniform safety and security standards. The idea of international maritime regulations began in the mid-19th century, with various treaties aimed at improving safety at sea. However, these efforts lacked a permanent international regulatory body.

The turning point came with the establishment of the United Nations, which provided the platform to realize this vision. In 1948, an international conference in Geneva adopted a



convention to formally establish the IMCO. This marked the creation of a centralized body to oversee maritime safety, security, and environmental standards globally.

The IMCO held its first meeting in 1959, beginning its vital work in creating fair and effective regulations. In 1982, it was renamed the International Maritime Organization (IMO), reflecting its broadened scope and global significance in maritime affairs.

Strategic Direction

The International Maritime Organization (IMO) has outlined key strategic directions to enhance global maritime operations:

Improving Implementation: Ensuring that regulations are effectively, efficiently, and consistently implemented and enforced across all member states.

Integrating New and Advancing Technologies: Balancing the benefits of emerging technologies with safety, security, environmental impact, trade facilitation, industry costs, and personnel considerations.

These strategic directions aim to create a fair and effective regulatory framework for the shipping industry, promoting innovation and efficiency while contributing to the United Nations Sustainable Development Goals.

Conventions

The International Maritime Organization (IMO) has developed numerous conventions to enhance maritime safety, security, and environmental protection. Key among these are:

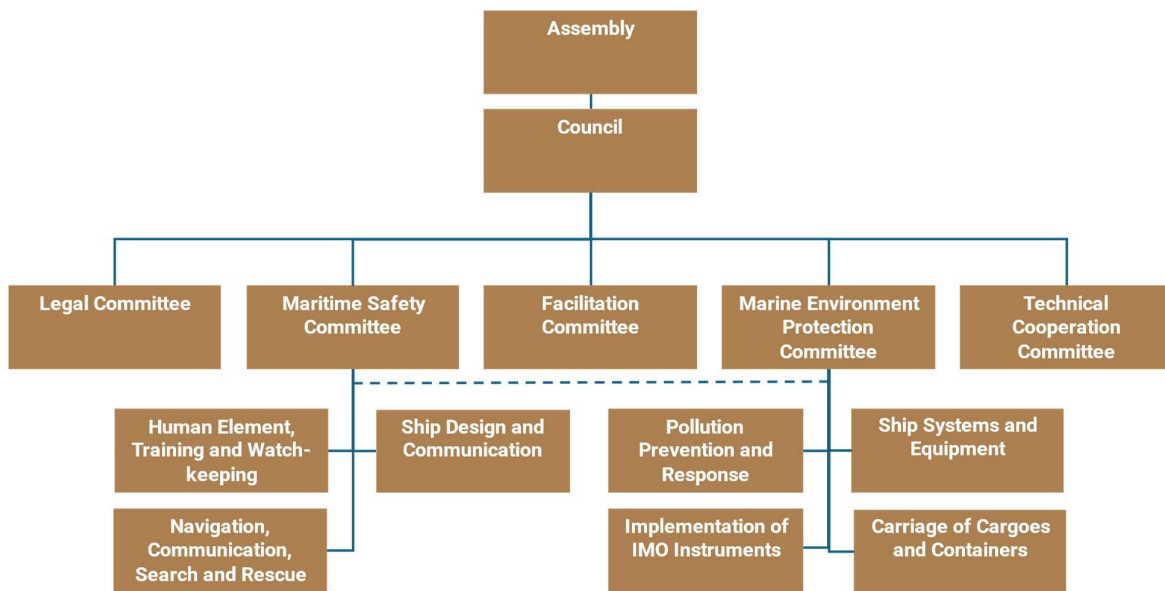
- **International Convention on Load Lines (LL), 1966:** Prescribes the minimum permissible freeboard and, consequently, the maximum permissible draught of ships to ensure their safety.
- **Convention on the International Regulations for Preventing Collisions at Sea (COLREG), 1972:** Provides rules to prevent collisions between vessels, establishing navigation rules to be followed by ships and other vessels at sea.
- **International Convention for the Prevention of Pollution from Ships (MARPOL), 1973/78:** Aims to prevent and minimize pollution from ships, both accidental and operational, covering pollutants like oil, chemicals, and sewage.
- **International Convention for the Safety of Life at Sea (SOLAS), 1974:** Regarded as the most important treaty concerning maritime safety, SOLAS establishes minimum safety standards in ship construction, equipment, and operation.
- **International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978:** Sets qualification standards for masters, officers, and watch personnel on seagoing merchant ships, ensuring competency and enhancing safety at sea.



- **International Convention on Maritime Search and Rescue (SAR), 1979:** Establishes an international system for search and rescue operations, ensuring that assistance is provided to persons in distress at sea.

Framework & Structure

The International Maritime Organization (IMO) is a specialized agency of the United Nations responsible for regulating shipping. Its structure comprises an Assembly, a Council, five main Committees, and several Sub-Committees that support the work of the main technical committees.



Assembly

The Assembly is the highest governing body of the IMO, consisting of all Member States. It meets biennially in regular sessions and can convene extraordinary sessions if necessary. The Assembly's responsibilities include approving the work program, voting on the budget, determining financial arrangements, and electing the Council.



Council

Elected by the Assembly for two-year terms, the Council acts as the executive organ of the IMO. It supervises the work of the Organization between Assembly sessions, coordinates the activities of the organs, considers draft work programs and budget estimates, and appoints the Secretary-General (subject to Assembly approval). The Council comprises 40 Member States, categorized as follows:

- **Category (a):** 10 States with the largest interest in providing international shipping services.
- **Category (b):** 10 States with the largest interest in international seaborne trade.
- **Category (c):** 20 States not elected under (a) or (b) that have special interests in maritime transport or navigation and ensure the representation of all major geographic areas of the world.

International Cooperation Interventions

Main Committees

1. **Maritime Safety Committee (MSC):** As the highest technical body, the MSC addresses matters related to aids to navigation, vessel construction and equipment, manning from a safety standpoint, rules for preventing collisions, handling dangerous cargoes, maritime safety procedures, hydrographic information, marine casualty investigations, salvage, and rescue operations.
2. **Marine Environment Protection Committee (MEPC):** This committee focuses on preventing and controlling pollution from ships, including the adoption and amendment of conventions and regulations to ensure environmental protection.
3. **Legal Committee:** Established in 1967, the Legal Committee addresses legal matters within the IMO's scope, including those arising from maritime incidents and the development of international maritime law.
4. **Technical Cooperation Committee:** Formed in 1969, this committee oversees the implementation of technical cooperation projects, focusing on human resources development and institutional capacity-building to help developing countries comply with international maritime standards.
5. **Facilitation Committee:** Established in 1972, the Facilitation Committee works to eliminate unnecessary formalities in international shipping, implementing aspects of the Convention on Facilitation of International Maritime Traffic and ensuring a balance between maritime security and trade facilitation.



Sub-Committees

The MSC and MEPC are supported by seven technical Sub-Committees, each open to all Member States:

1	Sub-Committee on Human Element, Training and Watchkeeping (HTW): Focuses on the human aspects of shipping, including training and watchkeeping standards.
2	Sub-Committee on Implementation of IMO Instruments (III): Deals with the effective and consistent implementation of IMO regulations.
3	Sub-Committee on Navigation, Communications and Search and Rescue (NCSR): Addresses issues related to navigation, communication systems, and search and rescue operations.
4	Sub-Committee on Pollution Prevention and Response (PPR): Concentrates on preventing and responding to pollution incidents involving ships.
5	Sub-Committee on Ship Design and Construction (SDC): Deals with matters concerning ship design and construction standards.
6	Sub-Committee on Ship Systems and Equipment (SSE): Focuses on the safety and performance of ship systems and equipment.
7	Sub-Committee on Carriage of Cargoes and Containers (CCC): Addresses issues related to the safe transport of cargoes and containers.

Membership

The International Maritime Organization (IMO) has 175 Member States and three Associate Members as of 2024. Membership is open to any state that is a member of the United Nations. Member States actively participate in developing and implementing IMO regulations to ensure safe, secure, and environmentally sound maritime operations globally. Additionally, several intergovernmental and non-governmental organizations have observer status, contributing expertise to IMO's regulatory framework. This collaborative membership approach ensures inclusivity and global uniformity in maritime safety and environmental standards.

NAVIC Cell Proceedings and Progress

Intervention 1

India recognizes the strategic importance of enhancing its leadership role within the International Maritime Organization (IMO) and is actively identifying opportunities to assume key positions in critical committees and sub-committees. In this regard, India aims to position itself for the roles of *Chairman* and *Vice-Chairman* in at least three significant IMO committees and sub-committees. This initiative will not only amplify India's voice in global maritime



governance but also ensure that our expertise and perspectives contribute meaningfully to shaping international maritime policies and regulations.

Path to achieve the objective:

To effectively chair or vice-chair an IMO Committee or Sub-Committee, it is essential for the nominee to demonstrate regular and continuous attendance, along with professional and active participation in the proceedings. Such positions require not only a thorough understanding of the rules and procedures of IMO meetings but also expertise in the highly technical subjects handled by these Committees. Additionally, a sound comprehension of the historical context of the discussions and outcomes of previous meetings is imperative.

This highlights that achieving leadership roles within IMO Committees should not be viewed as a short-term political objective but rather as a long-term professional and strategic commitment by the member state. The feasibility of sustaining such a commitment within the Indian administrative context is a matter of policy that the Ministry must deliberate upon. The following committee and sub-committees are identified and tagged with the key officers with the target of securing the leadership position among the IMO organs, in view that realizing the objective among even half of the targeted organs would enable to meet the goals;

- III Sub-Committee [Shri Nebu Oommen, SS-cum-DDG(Tech)]
- Legal Committee [Shri Shitesh Ranjan, SS-cum-DDG (Tech/MSL/Int'l Coop)]
- MEPC & PPR Sub-Committee [Shri Satish Kamath, E&SS-cum-DDG(Tech)]
- NCSR Sub-Committee [Shri Nebu Oommen, SS-cum-DDG(Tech)]
- CCC Sub-Committee [Shri Mohit Behl, Dy. NS-cum-Sr. DDG(Tech)]
- IOPC Fund Meeting [Shri Harinder Singh, NS-cum-DDG(Tech)]

Furthermore, it is imperative that the participation of the above officers is to be considered non- negotiable in the targeted meeting along with the relevant meetings and any incidental intersessional working group meetings.

Inclusive Shadow Committee:

India is establishing *Inclusive Shadow Committees* comprising multi-stakeholder representatives, including officials from various ministries, government departments, professional bodies, research and educational institutions, public sector undertakings (PSUs), industry associations, NGOs, and subject matter experts. This initiative ensures diverse expertise and perspectives are integrated into India’s engagement with the IMO.

Proactive Engagement: India is actively promoting the *proactive submission of working papers* and fostering continuous engagement at sub-committee and working group levels within the IMO. These efforts aim to strengthen India’s influence and ensure its strategic priorities are effectively represented in IMO decisions.



Web-Portal for Shadow Committee: 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.

Intervention 2

India proposes to *initiate the process of establishing a dedicated IMO Cell* within the country. This cell will serve as a centralized body to coordinate, monitor, and streamline India's engagements with the IMO. It will ensure a structured and strategic approach to addressing maritime issues, preparing submissions, and fostering collaboration across stakeholders

Progress achieved:

The Shadow committee has been expanded to accommodate representatives from various departments to have a holistic look at issues & decision-making. Separately, the IMO shadow committee platform (technological initiation) to be hosted, with the expanded ambit of officials and domain experts to participate in the IMO committee and also to do the necessary diligence in the shadow committee and record the same on the online platform is central to an effective and strategic engagement with the IMO. The Concept Note Submitted for the same is provided in Annexure C

Intervention 3

India emphasizes the *appointment of a Permanent Domain Representative at the IMO*. This representative, equipped with technical expertise and domain knowledge, will act as a consistent and authoritative voice for India, ensuring sustained participation and effective representation in IMO discussions and decision-making processes.

Progress achieved:

This would have an annual financial implication of close to Rs 80 Lakhs and would ensure that all engagements with IMO are effectively represented and planned appropriately. The Concept Note Submitted for the same is provided in Annexure A

Intervention 4

India seeks to *facilitate the placement of two Senior Professional Officers (SPOs) and three Junior Professional Officers (JPOs) at the IMO*. These officers will be strategically mapped to key IMO committees, enhancing India's presence, contributing to technical deliberations, and reinforcing our commitment to active participation in global maritime governance.



Progress achieved:

Appointment of SPO (two numbers) and JPOs (Three numbers) which will have a financial implication of around 3.5 Crores a year. This will allow for effective strategic involvement with IMO and participation in all working groups, Intersessional forums, correspondence groups, and primary liaison to further India's maritime interests. The Concept Note Submitted for the same is provided in Annexure B

Importance of India's active engagement at IMO

India's active participation in the International Maritime Organization (IMO) is vital due to its strategic maritime significance. As one of the world's major maritime nations, with an extensive coastline and substantial shipping traffic, India plays a pivotal role in shaping global maritime policies. This involvement enables India to represent its national interests, ensuring international regulations are tailored to its specific needs. The nation's economy is heavily reliant on maritime trade, with a significant proportion of exports and imports transported by sea. By engaging with the IMO, India can influence regulations that affect its shipping industry, ensuring smooth and efficient trade operations.

Moreover, India's commitment to environmental initiatives, particularly under the MARPOL Convention, supports its efforts to address marine pollution and safeguard coastal ecosystems. This participation also allows India to advocate for global shipping regulations that do not undermine its maritime interests. India's strategic position in the Indian Ocean further emphasizes the importance of maritime security. Through the IMO, India collaborates with other nations to address critical concerns such as piracy, navigational safety, and security protocols. This cooperative approach is crucial to maintaining the security of vital maritime trade routes, which are indispensable for both regional and global commerce. Overall, India's role in the IMO is integral to advancing its maritime interests and ensuring sustainable, secure, and efficient

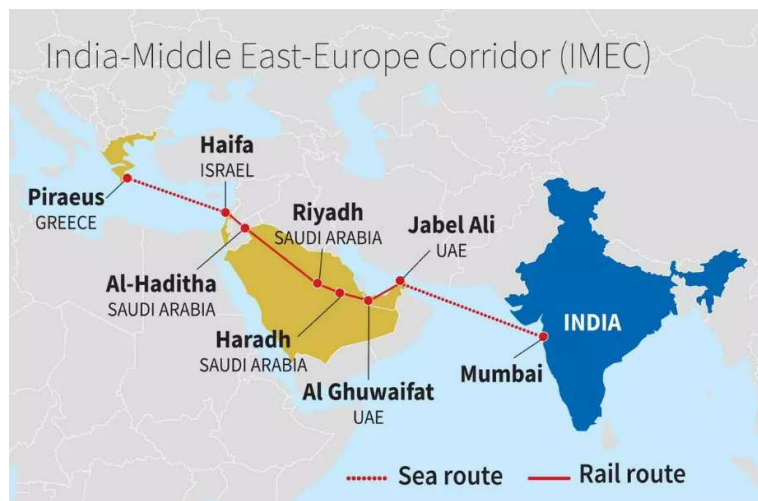


3.2. Strengthening/Augmenting India-Middle East-Europe Economic (IMEC) Corridor

Background

The India-Middle East-Europe Economic Corridor (IMEC) represents a bold initiative designed to enhance trade and connectivity between Asia, the Middle East, and Europe. Announced at the G20 Summit in 2023, this corridor has drawn attention for its potential to reshape global trade dynamics and counterbalance China's Belt and Road Initiative (BRI). By focusing on shared growth and collaboration, IMEC underlines India's growing influence in global infrastructure projects and reflects the collective ambitions of participating nations to promote economic interconnectivity.

At its core, IMEC aims to establish a robust infrastructure network linking India, the Middle East, and Europe. The corridor envisions efficient routes for the movement of goods, energy, and investments, providing a seamless connection across continents. By improving regional cooperation and trade, the initiative seeks to attract cross-border investments and drive innovation in logistics, addressing existing challenges in global supply chains.



The corridor spans critical points, including India's key ports such as Mundra and JNPA, prominent Middle Eastern hubs like Fujairah and Jebel Ali, and strategic European ports such as Piraeus and Marseille. Countries including India, the UAE, Saudi Arabia, Israel, Jordan, and the European Union are actively involved, with each playing a pivotal role in ensuring the corridor's operational success.

IMEC's primary goal is to diversify trade routes, reduce transit times, and promote sustainable development. Unlike traditional trade routes controlled by major global powers, this initiative focuses on creating equitable partnerships. It emphasizes clean energy integration, digital connectivity, and fostering regional stability, positioning itself as a modern and forward-looking trade framework.



Global Benchmark

The Belt and Road Initiative (BRI), launched by China in 2013, provides valuable lessons for the India-Middle East-Europe Economic Corridor (IMEC) as it seeks to redefine global connectivity. BRI has successfully established an extensive network of infrastructure projects across Asia, Europe, and Africa, including railways, highways, ports, and industrial parks. It has demonstrated the transformative potential of infrastructure investments in boosting trade, enhancing regional integration, and fostering economic growth. However, the initiative has also faced significant challenges, such as concerns over debt sustainability, environmental impact, and geopolitical implications in participating countries.



Key Takeaway: By leveraging lessons from BRI's successes and shortcomings, IMEC can focus on building resilient infrastructure, minimizing environmental footprints, and ensuring equitable benefits for all stakeholders.

Impact on Indian Maritime Landscape

By offering an alternative to existing trade routes, IMEC strengthens India's position in global trade while bypassing Pakistan for Westward trade access. The initiative also showcases the deepening of Indo-US collaboration and reinforces India's strategic ties with the UAE and Saudi Arabia. With active European Union involvement, IMEC is poised to create a resilient and sustainable trade network that could transform the global economic landscape.

Issues & Challenges

However, the IMEC Corridor is not without its challenges. Geopolitical tensions, such as the Israel-Palestine conflict and broader instability in West Asia, have slowed progress in certain areas. While the India-UAE segment has made significant strides, delays in energy and digital infrastructure projects highlight the importance of fostering regional peace and stability. The establishment of an IMEC Secretariat could play a critical role in coordinating efforts, streamlining implementation, and attracting additional partners.

Key success factors

1. **Participation of Indian Delegation** in all the Maritime events/ fair exhibitions across the globe focused on International Cooperation.
2. **Geopolitical cooperation** and regional stability ensure long-term success of the corridor.
3. **Harmonized trade policies** and enhanced free trade agreements boost economic integration.
4. **Digital technologies** and robust digital infrastructure optimize logistics and supply chains.
5. **Sustainable energy use** and decarbonization efforts align with global environmental goals.
6. **Maritime and cybersecurity** measures ensure safe and resilient trade operations.
7. **Private sector participation** drives usage, innovation, and long-term economic growth.



NAVIC Cell Proceedings and Progress

Intervention 1

Coordination within the India-Middle East-Europe Economic Corridor (IMEC), a central institution to coordinate with UAE, Saudi Arabia, Jordan, Israel and Greece, in the corridor

Progress made: To advance India's strategic role in the India-Middle East-Europe Economic Corridor (IMEC), a central institution is critical for effective coordination with key nations such as UAE, Saudi Arabia, Jordan, Israel, and Greece. This institution would serve as a platform to align initiatives, enhance trade, and foster collaborations across infrastructure, technology, and policy frameworks within the IMEC.

Intervention 2

Plurilateral MoU between the countries to promote Maritime Trade through the corridor

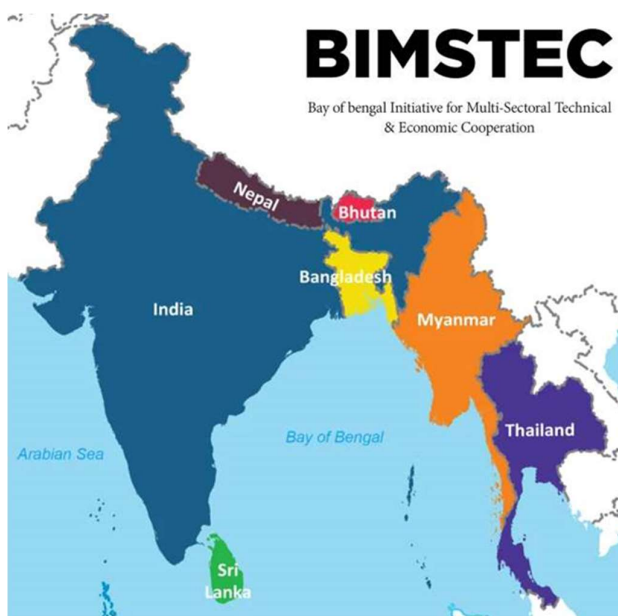
Progress made: To support the objectives of the IMEC, establishing robust institutional mechanisms—such as Memorandums of Understanding (MoUs), Joint Working Groups (JWGs), or Task Forces—has been prioritized. Notable progress includes the signing of an **MoU between the Indian Maritime University (IMU) and the International Ocean Institute (IOI), Malta**, on October 17, 2023. This partnership facilitates knowledge-sharing and demonstrates India's proactive engagement in fostering international cooperation under the IMEC initiative.



3.3. Implementation of Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) Master plan

Background

The Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) is a regional organization comprising seven member states: Bangladesh, Bhutan, India, Nepal, Sri Lanka, Myanmar, and Thailand. Established in 1997, BIMSTEC serves as a bridge between South Asia and Southeast Asia, fostering collaboration across multiple sectors to leverage the region's collective potential for growth and development.



BIMSTEC focuses on areas such as trade, connectivity, energy, tourism, and security, aiming to enhance economic integration and regional cooperation. With its strategic location around the Bay of Bengal, the bloc plays a vital role in facilitating trade and connectivity between its member states. However, intra-regional trade remains low, accounting for only 3% of the total global trade of member countries in 2018.

To overcome challenges such as poor physical connectivity, underdeveloped financial frameworks, and limited regional integration, BIMSTEC has been working on initiatives like the BIMSTEC Master Plan for Transport Connectivity

and the promotion of multimodal transport networks.

These efforts are aimed at boosting trade, reducing transit times, and enhancing the ease of doing business in the region.

In addition to economic priorities, BIMSTEC also focuses on enhancing maritime cooperation, disaster management, and addressing security challenges such as terrorism and human trafficking. The organization's emphasis on collaboration in renewable energy and the blue economy highlights its commitment to sustainable development.

BIMSTEC holds significant potential to strengthen regional ties, promote economic development, and position the Bay of Bengal as a hub of international trade and connectivity. However, achieving these goals requires addressing existing bottlenecks and fostering greater political will and collaboration among its member states.



Efforts made in international cooperation goals for Strengthening/Augmenting Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) Corridor

Initiate the process of setting up a BIMSTEC co-ordination cell to accelerate the implementation of BIMSTEC Masterplan. Progress: BIMSTEC cell composition and duties forwarded to MoPSW which is to be approved by the Research Advisory Board.

Global Benchmark



The Association of Southeast Asian Nations (ASEAN) serves as a valuable benchmark for the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) in fostering regional cooperation and integration. ASEAN has successfully built a model of economic collaboration, political stability, and social cohesion among its ten member countries, leveraging shared interests in trade, connectivity, and sustainable development. Its achievements include the creation of a free trade area, harmonized policies for regional connectivity, and robust mechanisms for conflict resolution and multilateral decision-making.

For BIMSTEC, ASEAN's experience underscores the importance of institutional frameworks, consensus-driven decision-making, and long-term capacity building. BIMSTEC can draw lessons from ASEAN's success in leveraging regional complementarities to boost trade, investment, and people-to-people connections. Additionally, ASEAN's ability to maintain unity despite diverse political systems and economic disparities offers a pathway for BIMSTEC to address its own challenges of regional diversity and geopolitical sensitivities. By adopting ASEAN's practices of structured dialogue, multilateral agreements, and a clear roadmap for integration, BIMSTEC can strengthen its role as a bridge between South Asia and Southeast Asia, enhancing its effectiveness in driving economic growth and regional stability.

Key Takeaway: BIMSTEC can draw valuable lessons from ASEAN's success in fostering regional integration through institutional frameworks, consensus-driven decision-making, and leveraging regional complementarities to boost trade, connectivity, and stability.

The Association of Southeast Asian Nations (ASEAN) serves as a valuable benchmark for the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) in fostering regional cooperation and integration. ASEAN has successfully built a model of economic collaboration, political stability, and social cohesion among its ten member countries, leveraging shared interests in trade, connectivity, and sustainable development. Its achievements include the creation of a free trade area, harmonized policies for regional connectivity, and robust mechanisms for conflict resolution and multilateral decision-making.

For BIMSTEC, ASEAN's experience underscores the importance of institutional frameworks, consensus-driven decision-making, and long-term capacity building. BIMSTEC can draw lessons from ASEAN's success in leveraging regional complementarities to boost trade, investment, and people-to-people connections. Additionally, ASEAN's ability to maintain unity



despite diverse political systems and economic disparities offers a pathway for BIMSTEC to address its own challenges of regional diversity and geopolitical sensitivities. By adopting ASEAN's practices of structured dialogue, multilateral agreements, and a clear roadmap for integration, BIMSTEC can strengthen its role as a bridge between South Asia and Southeast Asia, enhancing its effectiveness in driving economic growth and regional stability.

Issues / Challenges

- BIMSTEC faces several challenges that hinder its effectiveness and progress. A significant issue is the lack of efficiency and slow progress in implementing initiatives, often due to bureaucratic delays and inadequate coordination among member states. For instance, the intra-regional trade within BIMSTEC remains low, hovering around 7%, indicating sluggish advancement in economic integration.
- Fragile political scenarios, such as political instability in member countries, further impede collaborative efforts. Limited intra-regional trade and connectivity are evident, with the region being one of the world's least integrated, characterized by minimal trade, connectivity, and cooperation.
- Challenges in maritime trade persist due to inadequate port infrastructure and inefficient shipping agreements, which restrict the potential for economic growth and regional integration. Addressing these issues is crucial for BIMSTEC to realize its objectives and enhance regional cooperation.

NAVIC Cell Proceedings and Progress

Intervention 1

Creating a Robust BIMSTEC Institutional Structure: One of the foundational steps to achieve the effective implementation of the **BIMSTEC Master Plan** is to establish a robust institutional framework. A well-defined and functioning structure, similar to the one found in ASEAN and other successful regional groupings, will help ensure efficient coordination among member states. By strengthening BIMSTEC's institutional capacity, member countries can streamline decision-making processes, enforce commitments, and enhance collaboration in implementing the Master Plan. This structured approach will facilitate smoother coordination for multi-country projects and ensure that strategic objectives are met in a timely manner.

Progress made: *In progress*

Intervention 2

Implementation of BIMSTEC Master Plan Projects: To ensure the BIMSTEC Master Plan translates into tangible benefits, it is essential for member countries to implement projects that offer economic advantages to more than one nation. This approach will create a sense of shared ownership and foster regional integration, leading to a more connected and economically vibrant Bay of Bengal region. By prioritizing projects with cross-border economic



benefits, the BIMSTEC member states will lay the foundation for long-term sustainability in trade and infrastructure development, in line with the objectives of the Master Plan.

Progress made: *In progress*

Intervention 3

Investment in Infrastructure Development: Improving regional connectivity is crucial for fostering trade and economic growth in the BIMSTEC region. Enhancing investment in infrastructure development, including transport, logistics, and communication networks, is essential to facilitate seamless movement of goods, services, and people across borders. These infrastructure improvements will support the implementation of the BIMSTEC Master Plan by ensuring that the physical and digital connectivity needed to facilitate trade is in place. Increased investment in infrastructure will also enhance the attractiveness of the region for international investments, further boosting economic prospects for all member states.

Progress made: *In progress*

Intervention 4:

Extending LRIT Services to BIMSTEC Countries: Extension of LRIT services to 5 neighboring countries has been identified as an intervention. The Action Items identified under this Intervention includes the following:

- Identify where to offer free of cost services, especially to those that are critical to maritime security
- Conduct economic viability study for comparative data between service providers
- Identify target nations based on the factors such as common lingual connect, political consonance, cultural similarity shared past, common security issues, and interest in the broader sphere of Indian Ocean Region
- Prepare detailed proposals for extending LRIT services and seek views and comments from the target nation
- Post accepting the proposal by the target nation, offering LRIT services and the required support infrastructure

Progress made:

The Directorate General of Shipping shall be preparing the blueprint for the same. In addition to Sri Lanka, LRIT services have also been extended to Maldives. Extension of LRIT services to Myanmar has been proposed.



Intervention 5:

Memorandum of Understanding (MoU) for Best Practices and R&D: To ensure the continued growth and development of BIMSTEC, signing a **Memorandum of Understanding (MoU)** between member nations to share best practices and conduct joint research and development (R&D) initiatives will be crucial. This MoU will enable member states to learn from each other's experiences and leverage regional expertise in areas such as sustainable development, infrastructure, and technology. Such cooperation will contribute directly to the successful implementation of the BIMSTEC Master Plan by fostering innovation, ensuring that projects align with global best practices, and providing tailored solutions for regional challenges.

Together, these interventions will play a critical role in supporting the implementation of the BIMSTEC Master Plan by strengthening the regional framework, ensuring sustainable and inclusive development, and improving the overall connectivity and economic integration of the Bay of Bengal region.

Member countries to including BIMSTEC Masterplan projects in their respective National masterplans

As part of the NAVIC Cell 1, a Blueprint prepared for increasing India's exports to BIMSTEC is provided in Annexure E



3.4. Initiatives to improve trade and connectivity to eastern countries

Intervention 1: Improve Multi-Modal Connectivity for Ports Linking to Bhutan, Northeast India, and Nepal

- **Strategic Location:** The NE region is landlocked and shares international borders with Bhutan, Nepal, Bangladesh, and Myanmar. Improved multi-modal connectivity (integrating road, rail, waterways, and air transport) is crucial for unlocking its trade potential.
- **Port Access:** Enhancing connectivity to ports like Kolkata, Haldia, and Paradip would allow Bhutan and Nepal to access international markets via Indian ports, boosting regional trade.
- **Northeast Integration:** Projects like the Kaladan Multi-Modal Transit Transport Project and the Trilateral Highway will connect NE states to Myanmar and beyond, reinforcing the region's role in regional trade.

Progress made: *In progress*

Intervention 2: Open Private Rail Participation to Serve Nepal Trade from Kolkata Port

- **Trade Efficiency:** Nepal's trade heavily relies on Indian ports, particularly Kolkata and Haldia. Private rail operators can bring efficiency, cost-effectiveness, and innovation to cross-border freight movement.
- **Economic Gains:** Encouraging private sector participation in rail logistics can reduce congestion, improve transit times, and lower logistics costs for Nepal-bound goods.
- **Policy Alignment:** This aligns with India's policy to liberalize rail operations, enhancing competitiveness and serving landlocked Nepal more effectively.

Progress made: *In progress*

Intervention 3: Aid in Developing Dry Ports/ICDs in Bhutan

- **Trade Infrastructure:** Developing dry ports and Inland Container Depots (ICDs) in Bhutan will strengthen its trade capabilities by providing facilities for cargo handling, storage, and customs clearance.
- **Connectivity to NE Ports:** Such infrastructure, coupled with improved links to Indian ports, will reduce Bhutan's dependency on third-country ports and enhance trade efficiency.
- **Economic Development:** These dry ports will act as trade facilitation hubs, boosting local economies and encouraging regional cooperation under BIMSTEC.

Progress made: *In progress*



Intervention 4: Enhance Inland Waterways for Trade Facilitation to Bangladesh, Bhutan, and Nepal

- **Leveraging Natural Waterways:** The Brahmaputra and Barak rivers offer a sustainable and cost-effective mode of transport. Enhancing these waterways will connect NE India to Bangladesh, Bhutan, and Nepal for seamless trade.
- **Transit Agreements:** The Indo-Bangladesh Protocol on Inland Water Transit and Trade (PIWTT) has already demonstrated the potential for such routes. Expanding these to Bhutan and Nepal would further integrate the region.
- **Environmental Impact:** Inland waterways provide a greener alternative to road and rail, aligning with BIMSTEC's goals for sustainable development.

Progress made: *In progress*

Intervention 5: Explore Direct Sailings from Indian Ports to Myanmar and Thailand

- **Regional Trade Enhancement:** Direct maritime connections between Indian ports (e.g., Kolkata, Chennai, and Vizag) and Myanmar/Thailand can significantly reduce transit times and costs, fostering trade under BIMSTEC.
- **Strategic Links:** These connections will not only promote trade but also strengthen strategic ties with Myanmar and Thailand, two critical BIMSTEC members.
- **Boost to NE Exports:** The NE region's products, such as tea, bamboo, and handicrafts, can find larger markets through efficient maritime trade routes.

Progress made: *In progress*



3.5. Signing of MoUs between Indian Major ports and Sister Ports from Developing and Developed Nations.

Concept of Sister Port

The establishment of sister port relationships between developed and developing ports has become a recognized and strategic approach to fostering mutual growth, efficiency, and development. This collaborative framework aims to enhance the capabilities of ports, positioning them as vital hubs in facilitating global trade. By leveraging shared expertise, technology transfer, and best practices, sister port partnerships enable ports to meet the escalating demands for superior service quality, operational excellence, and cost efficiency. This innovative and forward-thinking model is widely regarded as the best practice in modern port operations, driving sustainable development and competitiveness in an increasingly interconnected global maritime industry.

Beyond its symbolic value, this effort offers substantial long-term benefits that set the groundwork for real-world economic and infrastructure cooperation. A sister port partnership directly targets economic growth, potentially benefiting both regions through greater trade, tourism, and job creation, in contrast to the other alternatives that center on cultural celebrations and recognition. The sister port partnership's ability to promote economic growth is one of its key benefits. Ports can improve logistical efficiencies, attract investment, and streamline trade processes by creating a structured partnership. This collaboration would not only increase commercial ties, but also promote information sharing in port management, environmental sustainability, and infrastructural resilience.

Benefits of Sister Port Association

- **Enhanced Operational Efficiency:** Ports can adopt each other's best practices, leading to streamlined operations, reduced costs, and improved productivity.
- **Economic Growth:** Enhanced trade and investment opportunities can stimulate economic growth in both partner regions, leading to job creation and increased revenue.
- **Technology Transfer:** Developed ports can share advanced technologies and innovations with their developing counterparts, aiding in modernization and infrastructure improvement.
- **Environmental Sustainability:** Collaboration can lead to the adoption of greener practices and technologies, reducing the environmental footprint of port operations and promoting sustainability.
- **Cultural Exchange and Cooperation:** Strengthening ties between countries fosters cultural understanding, cooperation, and collaboration on various socio-economic issues.
- **Knowledge Transfer on modern Technologies and Sustainable practices:**



- **Smart Port Technologies:** Integration of advanced data analytics, Internet of Things (IoT) sensors, and connectivity to optimize port operations, enhance safety, and improve decision-making.
 - **Port Automation:** Adoption of automation and robotics for faster, more efficient cargo handling, reducing manual labour, and minimizing human error.
 - **Green Initiatives:** Implementation of sustainable practices such as shore power facilities, renewable energy sources, and energy-efficient equipment to minimize environmental impact.
 - **Digital Port Community Systems:** Development of digital platforms for seamless information exchange among port stakeholders, improving transparency, and coordination.
- **Inland Port Development:** Establishment of intermodal transportation hubs that connect maritime ports with inland regions, enhancing logistics and supply chain efficiency.

Global Benchmarks: Memorandum of Understanding (MOU) on Sister Port Affiliation Between the Port of Osaka and Jawaharlal Nehru Port Authority

About the MoU

On December 16, 2019, JNPA and Port of Asaka signed the MoU which underscores the commitment of both ports to **foster collaboration and mutual growth by leveraging their strategic advantages and shared goals.**



Port of Osaka handles around **80 million tons of cargo annually** and linked to about 600 ports in approximately 140 countries and regions, supporting economic activities and everyday lives of 21 million people in Kinki region. JNPA is one of India's leading container ports and one of the top 35 container ports of the world handling approximately 90 million tons of cargo annually and connected to over 200 ports around the world.

Key Objectives of the MoU

1. **Promoting Trade:** Strengthening trade links between the two ports to foster economic growth and create mutual benefits.
2. **Exchanging Information:** Sharing knowledge and expertise in port operations and management, with a focus on environmental sustainability, commercial activities, and other operational areas
3. **Encouraging Community Engagement:** Facilitating interactions between companies, organizations, and entities within the port communities to build a robust ecosystem of collaboration.

Fostering Business Development: Initiating actions and mechanisms that support the development of trade and create new business opportunities for both ports and their stakeholders.



Key Takeaway: The Port of Osaka, Japan, located in a developed nation, demonstrates advanced automation and technology adoption in Port Operations. JNPA, being one of India's fastest growing ports with advanced automation is positioned to augment the knowledge transfer from Port of Osaka. **The challenge is that despite the valid MoU in place there has been minimal interactions between the ports, thereby defeating the cause of the Sister MoU.**

NAVIC Cell Proceedings and Progress

Taking cognizance of the existing challenges and issues in the Sister port arrangements, the cell has endeavoured to develop a framework for selection of sister ports from developing and developed nations to partner with the major ports. The key parameters considered under the selection framework includes

- **Morphological similarities:** Ports with similar geographical features such as riverine or city-based ports,
- **Geographical Similarities:** Ports having similar commercial and industrial areas in proximity.
- **Operational similarities:** Ports handling similar type of cargo
- **Existence of Trade Agreements and Diplomatic Ties:** Ports located in countries with established trade agreements, favourable diplomatic relations, or shared maritime interests with India
- **Complementary Trade Potential:** Ports that align with India's trade priorities, including those offering opportunities for expanding trade in emerging or underserved markets.
- **Knowledge and Technology Exchange:** Ports demonstrating expertise in areas aligned to MAKV 2047 vision such as green port initiatives, advanced port infrastructure, digitization, and sustainable development, offering opportunities for mutual learning and growth.

The Letter issued by the Hon'ble Dy Chairman of SMPA to all Indian Major ports pertaining to Sister ports association is provided in Annexure F

In addition, the Cell also intends to set out the guidelines for the association between the sister ports which shall include:

- The sister ports should engage in at least 2 physical visits at both locations in a year.
- Indicative Focus areas shall include trainings, port of calls and investment, special privileges to sister ports during visits etc.
- The Indian Major port shall submit an Annual report to MoPSW capturing the year's progress with respect to knowledge sharing, trainings etc. between the sister ports.

The target is to ensure that all Indian major ports sign MoUs with 2 sister ports, from developing and developed nations respectively within this year.



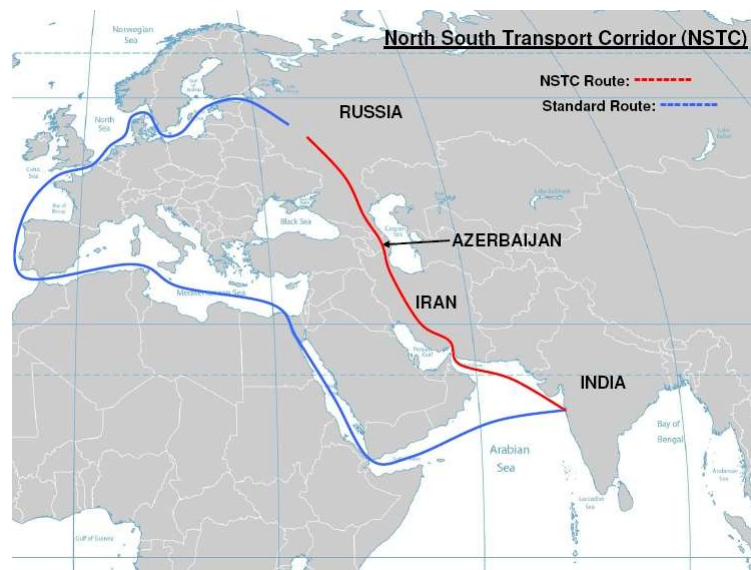
3.6. International North South Transport Corridor

Background

The **International North-South Transport Corridor (INSTC)** is a strategic multi-modal trade route that connects India with Russia, Iran, and several countries in Central Asia, the Caucasus, and Europe. Its main goal is to provide an alternative to traditional maritime routes, such as the Suez Canal, by combining sea, rail, and road transportation. This corridor significantly reduces the time and costs associated with shipping goods between these regions, fostering quicker and more efficient trade.

The INSTC provides an opportunity for stronger economic ties and regional integration. It connects key Indian ports, like Mumbai, with Iranian ports such as Bandar Abbas, and extends into Central Asia and Russia. This route bypasses lengthy and congested sea lanes, offering a more direct and cost-effective way to move goods. By linking India with Russia and Europe, the corridor is not only a boost for regional trade but also plays a key role in diversifying global trade routes.

Beyond economic benefits, the INSTC strengthens geopolitical relationships and regional cooperation, particularly among countries in Central Asia and the Caucasus. For India, the corridor offers better access to the Russian and European markets, further solidifying its role as an important player in Eurasian trade. As the corridor develops, it has the potential to transform trade dynamics and drive growth for all participating countries.



Efforts made in international cooperation goals for Strengthening/Augmenting International North South Transport Corridor



Global Benchmark

China-Europe Railway Express, which connects China with Europe through a vast network of railways spanning Central Asia, Russia, and Eastern Europe. This multimodal transport corridor has revolutionized trade by offering faster transit times compared to maritime routes and lower costs compared to air freight.



The initiative is supported by significant investments in rail infrastructure, digitization of logistics processes, and seamless customs integration to reduce bottlenecks. By leveraging strategic partnerships and regional cooperation, the China-Europe Railway Express has emerged as a vital trade artery, showcasing the importance of robust infrastructure, integrated policies, and collaborative frameworks for efficient global trade corridors. This model underscores the potential for other corridors like INSTC to replicate its success by enhancing connectivity, reducing transit times, and boosting trade volumes.

Key Takeaway: The China-Europe Railway Express highlights the importance of robust infrastructure, integrated policies, and regional cooperation in creating efficient trade corridors, offering lessons for initiatives like INSTC to enhance connectivity and boost trade.

Impact on Indian Maritime landscape

The operationalization of global corridors like the International North-South Transport Corridor (INSTC) has a transformative impact on the Indian maritime landscape. It positions India as a critical transit hub, facilitating seamless trade between Central Asia, Russia, Europe, and the Indian Ocean Region. Ports like Chabahar play a pivotal role in this connectivity, enabling Indian exporters and importers to access new markets through reduced transit times and costs. The corridor enhances India's strategic and economic influence by strengthening its trade links with landlocked countries in Central Asia and promoting regional cooperation. Additionally, the development of supporting infrastructure, such as rail and road networks, spurs modernization of Indian ports and coastal infrastructure, contributing to their global competitiveness. By integrating with such corridors, India's maritime sector gains a significant boost in cargo traffic, fostering growth in logistics, warehousing, and allied services, ultimately driving economic development in port cities and coastal regions.

Strengthening/Augmenting International North South Transport (INSTC) Corridor

Efforts to strengthen and augment the **International North-South Transport Corridor (INSTC)** have gained momentum with a series of strategic initiatives aimed at improving infrastructure, institutional frameworks, and trade connectivity. The INSTC is poised to become a key channel for fostering enhanced trade between India, Iran, Russia, and other Central Asian countries by integrating sea, rail, and road networks. Significant progress has been made in building institutional mechanisms, developing infrastructure, and establishing regular services to ensure the corridor's successful implementation and expansion.



Issues and challenges

U.S. sanctions on Iran significantly hinder India's investments in the INSTC. Financial institutions and investors are wary of engaging with Iranian projects due to the risk of secondary sanctions. Banking restrictions complicate transactions, delaying critical infrastructure development like the Chabahar-Zahedan rail link. This limits India's ability to fully leverage the corridor's potential.

The INSTC traverses regions affected by geopolitical instability, including the Middle East and the Caucasus. Ongoing conflicts pose security risks to trade routes and infrastructure, raising insurance costs and deterring private investments. These risks also impact the reliability of the corridor, discouraging global shippers.

Gaps in infrastructure, such as incomplete rail and road links, disrupt the corridor's functionality. Varying rail gauges across countries further complicate seamless connectivity, requiring additional time and investment for transshipment and technical adaptations.

The development of railways, ports, and roadways along the INSTC involves substantial costs. Limited budgets and funding challenges, particularly for resource-constrained countries, affect the economic viability of the corridor. This delays critical projects, impacting its competitiveness with other trade routes.

NAVIC Cell Proceedings and Progress

Intervention 1:

Develop capabilities across INSTC nations to foster collaboration and enhance regional expertise. Additionally, focus on attracting talent from INSTC member countries as part of a broader skill development initiative

An important step in strengthening the **INSTC** is the establishment of effective institutional mechanisms such as Memorandums of Understanding (MoUs), Joint Working Groups (JWGs), and Task Forces. To this end, efforts are actively underway to create the necessary frameworks for promoting the corridor's growth.

Progress made: Letter shall be issued by IPGL to the Coordinator of INSTC conveying that IPGL in coordination with JNPA's Antwerp training centre shall take up this training activity on skilling pertaining to IWT, Ports, Shipping etc. IPGL intends to carry out various road shows/ events to promote INSTC.



Intervention 2:

Operationalize Chabahar Port:

To operationalize Chabahar Port, establishing a robust institutional mechanism is critical. This involves agreements such as Memorandums of Understanding (MoU), Joint Working Groups (JWG), and Task Forces. As part of this, the Indian Port Global Limited (IPGL) signed a long-term contract on May 13, 2024. Additionally, a Joint Procurement Committee (JPC) has been formed to oversee equipment procurement.

Progress Made: The institutional framework is in place, with the long-term contract signed and the JPC established.

Intervention 3:

Rail and road connectivity is essential to fully utilize the potential of Chabahar Port. Specifically, rail connectivity from Chabahar to Zayden is a priority. The augmentation of road infrastructure is also required to facilitate seamless cargo movement.

Progress made: Iranian officials are exploring various options to complete the rail connectivity with Chabahar. IPGL has reported good road connectivity in Chabahar, and the Indian Port Rail & Ropeway Corporation Limited (IPRCL) has entered an MoU with IPGL to collaborate on project development. IPRCL is prepared to serve as the implementation agency,

Intervention 4:

The procurement of equipment for the port requires an estimated investment of USD 120 million. Additionally, a financial institutional arrangement is being established at Chabahar to streamline financial transactions.

Progress made: IPGL has facilitated financial transactions through Iranian banks and UCO Bank in India.

Intervention 5:

To ensure efficient port operations, digitalization and other technological interventions are necessary. These efforts will be managed by the long-term contractor.

Progress made: Technological solutions have been identified, and the implementation is planned under the long-term contractor's scope.



Intervention 6:

The development and adoption of policies, regulations, guidelines, and standard operating procedures (SOPs) are essential to ensure smooth port operations. These measures are to be implemented by the long-term contractor.

Progress made: Customs procedures are already in place at Chabahar Port, facilitating seamless integration with existing frameworks.

Intervention 7:

The improvement of road and rail infrastructure into and out of Chabahar Port is essential.

- **Road Connectivity:** IPGL has ensured good road connectivity, while IPRCL is ready to support project development. A model tender document is being prepared in collaboration with IPGL.
- **Rail Connectivity:** Iranian officials are actively exploring options for rail connections. IPRCL has partnered with IPGL under an MoU to support rail project development.

Progress made: Significant steps have been taken in planning and collaboration for both road and rail infrastructure development.

Intervention 8:

The success of the INSTC corridor hinges on the completion of rail connectivity. IPGL is focusing on connecting Chabahar to Bam or Zahedan stations via road, enhancing trade through INSTC. IPGL also plans to conduct roadshows in Central Asia and Russia to promote trade through this corridor.

Progress made: Plans are underway to connect Chabahar with key nodes of the INSTC, and promotional activities are being organized.

Intervention 9:

Regular shipping services between Indian ports (JNPA, Kandla) and Chabahar are vital for operational efficiency. Currently, IRISIL provides regular services between Chabahar and India.

Progress made: Shipping services are operational, strengthening connectivity between India and Iran.

Intervention 10:

The finalization of a long-term operator for Chabahar Port is crucial to ensure the port's sustained operations and growth.

Progress made: The process of appointing a long-term operator is in progress.

As part of the NAVIC Cell 1, a Blueprint prepared for Augmenting Chabahar Port is provided in Annexure D.



3.7. International Association of Ports and Harbors (IAPH) Membership

Background

The International Association of Ports and Harbors (IAPH), headquartered in Tokyo, Japan, stands as a cornerstone organization for the global maritime and port sectors. Founded in November 1955 during a pivotal assembly of approximately 100 port leaders in Los Angeles, IAPH has evolved into a powerful alliance. As of December 6, 2024, the organization represents 190 ports and 167 port-related businesses across 89 countries, overseeing more than 60% of global seaborne trade and container traffic.

To remain relevant and effective amidst shifting industry demands, IAPH adopted a revised Constitution in 2016, marking the first comprehensive rewrite in its six-decade history. This transformation underscores the organization's commitment to addressing contemporary challenges while advancing its vision of being the "Global Ports' Forum for Industry Collaboration and Excellence."

IAPH achieves its mission by fostering collaboration, knowledge-sharing, and innovative solutions among its members. Its focus areas include decarbonization, digitalization, and sustainable practices to enhance the operational and environmental performance of ports worldwide.

Currently, IAPH's priorities include advancing port decarbonization under IMO's Green Shipping Initiative, implementing Just-In-Time (JIT) port call strategies, and building capacity for digitalization via the Port Community System (PCS). In India, Jawaharlal Nehru Port Authority (JNPA) and other major ports are aligning with IAPH goals, integrating green technologies, and leveraging collaborative opportunities.

Issues / Challenges

1. **Infrastructure Deficits:** Outdated port infrastructure limits the deployment of modern technologies.
2. **Policy Gaps:** Absence of cohesive frameworks for digitalization and decarbonization at smaller ports.
3. **Financial Constraints:** High capital costs of implementing green technologies.
4. **Skill Shortage:** Limited availability of expertise for operating advanced systems.
5. **Environmental Concerns:** Poor compliance with IMO's MARPOL regulations due to inefficiencies in waste management and emissions control.



Global Benchmark



IAPH benchmarks its initiatives by analyzing global best practices adopted in advanced ports like Rotterdam, Singapore, and Los Angeles. For instance, the Port of Rotterdam's NextGen District exemplifies innovative approaches to circular economies and digital twin technologies, while the Port of Singapore showcases excellence in AI-based berth allocation and automated cargo handling.

In the Indian context, ports like JNPA have been benchmarking themselves against these global leaders, incorporating automated terminal operations and cleaner fuel alternatives like LNG bunkering. However, the pace of adoption in India remains slower due to infrastructural and policy bottlenecks.

Key Takeaway: IAPH benchmarks global best practices from leading ports like Rotterdam and Singapore, emphasizing innovation and efficiency, while Indian ports like JNPA are adopting similar advancements, though at a slower pace due to infrastructural and policy challenges.

Impact on Indian Maritime landscape

India, being a maritime-driven economy, stands to benefit significantly from adopting IAPH's strategies. Enhanced port efficiency could boost export competitiveness, reduce logistics costs, and lower carbon footprints in port operations. IAPH's initiatives align with India's Sagarmala Project, which aims at port-led industrialization and connectivity improvements.

By integrating IAPH principles, Indian ports can improve their global rankings, attract foreign investment, and establish themselves as sustainable hubs for maritime trade. However, the long-term success will depend on addressing foundational issues like capacity building and financial viability.

NAVIC Cell Proceedings and Progress

Intervention 1

All the Major Ports should have the co-ordination with International Association of Ports and Harbors

Progress made: The International Association of Ports and Harbors (IAPH) currently collaborates with Indian member ports, including IMU, MbPA, JNPA, CHPA, NMPA, MPA, SMPA, and PPA. The Letter issued by the Hon'ble Dy Chairman of SMPA to all Indian Major ports pertaining to IAPH collaboration is provided in Annexure F. To bolster its presence in India, IAPH aims to onboard additional ports, including Tuticorin, Kandla, Vizag, KPL, and Cochin. Support in pursuing these memberships is crucial to strengthening the network.



Ongoing Initiatives and Partnerships between India and IAPH

IAPH has engaged in various initiatives with its member ports to strengthen global and regional impact. Notable collaborations include

- JNPA's promotion of the Vadhavan Port Development on global platforms
- MPA's partnership on the Environmental Shipping Index to raise environmental awareness.
- MbPA has progressed in implementing Onshore Power Supply (OPS) for ships, with representatives visiting the Port of Rotterdam in October 2024 for insights.
- IMU benefits from knowledge-sharing programs for student development, while major ports actively participate in the Port Endeavour Game.
- CHPA is focusing on community development initiatives, and PPA is prioritizing green port and sustainability projects.

Global Representation and Upcoming Plans

In 2024, six Indian port representatives participated in the World Ports Conference in Germany. For 2025, a delegation is set to attend the IAPH World Ports Conference in Japan (October 7–9), where they will engage in sessions on digitalization, port community systems, and sustainability development programs. SMPA is planning to involve IAPH in training programs, while a Port Endeavour Game is scheduled for April 2025.

Communications and Knowledge Sharing

IAPH circulates a fortnightly news bulletin and global reports to all member ports, providing updates and insights into industry trends. These resources are accessible on the IAPH portal.



3.8. Indian Technical and Economic Cooperation (ITEC)

Background

The Indian Technical and Economic Cooperation (ITEC)

programme, established in 1964 by the Government of India, serves as a pivotal framework for India's bilateral assistance, focusing on capacity building and sharing developmental experiences with partner countries across Asia, Africa, Latin America, and Eastern Europe.

Since its inception, ITEC has been a cornerstone of India's foreign policy, emphasizing regional cooperation. The programme offers training in diverse fields, including agriculture, food and fertilizer, banking, insurance, finance, accounts and audit, basic IT, cyber technologies, AI and emergent technologies, education, engineering and technology, English language, environment and climate change, environment and renewable energy courses, government function, health and yoga, human resource development and planning, irrigation and water resources, IT and telecommunication, management and leadership, and media and journalism.

ITEC distinguishes itself by focusing on human resource development and capacity building, rather than financial aid. This approach contrasts with other international assistance programmes that may prioritize infrastructure development or financial investments. By emphasizing skill development and knowledge transfer, ITEC promotes self-reliance and sustainable development in partner countries.

Over the years, ITEC has expanded its reach, training more than 200,000 officials from over 160 countries. The programme is demand-driven, allowing partner countries to identify their needs, ensuring relevance and effectiveness.

Global Benchmark

The ITEC Programme benchmarks itself against global initiatives like China's Belt and Road Initiative (BRI) and the United Nations Development Programme (UNDP) in fostering international partnerships.



However, unlike other models, ITEC is unique as it emphasizes knowledge transfer over financial aid, focusing on sustainability and capacity building. The program's emphasis on inclusivity and the absence of debt-driven models differentiate it as a softer and collaborative approach to international cooperation.

Key Takeaway: The ITEC Programme stands out by prioritizing knowledge transfer, sustainability, and capacity building over financial aid, offering an inclusive and debt-free model for international cooperation.



Issues / Challenges

Capacity and Resource Constraints: The limited budget and infrastructure for hosting participants often strain the program's capacity.

Mismatch of Expectations: At times, the skills provided through training do not align with the specific needs of recipient countries, leading to underutilization.

Awareness and Accessibility: Limited awareness among potential beneficiaries and logistical hurdles in accessing the program reduce its outreach.

Global Competition: Rival initiatives offering more comprehensive support packages pose competitive challenges.

Monitoring and Evaluation: The absence of robust mechanisms to track the impact of ITEC activities hampers long-term assessments.

Impact on Indian Maritime landscape

ITEC has significantly enhanced India's global image as a responsible and collaborative development partner. The programme has facilitated the creation of a vast network of professionals trained in India, fostering goodwill, and strengthening diplomatic ties. Domestically, it has led to the internationalization of Indian educational and training institutions, promoting cultural exchange and mutual understanding.

NAVIC Cell Proceedings and Progress

Intervention 1

Collaborate with ITEC for Programs for sea-port personnel from neighboring countries

Progress made: Programmes for officers from Mauritius & Maldives was conducted by JNPA's APEC Training Centre in collaboration with Port of Antwerp, Belgium. JNPA to coordinate with Domestic Stakeholders while IPGL will be coordinating with MEA and other international counterparts as necessary.



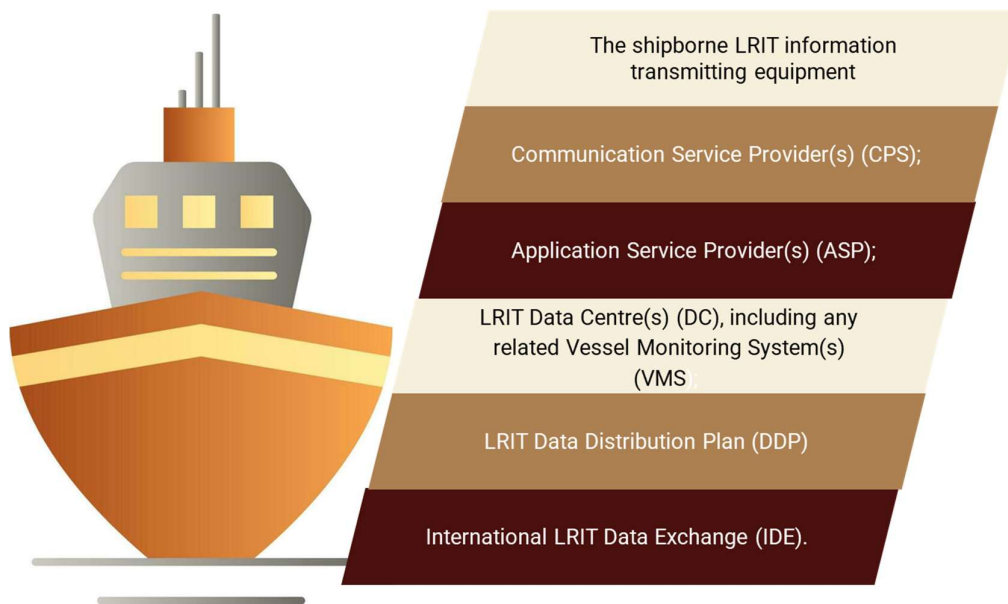
3.9. Extending LRIT services to neighboring countries

Background

On 19th May 2006, the International Maritime Organisation (IMO) adopted Resolutions of the 81st Maritime Safety Committee - MSC 202(81) and MSC 211(81) - which made amendments to the International Convention of Safety of Life At Sea, 1974 (SOLAS) and introduced the establishment of the **Long Range Identification and Tracking system (LRIT)** for reasons related to national security.

The main purpose of the LRIT ship position reports is to enable a Contracting Government to obtain ship identity and location information in sufficient time to evaluate the security risk posed by a ship off its coast and to respond, if necessary, to reduce any risks.

At the 83rd Maritime Safety Committee the purpose and scope of LRIT was extended to include search and rescue (SAR), safety, and protection of the marine environment (MSC 242(83)). The LRIT system is mandatory for all passenger ships, high speed craft, mobile offshore drilling units and cargo ships of over 300 gross tonnes. The LRIT system provides for the global identification and tracking of ships to enhance security of shipping and for the purposes of safety and marine environment protection. The LRIT system consists of

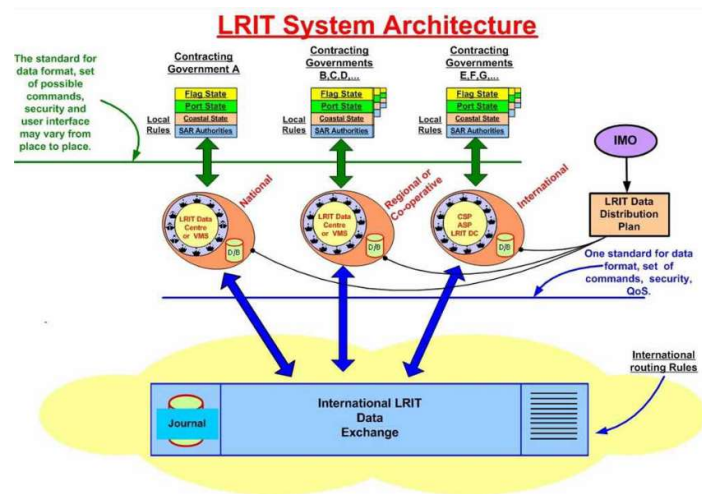


Brief Working of LRIT

The LRIT system primarily consists of the vessel-borne equipment, maritime communication satellites, satellite ground stations, LRIT data centers, and an international data exchange. The System architecture is captured in the Illustration below (Source: IMO)

The vessel-borne equipment consists of radio equipment capable meeting the following requirements:

- transmitting and receiving data information to and from maritime communication satellites,
- obtaining vessel position information from onboard global navigation satellite system equipment or its own internal positioning capability,
- automatically transmitting the vessel's LRIT information at 6-hour intervals to an LRIT data center,
- being remotely configured to transmit LRIT information at variable intervals up to every 15 minutes, and
- transmitting LRIT information upon request.



The LRIT system is intended to provide secure communication. All data transmissions are to be made in secure formats and all data centers are to establish and maintain systems to ensure that LRIT data users are only provided with information for which they are entitled. To ensure data security, the international data exchange is required to be configured in a way that prevents it from viewing or accessing the LRIT data. Rather, it will only have access to the information stating where the LRIT data are to be sent.

LRIT by Indian Maritime

The Indian National Data Centre for LRIT was set up & made operational at Directorate General of Shipping (DGS) Mumbai in July 2009. It is the repository of the LRIT information (i.e. ship positional data) and is connected to the wider International LRIT system via the International Data Exchange (IDE) using a specific LRIT communications protocol. There is a complete back up or a disaster recovery centre at DNCO New Delhi. The Data Centre (DC) at DGS is manned 24 x 7. **The Indian Navy & Coast Guard are stakeholders besides the DGS.** The National Data Centre (NDC) continuously monitors Indian ships on international trade all over the world. Foreign ships can be monitored up to 1000 nautical miles from the Indian coast when the LRIT Standing Orders are opened.



The Indian shipping companies (owners & managers) are also provided restricted access to LRIT monitoring through the web so that they can continuously monitor only their own vessels & report any shortcomings to the DGS. Further the shipping companies can update the data required by the DGS of their vessel & company details to maintain the information accuracy of the vessels registered in the LRIT database. **Indian LRIT NDC provides LRIT services to Sri Lanka from October 2014.**

Operational Issues

- **Technical and Operational Difficulties:** The system has faced delays in becoming fully operational due to technical and operational issues, impacting its effectiveness in the initial stages.
- **Data Transmission and Reporting Rates:** According to international guidelines, the default LRIT ship-reporting rate is every six hours through a ship's LRIT terminal. Ensuring consistent and accurate data transmission at these intervals remains a challenge, necessitating robust monitoring and compliance mechanisms.
- **System Interdependencies:** The LRIT system's interdependent and international nature requires seamless collaboration among various components, including the IDE, Data Centres, and shipborne equipment. Disruptions in any component can affect the entire system's functionality.

Mitigation Measures Adopted

- **Improved Data Sharing:** Enhanced cooperation between National, Regional, and Cooperative LRIT Data Centres through the International LRIT Data Exchange (IDE).
- **Increased Reporting Frequency:** Flexibility in reporting intervals, allowing for more frequent position updates when necessary.
- **Technological Upgrades:** Continuous improvements in shipborne LRIT transmitting equipment and communication infrastructure.
- **Compliance and Audits:** Regular reviews and audits by the LRIT Coordinator to ensure compliance with international regulations and standards.

NAVIC Cell Proceedings and Progress

Intervention 1

Under the 5-year action plan of the NAVIC Cell 1, Extension of LRIT services to 5 neighboring countries has been identified as an intervention. The Action Items identified under this Intervention includes the following:

- Identify where to offer free of cost services, especially to those that are critical to maritime security
- Conduct economic viability study for comparative data between service providers



- Identify target nations based on the factors such as common lingual connect, political consonance, cultural similarity shared past, common security issues, and interest in the broader sphere of Indian Ocean Region
- Prepare detailed proposals for extending LRIT services and seek views and comments from the target nation
- Post accepting the proposal by the target nation, offering LRIT services and the required support infrastructure

Progress achieved:

The Directorate General of Shipping shall be preparing the blueprint for the same. In addition to Sri Lanka, LRIT services have also been extended to Maldives. Extension of LRIT services to Myanmar has been proposed.



3.10. Opening an Overseas campus of IMU

About the Indian Maritime University (IMU)



The Indian Maritime University (IMU) was established on 14th November 2008 as a teaching-cum-affiliating university under the aegis of the Ministry of Shipping, Government of India, with Chennai as headquarters. It was set up to **promote maritime studies, training, research, and extension with focus on emerging areas like oceanography, maritime history, maritime laws, maritime security, search and rescue, transportation of dangerous cargo, environmental studies, and other related fields**, and to achieve excellence in

these areas.

Objectives of the IMU

- To facilitate and **promote maritime studies, training, research, and extension work** with focus on emerging areas of studies like oceanography, maritime history, maritime law, maritime security, search and rescue, transportation of dangerous cargo, environmental studies and other related fields and also to achieve excellence in these and connected fields and other matters connected therewith or incidental thereto.
- To **promote advanced knowledge** by providing institutional and research facilities in such branches of learning as it may deem fit and to make provisions for integrated courses in science and other key and frontier areas of Technology and allied disciplines in the educational programmes of the University.
- To take appropriate measures for **promoting innovations in teaching- learning process**, inter-disciplinary studies, and research; and to pay special **attention to the promotion of educational and economic interests and welfare of the people of India**.
- To promote **freedom, secularism, equality, and social justice** as enshrined in the Constitution of India and to act as catalyst in socio economic transformation by promoting basic attitudes and values of essence to national development and
- To **extend the benefits of knowledge and skills for development** of individuals and society by associating the University closely with local, regional, and national issues of development.

Brief Profile of IMU



6

Campuses



15+

Courses



3000+

Students



250+

Faculty



15+

Programmes



18+

Affiliated Institutes



Campus Structure

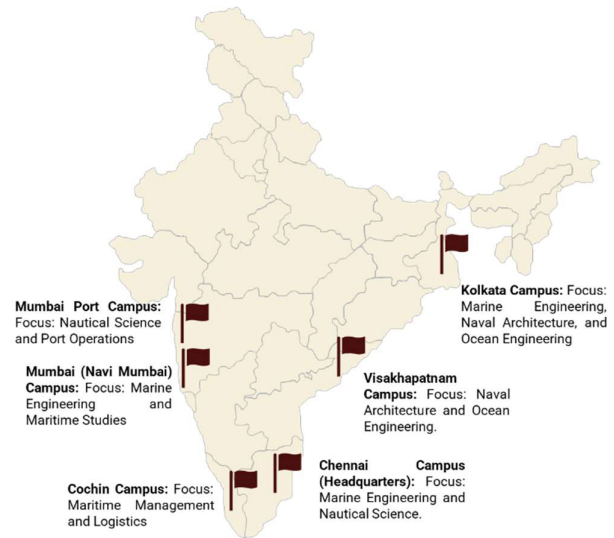
IMU operates through its **headquarters** in Chennai and **six campuses** across India captured in the illustration below, strategically located to cater to the maritime sector's needs. 17

Maritime Training Institutes are affiliated to IMU spread across Tamil Nadu, Maharashtra, New Delhi, Andaman & Nicobar, Uttar Pradesh & Kerala.

Academic Courses offered

IMU offers undergraduate, postgraduate, and doctoral programs in the following disciplines:

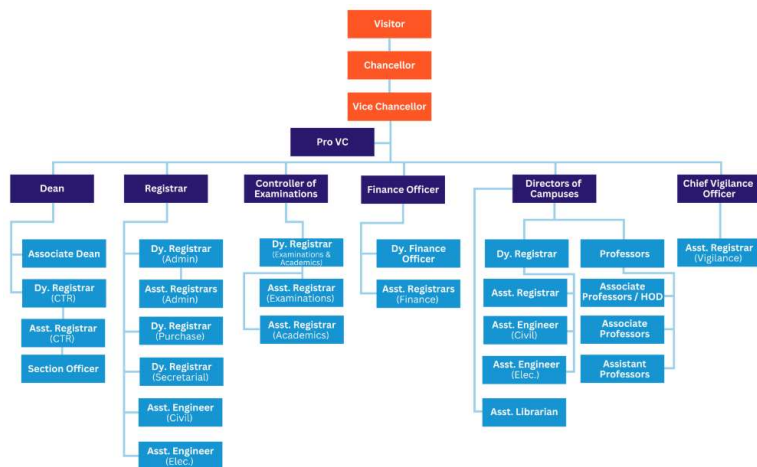
- Nautical Science
- Marine Engineering
- Naval Architecture and Ship building engineering
- Ocean engineering
- Logistics, Retailing and E-commerce
- Maritime logistics
- Maritime Management
- Dredging and Harbour Engineering
- Marine Technology
- Environmental engineering
- International Transportation & Logistics management
- Port & Shipping Management



Administrative Organogram

The illustration below captures the administrative organogram of the IMU.

The IMU also has 7 statutory bodies viz., The Court, The Executive Council, The Finance Committee, The Academic Council, The Planning Board, The Board of Affiliation and Recognition and the Board of Schools governing the overall functionalities of IMU



Collaboration & Industry Interactions contributing to Indian Maritime Sector

- IMU is a member of International Association of Maritime Universities (IAMU) and of AIU (Association of Indian Universities).



- IMU joined the IAPH (International Association of Ports and Harbours) as an Associate Member (Nodal Campus: IMU Chennai Campus).
- IMU has 1 MoU with an international University and 6 MoUs with National Institutes / Agencies for Academic Collaborations
- IMU also actively contributes towards Consultancy projects, publications and in engagements of National Maritime interest.

Global Benchmark

About the World Maritime University (WMU)



The World Maritime University (WMU), established by the International Maritime Organization (IMO) in 1983, is a leading institution dedicated to maritime education,

research, and capacity-building. Located in Malmö, Sweden, WMU offers master's and doctoral programs in maritime affairs, focusing on areas such as maritime safety, environmental protection, and maritime law. The institution - along with the IMO International Maritime Law Institute (IMLI) in Malta, and the International Maritime Safety, Security and Environment Academy (IMSSEA) in Italy, supports the Organization's to help developing countries improve their ability to comply with international rules and standards relating to maritime safety and the prevention and control of maritime pollution, giving priority to technical assistance programmes that focus on human resources development and institutional capacity-building.

Strategic Directions

WMU has 2 branches – Shanghai Maritime University and Dalian Maritime University and has set out 4 areas of strategic focus directions for the period between 2024-2027:

1. Educating Maritime and Ocean leaders
2. Increasing Maritime and Ocean Research
3. Developing long lasting partnerships with Key stakeholders
4. Strengthening Institutional Financial Sustainability

WMU is closely associated with the IMO i.e., the Chancellor of WMU is traditionally the Secretary-General of IMO.

WMU's course offerings include PhD, MSc, MPhil along with Distance learning programs focused on:

- Maritime Affairs
- International Maritime law and Ocean policy
- Maritime Insurance Law
- Executive Maritime Management

Key Takeaway:

WMU has been granted the status of a UN institution WMU is governed by the Charter and Statutes approved by the IMO Assembly. WMU also organizes and hosts a wide range of maritime conferences, co-hosted by renowned global organizations such as IMO, UNEP, the EU etc. In conclusion, WMU has a global recognition and reach through its research, publications, industry collaborations, affiliations to Global Maritime Thought leaders.



NAVIC Cell Proceedings and Progress

Intervention 1

IMU in an endeavor to achieve Global recognition and reach in line with WMU, intends to expand its geographical reach and open overseas campus. Along with upgradation of their course offerings, industry collaborations and affiliations in line with the vision and goals of MAKV 2047, widening their horizon and attracting foreign exchange students to IMU shall further their cause.

Progress achieved:

IMU campus has initiated a collaboration with IIT Madras for a Campus in Tanzania. It has also been suggested that IMU can explore an alternate location within the earmarked Investment Center in Tanzania for Indian investors. IMU also expressed its interest in attracting foreign students especially from the BIMSTEC nations.



3.11. – Becoming party to (UNCITRAL conventions)- The Beijing Convention on the Judicial Sale of Ships.

Background

By definition, the “Judicial sale” of a ship means any sale of a ship: Which is ordered, approved or confirmed by a court or other public authority either by way of public auction or by private treaty carried out under the supervision and with the approval of a court; and for which the proceeds of sale are made available to the creditors

The judicial sale of ships is a significant legal mechanism in maritime law, allowing the resolution of claims and disputes while enabling the enforcement of creditors' rights. However, the lack of international recognition of judicial sales has created substantial challenges, including legal uncertainties in transferring clean title, difficulties in deregistering ships under the previous flag, and prolonged legal disputes. These issues disrupt maritime trade and commerce, necessitating a harmonized framework for the recognition of such sales.

The initiative to address these challenges began with a proposal by the Comité Maritime International (CMI) during the 50th session of the United Nations Commission on International Trade Law (UNCITRAL) in 2017. The proposal highlighted the need for a self-contained legal instrument, similar to the Convention on the Recognition and Enforcement of Foreign Arbitral Awards (1958), to ensure the international recognition of judicial sales. Following this, UNCITRAL requested additional information and organized a high-level colloquium in February 2018, which underscored the impact of legal uncertainties on trade and shipping. Participants identified the lack of recognition of clean title and the associated complications in the deregistration process as critical issues, agreeing on the necessity of an international legal instrument to address these concerns.

Formalization of the Judicial Sale of Ships

In response, UNCITRAL formally included the topic of judicial sales in its work program at its 51st session in 2018. The drafting process was assigned to Working Group VI, which used the 2014 Beijing Draft prepared by CMI as the foundation for its work. Between 2019 and 2022, the Working Group conducted multiple sessions to refine the draft convention, incorporating feedback from governments, international organizations, and legal experts. Key provisions discussed included the issuance of certificates of judicial sale, notice requirements, clean title mechanisms, and the establishment of an accessible repository for relevant documents.

Significant progress was made during these sessions, with broad consensus emerging that the instrument should take the form of a convention to ensure uniformity and enforceability. By 2021, UNCITRAL reaffirmed its support for this approach, recognizing the need for a cohesive legal framework to affirm the international effects of judicial sales. By its 40th session in 2022, the Working Group had completed its article-by-article review of the draft convention, addressing outstanding issues and finalizing the document for submission to UNCITRAL's 55th session for approval. Adopted by the general UN Assembly on **December 7, 2022**, the convention on judicial sale of ships has been signed in **September 2023** by **15+** countries. IMO serves as a repository for the judicial sales and as a document custodian.



Objectives of Judicial Sale of Ships

The objectives collectively aim to balance the interests of creditors, purchasers, and the global maritime industry

1. **Satisfying Claims Against the Ship or Shipowner:** Courts in many States are empowered to order the judicial sale of a ship to address claims brought against the ship or its owner. These claims often arise from foreclosing a ship mortgage due to default in repayment or enforcing a maritime lien against the vessel. The judicial sale process is typically preceded by the arrest of the ship.
2. **Providing Legal Certainty Through Clean Title:** In numerous jurisdictions, judicial sales confer "clean title" to the purchaser, extinguishing all pre-existing rights and interests in the ship, including mortgages and maritime liens. This legal certainty ensures that the buyer acquires an unencumbered asset, thereby encouraging participation in the sale and maximizing its value.
3. **Enhancing International Harmonization:** While substantial progress has been made in harmonizing the rules on ship arrests internationally, the rules governing judicial sales remain largely within the purview of individual States. Each State prescribes the procedures for judicial sales and the legal effects of such sales, including recognizing foreign judicial sales within its jurisdiction.
4. **Harmonizing the International Effects of Judicial Sales:** The **Convention on the International Effects of Judicial Sales of Ships** aims to create a standardized framework for the international recognition of judicial sales. It respects domestic laws regarding the procedural aspects of judicial sales while ensuring uniformity in the legal effects granted to such sales across jurisdictions.
5. **Promoting Financial and Commercial Efficiency:** By providing legal certainty about the title acquired through judicial sales, particularly for ships operating internationally, the convention seeks to:
 - Maximize the ship's market value.
 - Increase the proceeds available for distribution among creditors.
 - Facilitate international trade by reducing legal ambiguities and enhancing market confidence.

Key Provisions of the Judicial Sale of Ships Convention

The Judicial Sale of Ships Convention provides a comprehensive and harmonized legal framework to ensure the recognition of judicial sales across State Parties. Its provisions address critical aspects of maritime law, ensuring clarity, efficiency, and fairness in the judicial sale process. The following are the key provisions of the convention:



1. Core Principle (Article 6)

The cornerstone of the convention is that a judicial sale conducted in one State Party, which confers clean title on the purchaser, will have the same legal effect in all other State Parties. This principle facilitates seamless recognition and legal certainty across jurisdictions. However, this core principle is subject to a public policy exception, as outlined in Article 10, ensuring that States retain the ability to deny recognition if the sale contravenes their fundamental principles.

2. Scope of the Convention

- “Closed” Regime (Article 3): The convention is a “closed” regime, meaning it applies exclusively among States Parties that have ratified the convention.
- “Not Exclusive” (Article 14): Despite its exclusivity, the convention does not displace other bases or mechanisms for recognizing judicial sales, allowing for flexibility in international maritime law.

3. Rules for Post-Sale Effect

The convention sets clear rules to ensure the practical effect of judicial sales, including:

- Deregistration or Transfer of Registration (Article 7): Ship registries are required to deregister a ship or transfer its registration upon the purchaser’s request, ensuring smooth transitions of ownership.
- Prohibition on Re-Arrest (Article 8): Ships sold through judicial sales cannot be re-arrested for claims arising from pre-existing rights or interests extinguished by the sale, thereby protecting the purchaser’s clean title.
- Exclusive Jurisdiction (Article 9): The courts of the State where the judicial sale occurred are granted exclusive jurisdiction to hear any challenges related to the sale, promoting legal clarity and consistency.

4. Safeguards and Supporting Instruments

The convention introduces safeguards to protect the rights of interested parties and to enhance the judicial sale process:

- Notice of Judicial Sale (Article 4): Ensures that proper notice is given to all parties with an interest in the ship, promoting transparency.
- Certificate of Judicial Sale (Article 5): Confirms that the ship was sold free and unencumbered, offering assurance to purchasers and registries.
- Online Repository (Article 11): Establishes a publicly accessible platform for notices and certificates of judicial sales, enhancing transparency, accessibility, and accountability in the process.



Issues and Challenges

- **Complexity of Ratification process:** Navigating the domestic ratification process under India's constitutional requirements, followed by the international deposit of instruments with the UN Secretary-General, is time-consuming and bureaucratically challenging.
- **Stakeholder awareness:** Educating all relevant maritime industry stakeholders in India about the new process and its implications for judicial sales of ships may be a substantial undertaking.
- **Economic impact assessment:** Evaluating the potential economic effects of the Convention on India's maritime industry, including possible changes in ship valuation and creditor rights, could be complex and may raise concerns among various stakeholders.

Impact of the Convention

The provisions of the Judicial Sale of Ships Convention collectively ensure a harmonized framework for recognizing judicial sales among State Parties. By addressing key aspects such as clean title, exclusive jurisdiction, and safeguards for interested parties, the convention facilitates legal certainty and promotes international maritime trade. Its transparent and efficient mechanisms instill confidence in the judicial sales process, making it a critical instrument for the global shipping industry.

NAVIC Cell Proceedings and Progress

Intervention 1: Becoming party to (UNCITRAL conventions)- The Beijing Convention on the Judicial Sale of Ships.

Progress achieved: Stakeholder Consultation was done in September 2024. Work on the domestic legislation needs to be undertaken under the auspices of the MoPSW.



3.12. STCW comprehensive revision and the engagement of India to host the STCW comprehensive revision convention

About STCW

The Standards of Training, Certification, and Watchkeeping (STCW) Convention is a pivotal international agreement ensuring uniform and internationally recognized standards for seafarer training, certification, and watchkeeping. With its inception in 1978 and subsequent revisions, the STCW Convention has played a crucial role in enhancing maritime safety and environmental protection globally. The International Maritime Organization (IMO) has initiated a comprehensive review of the STCW Convention to address new trends, developments, and challenges in the maritime sector.



Standards of Training, Certification and Watchkeeping for Seafarers

The Journey from Inception

The 1978 STCW Convention was the first to establish basic requirements on training, certification and watchkeeping for seafarers on an international level. Previously the standards of training, certification and watchkeeping of officers and ratings were established by individual governments, usually without reference to practices in other countries. As a result, standards and procedures varied widely, even though shipping is the most international of all industries. The Convention prescribes minimum standards relating to training, certification and watchkeeping for seafarers which countries are obliged to meet or exceed. The 1995 amendments, adopted by a Conference, represented a major revision of the Convention, in response to a recognized need to bring the Convention up to date and to respond to critics who pointed out the many vague phrases, such as "to the satisfaction of the Administration", which resulted in different interpretations being made. The 1995 amendments entered into force on 1 February 1997. One of the major features of the revision was the division of the technical annex into regulations, divided into Chapters as before, and a new STCW Code, to which many technical regulations were transferred. Part A of the Code is mandatory while Part B is recommended.

Objectives



Key Amendments to the STCW Convention:

- **1991 Amendments:** These amendments, related to the Global Maritime Distress and Safety System (GMDSS) and the conduct of trials, were adopted by resolution MSC.21(59) and entered into force on 1 December 1992.
- **2010 Manila Amendments:** Adopted on 25 June 2010, these amendments marked a major revision of the STCW Convention and Code. They entered into force on 1 January 2012 and aimed to bring the Convention and Code up to date with developments since their initial adoption, addressing issues anticipated to emerge in the foreseeable future.
- **2016 Amendments:** These amendments, which entered into force on 1 July 2018, included changes to regulations regarding seafarers' training and certification to ensure continued relevance with technological advancements and modern practices.
- **2018 Amendments:** Adopted through Resolution MSC.436(99), these amendments entered into force on 1 January 2020, further updating the STCW Convention to enhance maritime safety and environmental protection.
- **2021 Amendments:** The International Maritime Organization adopted Resolution MSC.541(107), amending Part A of the STCW Code to address the latest industry requirements and technological advancements.

Global Benchmark

About the Manila Convention

The Manila amendments to the STCW Convention and Code were adopted on 25 June 2010, marking a major revision of the STCW Convention and Code. The 2010 amendments entered into force on 1 January 2012 under the tacit acceptance procedure and are aimed at bringing the Convention and Code up to date with developments.

Impact on Philippines after the Convention

1. Modernized Training Standards
2. Assurance of Global Certification Compliance
3. Sustained Global Employability
4. Reinforced Maritime Safety Reputation
5. Economic Gains via Remittances
6. Recognition of Maritime Leadership

Amendment Adopted in this Convention

- Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties' compliance with the Convention);
- Revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;
- New certification requirements for able seafarers;
- New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);



- New requirements for marine environment awareness training and training in leadership and teamwork;
- New training and certification requirements for electro-technical officers;
- Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
- New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;
- Introduction of modern training methodology including distance learning and web-based learning;
- New training guidance for personnel serving on board ships operating in polar waters; and

New training guidance for personnel operating Dynamic Positioning Systems.

Envisaged Impact on India

Hosting the STCW comprehensive revision in Mumbai presents a remarkable opportunity for India to solidify its position as a global maritime leader. The event will not only enhance India's influence in international maritime governance but also promote sustainable maritime practices, strengthen regional cooperation, and boost the local economy. The legacy of the "**Mumbai Convention - STCW**" will serve as a testament to India's commitment to maritime excellence and its pivotal role in shaping the future of global maritime standards.

India, with its rich maritime heritage, has been proactive in implementing STCW standards:

- **Regulatory Compliance:** The Directorate General of Shipping (DGS) oversees the enforcement of STCW regulations, ensuring that Indian seafarers meet international standards.
- **Training Infrastructure:** Indian maritime training institutions have updated their curricula and facilities to align with STCW requirements, producing a skilled workforce for the global maritime industry.
- **Global Recognition:** Compliance with STCW standards has enhanced the employability of Indian seafarers, making them sought after in the international shipping sector.
- **Economic Contribution:** The increase in shipboard jobs for Indian sailors has contributed to the national economy through remittances and foreign exchange earnings.

The STCW Convention shall help India by enhancing the global employability of Indian seafarers, boosting foreign exchange earnings, and strengthening India's reputation as a hub for skilled maritime professionals. It shall ensure Indian training institutes meet international standards, fostering a competitive and robust maritime education ecosystem. Adherence to STCW also elevates maritime safety and environmental compliance, aligning with global benchmarks. This shall help position India as a critical player in the international shipping industry, contributing to economic growth and promoting sustainable maritime operations.



NAVIC Cell Proceedings and Progress

The STCW comprehensive revision and the engagement of India to host the STCW convention in India and be known as the Delhi / Mumbai convention is something that is being pitched strongly and needs political consent and clearance from the MEA as the participation and requirement of funds would be to the tune of **Rs 175 Crores**. The estimate is based on the fact that the convention is to be hosted at a scale that is three times the scale of the GMIS 2021



3.13. Establishment of modules of “Sagar Mey Samman” and “Sagar Mey Yog”

Sagar Mey Samman - Background

In the maritime industry, the work force has historically been dominated by a particular section of the society. Even in the 21st century, with a considerable emphasis on women empowerment globally, the participation of women seafarers has been a meagre 1.2%. This statistics further drop to 0.7% in Indian context. The level of skewness in workforce has been acknowledged globally and the countries are actively taking to steps to improve the working environment for the women seafarers. In India, Ministry of Shipping, in collaboration with Maritime Training Trust (MTT) has launched a program ‘Sagar Me Samman’ to address the gender disparity by providing the women seafarers equal opportunities both at sea and on shore.

Sagar Mey Samman - Global Scenario

The female participation in the maritime industry is less than 2% with over 94% of them employed by the cruise industry. Only 5 nations in the world have the women employment proportion of more than 10%. Overall, the majority of the seafarers have overwhelmingly been men. The globally recognized organizations like International Maritime Organization (IMO) has been instrumental in promoting the inclusivity of female workers through various guidelines and directives. With countries like New Zealand, Panama, Spain and Sweden, which have better women sea farers participation than rest of the world, can become the guiding stars for the world and be benchmarked against. Even these nations need to take greater initiatives to improve the maritime gender ratio to become the global role models in real sense.

Challenges in Achieving Gender Equity

- There are various reasons for such a low participation percentage of women in the maritime sector but the key factor discouraging the capable female candidates, according to the study conducted by Global Maritime Forum is gender and nationality discrimination which was identified by 29% of the women respondents as major obstacle for the opportunities.
- The certification challenges were also a major factor the disproportionately affects women, particularly for developing countries.
- The societal bias and stereotypes associated with the job confine women to only limited opportunities and exacerbating pay disparities.
- The lack of career transition opportunities to shore based roles with structure mentorship presents additional difficulties for the female candidates

Progress Through Financial and Structural Support

The global forum is acknowledging the fact and taking step to improve the situation. IMO conducted its first survey for “Women in Maritime” in 2021 with a mandate to conduct a similar survey every 3 years highlighting the changes in demographics of maritime sector. Indian being among the countries with less than 2% female seafarers, has made desirable changes in its policies to promote inclusivity at different levels. The MTT (Maritime Training Trust) has provided scholarship to over 2,300 female candidates, who are enrolled in in



Directorate General (DG)-approved pre-sea training institutes since its inception in 2014. The total financial aid disbursed to the students exceeds ₹22 crore, with a considerable increase in funding in recent years. The scholarship amount which are set at ₹50,000 previously was doubled to ₹1,00,000 in 2019 leading a considerable jump in women seafarers receiving financial support. 658 female candidates applied for the scholarship in the academic year 2023-24 as compared to just 45 applicants in the academic year 2014-15. Apart from the financial aid, there are multiple non-financial initiatives by the authorities that has resulted in gradual increase in the enrolment of female sea farers.

Key Strategies for Inclusivity

1. Zero Tolerance Policy



The "Zero Tolerance Policy" was brought in place to ensure the safety for women in the maritime workforce and develop a conducive environment for women. The Maritime institutes are mandated to include gender sensitization modules as part of the training to promote empathy and awareness among trainees. The introduction of the Gender Equality Education Act 2019 has further reinforced equitable opportunities for women in maritime education and training and empowers the authorities with stricter regulations against harassment and

gender discrimination.

2. Awareness Campaigns and Career Support

The social media is a viable platform that has been used to build awareness about the various programs for the prospective candidates. These campaigns challenge the stereotypes, provide information on the career support initiatives such as mentorships, buddy systems for first-time voyages, and alternative career paths for women post-seafaring which make the career in maritime more attractive in long run. The social media campaigns highlighting the success of women seafarers and honouring their contribution to the industry inspires the new age generation which has the interest to pursue career in maritime industry.

3. Improving Onboard and Shore Facilities

Sagar Me Samman also focusses on improving onboard and shore infrastructure for women. The facility upgrades, including the provision of gender-neutral facilities and women-friendly medical services, have been prioritized. The partnerships with leading maritime training institutes to ensure fair admissions, secure employment contracts, and a discrimination-free preparation environment onboard and shore sets up a stage for equality opportunities for all.



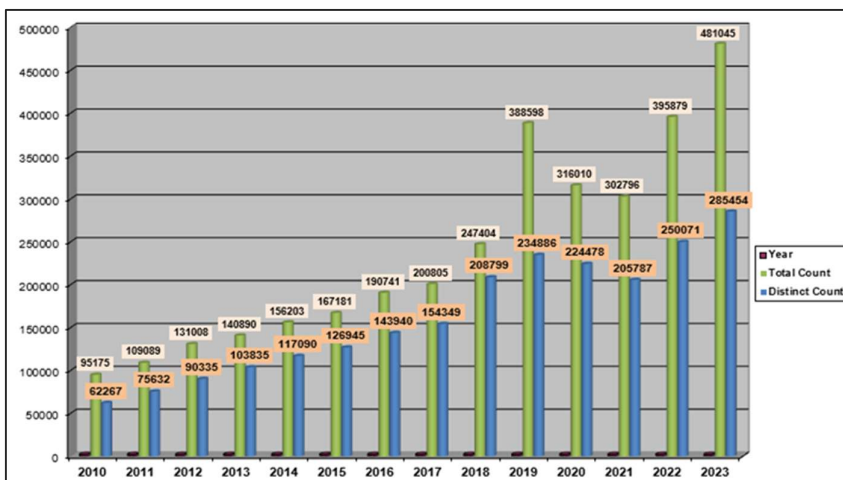
The Path Forward

Looking ahead, the future for women in the maritime industry is bright. With availability of financial aid and updated policies actively welcoming women, the goal is to break down the barriers that have held women back. The program will constantly be reviewed and adjusted to make sure it's working as well as it can. It's truly inspiring and shows other industries how important it is to prioritize diversity and create truly inclusive workplaces for everyone.

Sagar mey Yog – Background

India is among the top 5 maritime nations in terms of supplying of seafarers. Significant growth in the number of employed seafarers has been witnessed from 2010-11 to 2023. As per ICS / BIMCO report 2021 – there has been a 11.8 % increase in officers since 2015 till 2021. A shortfall of 26,000 officers is envisaged by 2026.

Sagar mey Yog – Objectives



Taking cognizance of the quantum of seafarers in India, the initiative on Sagar Mey Yog has been put forth

➤ To develop a comprehensive system, protocol, and actionable measures for seamlessly integrating the seven pillars of holistic well-being into the wellness journey

- within the ports, waters, and maritime industry, as well as to ensure these elements are effectively embedded and continuously supported throughout the maritime environment.
- Through the initiative, "Wellness at Sea", standardized Wellness Culture Curriculum Module (WCCM) shall be developed.
- Curriculum will be designed to comprehensively address the unique challenges faced by maritime professionals, ensuring their well-being is prioritized and sustained throughout their journeys.
- Advocate for holistic approach to maritime security and better contracts for seafarers.



Sagar mey Yog – Proposed 12 pillars of wellness



Journey to achieving these Goals

- Educating maritime individuals and then enabling them to apply the taught principles / key learnings to their lives at a macro as well as micro level.
- Adopting an Approach beyond surface-level knowledge, aiming to penetrate deeply into the mental fabric of individuals.
- Embed the concept of wellness into the very DNA. The emphasis is on ingraining practical techniques, strategies, methods, and actionable takeaways through 10 pillars of wellness.
- Making the the lives of seafarers wholesome & holistic across all (3) phases: Pre-sea, At-sea and Post-sea
- Serving as a comprehensive guide to achieving optimal wellness.
- Providing flexibility and adaptability to accommodate the differences in every individual

NAVIC Cell Proceedings and Progress

The modules of “Sagar Mey Samman” and “Sagar Mey Yog” respectively “Honour at sea- the gender equity, inclusion and parity initiative by Indian Mercantile Marine” and “The Wellness module through Yoga addressing Wellbeing at Seas” once stabilized and included in the formal curriculum of the MTIs shall also be showcased at the IMO to project India as a major seafaring nation with professional standards of excellence in training and compliance thereof.



3.14. Establishing IOCE SMarT Center

Background

The Indian Ocean Centre of Excellence for Sustainable Maritime Transport (IOCE-SMaRT) aims to transform the maritime sector in the Indian Ocean region into a hub of technological innovation, environmental sustainability, and digital advancement. Building upon the earlier SACE-SMaRT initiative, this Centre positions itself as a collaborative regional platform that integrates expertise, infrastructure, and strategic partnerships across the BIMSTEC nations to address shared maritime challenges.

The proposal for the establishment of the IOCE-SMaRT represents a collaborative initiative between the Ministry of Ports, Shipping & Waterways in India and the International Maritime Organization (IMO). This ambitious project aims to elevate one of India's existing maritime training establishments into a regional hub for advanced training, research, and innovation in sustainable maritime practices.

At the heart of the IOCE-SMaRT concept is the vision of creating a center of excellence that can drive the adoption of environmentally friendly and economically viable maritime solutions across South Asia. By strengthening the region's capacity for maritime education and research, the center would play a pivotal role in shaping the future of sustainable shipping and port operations, benefiting both the industry and local communities.

Objectives and Focus Areas of IOCE-SMaRT

1 Promoting Sustainability and Decarbonization: IOCE-SMaRT will serve as a platform for demonstrating green technologies and sharing best practices to achieve decarbonization. It will contribute to global efforts aligned with the IMO's Revised GHG Strategy, supporting energy-efficient practices and innovative solutions to reduce emissions in the maritime sector.

2 Regional Collaboration: The Centre's focus on the Indian Ocean aligns with the unique maritime challenges faced by the BIMSTEC countries. It seeks to foster partnerships and technical cooperation among member states, creating a unified approach to tackle climate change, ensure maritime safety, and enhance operational efficiency.

3 Digital Transformation and Innovation: By promoting digital tools like maritime single windows and advancing autonomous shipping capabilities, the Centre will accelerate the digital transition of the regional maritime sector. This includes fostering innovation through research, development, and pilot demonstrations.

4. Capacity Building and Seafarer Training: IOCE-SMaRT will not directly train seafarers but will strengthen the capabilities of existing maritime training institutions. It will ensure that these institutions are equipped to train a highly skilled workforce ready for the green and digital transition.

5 Integration with IMO and MTCC Initiatives: The Centre will align with IMO's international technical cooperation programs, including the Maritime Technology Cooperation Centres



(MTCCs) network. It aims to develop synergies with the IMO's global MTCC network, leveraging expertise and experiences from existing MTCCs to foster regional collaboration. IOCE-SMaRT will act as a bridge between the BIMSTEC nations and the IMO's strategies for decarbonization and digitalization, thereby enhancing its regional impact.

6 Proposal for IMO Regional Presence Office: IOCE-SMaRT is proposed to host an IMO Regional Presence Office (RPO) for South Asia. This initiative aims to bridge the existing geographical gap in RPO coverage and enhance IMO's capacity-building efforts in the region. The RPO will support technical cooperation, needs assessments, and maritime sector development tailored to South Asian priorities, without imposing additional financial liabilities on the IMO.

Proposed Location and Infrastructure

The Maritime Training Institute (MTI) in Powai, Mumbai, known for its cutting-edge facilities and long standing reputation for maritime education, will serve as the foundation for the IOCE-SMaRT. Strategically located in the heart of India's maritime ecosystem, MTI is uniquely positioned to connect with key regional and international stakeholders. Its proximity to major ports, shipping lines, and maritime clusters ensures seamless integration with ongoing industry activities.

The existing infrastructure at MTI includes state-of-the-art simulators, modern training facilities, and a highly experienced faculty, all of which will be further enhanced to meet the advanced requirements of IOCE-SMaRT. The Institute will also feature dedicated research and innovation labs, collaborative spaces for industry-academia partnerships, and upgraded digital infrastructure to support cutting edge maritime technologies.

Moreover, MTI's ability to host international delegations, conferences, and training programs makes it an ideal choice for a regional hub aimed at fostering collaboration and knowledge sharing. This transformation will ensure that the IOCE-SMaRT becomes a beacon for sustainable maritime practices, not just for South Asia but for the broader Indian Ocean region.

Issues and challenges

- **Technological Integration:** Ensuring seamless integration of new technologies into existing maritime infrastructure.
- **Sustainability:** Balancing economic growth with environmental sustainability, especially in reducing emissions and promoting alternative fuels.
- **Digital Proficiency:** Enhancing digital skills and capabilities among maritime professionals.
- **Collaboration:** Fostering collaboration among various stakeholders, including governments, industry players, and international organizations.
- **Funding and Resources:** Securing adequate funding and resources for research, development, and implementation of sustainable practices.



Benefits and Opportunities Strengthened through Regional Cooperation:

IOCE-SMaRT will foster greater collaboration among Indian Ocean Rim countries, enabling joint initiatives to address common maritime challenges. This includes coordinated efforts on decarbonization, maritime safety, and digitalization



1. **Leadership in Green Shipping:** The Centre will position the Indian Ocean region as a leader in sustainable maritime practices, setting benchmarks for other regions to follow. It will facilitate the adoption of innovative technologies and alternative fuels, ensuring compliance with global environmental standards.
2. **Economic Growth and Trade Facilitation:** By addressing critical issues like port efficiency and maritime connectivity, IOCE-SMaRT will enhance the region's trade competitiveness. Improved infrastructure and capacity building will unlock new economic opportunities, especially for smaller island nations and coastal economies.
3. **Enhanced Training and Innovation:** The Centre will serve as a hub for maritime education, research, and innovation, equipping the region with a skilled workforce adept at managing advanced technologies and sustainable practices.
4. **Improved IMO Engagement:** The proposed hosting of an IMO RPO within IOCE-SMaRT will enable targeted delivery of technical assistance and capacity-building programs in the Indian Ocean region. This will ensure that regional priorities are well-represented and addressed in global forums.
5. **Environmental Stewardship:** By promoting green technologies and best practices, IOCE-SMaRT will contribute to the conservation of the marine environment, ensuring long-term sustainability for the Indian Ocean ecosystem.

Benchmark on Global best practices

The **Maritime Technologies Cooperation Centre (MTCC) Network** is a global initiative by the International Maritime Organization (IMO) aimed at promoting energy efficiency and reducing greenhouse gas emissions in the maritime sector. The network operates regional centers in Africa, Asia, the Caribbean, Latin America, and the Pacific, focusing on capacity building, technology transfer, and policy implementation.



Key Objectives of the MTCC

1. **Capacity Building:** Training maritime professionals on energy-efficient ship operations and alternative fuels.
2. **Technology Transfer:** Facilitating the adoption of energy-efficient technologies and practices.
3. **Policy Implementation:** Assisting governments in developing and implementing policies to reduce emissions from ships.
4. **Pilot Projects:** Implementing pilot projects to demonstrate energy-efficient technologies.
5. **Regional Cooperation:** Promoting regional cooperation and knowledge sharing among participating countries.
 - **Sustainability:** Supporting the transition towards greener economies in the maritime sector.

Key Takeaway: The Indian Ocean Centre of Excellence for Sustainable Maritime Transport (IOCE-SMaRT) and the Maritime Technologies Cooperation Centre (MTCC) Network share common goals of promoting sustainable maritime transport and reducing emissions. Both focus on capacity building, technology transfer, policy support, and regional cooperation. They implement pilot projects to demonstrate energy-efficient technologies and face challenges like technological integration, sustainability, digital proficiency, collaboration, and securing funding. Together, they aim to create a greener, more efficient maritime sector.

NAVIC Cell Proceedings and Progress

Intervention 1:

Establishing IOCE SMaRT Center in Mumbai

Progress:

Detailed project report prepared by Lloyds Register has been submitted by 11th Jan 2025 for funding and translation as a specialized institution thereof.

Conclusion

The IOCE-SMaRT represents India's vision to address global maritime challenges collectively. It underscores India's commitment to sustainable development, fostering regional unity, and leading by example in the maritime industry. By transforming MTI into a beacon of excellence, IOCE-SMaRT is poised to shape the future of the Indian Ocean's maritime sector.



3.15. Sponsoring Fellowship and Chair at WMU and IMLI

Introduction

India has along coastline of more than 7,500 km. with a rich maritime heritage and is poised to take on a greater role in global maritime governance and sustainable ocean practices. The importance of fostering innovation, inclusivity, and leadership is well recognized and understood. The Directorate General of Shipping has proposed two key initiatives aimed at bolstering India's influence in the global maritime sector: sponsoring a Chair at IMO-IMLI (Malta) and WMU (Malmö, Sweden), and establishing the C.P. Srivastava Fellowship.

Proposal for IMO-IMLI and WMU Chair

The proposal to sponsor a Chair at the International Maritime Law Institute (IMLI) in Malta and the World Maritime University (WMU) in Malmö is a strategic move by India to enhance its global positioning in maritime sector. These institutions are globally recognized for their contributions to maritime law, governance, sustainability, and education. Through this initiative, India will aim to:



- **Promote Advanced Research & Development Activities:** The chair at global institutes like IMO and IMLI will put India in a position to be a part of cutting-edge research in areas such as maritime law, ocean governance, and sustainable shipping practices. The will also help focus will be on addressing global challenges, including climate change and marine pollution, while strengthening India's position as a hub for maritime innovation which is aligned with the requirement of India's MAKV-2047.
- **Enhance Capacity-Building Efforts:** The sponsored chair will facilitate the training and education of maritime professionals, particularly from developing nations and help India become a pillar for our BIMSTEC partners and promote the regional development. This initiative will help build technical expertise and promote the integration of maritime law principles into national legislation, ensuring compliance with international conventions.



- **Support Gender Equality:** The chair will also ensure that women participation is prioritized in the maritime sector. By focusing on advancing gender equity through education and policy advocacy, this initiative aligns with India's broader goal of creating inclusive opportunities in traditionally male-dominated industries.

Additionally, the chair will serve as an ambassador for India's maritime interests, fostering international collaboration and contributing to global policy dialogue. By leveraging global expertise and resources, this initiative will ensure that India's maritime policies align with international best practices.

Establishment of the C.P. Srivastava Fellowship

Dr. C.P. Srivastava, the longest-serving Secretary-General of the International Maritime Organization (IMO), will be honoured by naming the fellowship in his name. This fellowship underscores India's commitment to fostering diplomatic outreach and capacity-building in maritime governance. The fellowship will provide an annual opportunity for deserving candidate to pursue advanced studies at prestigious colleges like IMLI and WMU.

The primary goals include:

- **Honoring Dr. Srivastava's Legacy:** The fellowship commemorates the contributions of Dr. Srivastava to the global maritime community and reinforces his vision of fostering maritime excellence.
- **Supporting Diplomatic Outreach:** This initiative will enable India to build long-lasting relationships with countries in the Indo-Pacific and Africa by supporting professionals from these regions. It will also demonstrate India's leadership in promoting sustainable maritime governance.
- **Empowering Women and Underrepresented Groups:** By prioritizing female candidates and professionals from developing countries, the fellowship aligns with India's goal of promoting inclusivity and gender equity in maritime education.

Recipients of the fellowship will benefit from world-class education in maritime law and governance, equipping them with the skills and knowledge needed to address critical challenges in the sector. Upon completing their studies, they will be encouraged to contribute to India's maritime policies, thereby fostering a continuous exchange of knowledge and expertise.

Strengthening India's Global Standing

These initiatives will collectively aim to enhance India's leadership role in the maritime sector. By fostering innovation, inclusivity, and collaboration, they address critical challenges and create opportunities for growth. The sponsorship of a chair and the establishment of a fellowship will:

- Position India as a thought leader in maritime law and governance.



- Build capacity among maritime professionals, particularly in developing regions.
- Promote gender equity and inclusivity in the maritime workforce.
- Strengthen regional and global partnerships in maritime education and governance.

NAVIC Cell Proceedings and Progress

Intervention 1:

Proposal to Sponsor a Fellowship and Chair at WMU and IMLI

Progress:

The proposal for the Chair and fellowship has been submitted to IMU and also shared with the NAVIC-IMU representative for further process. The same has been provided in Annexure G.

Conclusion

India's proposals to sponsor a Chair at IMO-IMLI and WMU and establish the C.P. Srivastava Fellowship represent a bold step toward achieving global maritime leadership. These initiatives not only honour India's maritime legacy but also pave the way for a more inclusive and innovative future.



3.16. Preparation of Country dossiers and Establishment of JWG with atleast 50 countries

Background on Joint Working Groups

Joint Working Groups (JWGs) are collaborative associations formed between bilateral or multilateral entities to address and resolve specific industry-related issues. They serve as platforms for stakeholders to engage in meaningful discussions, identify challenges, and develop solutions that promote mutual interests. By fostering dialogue between participating entities, JWGs play a crucial role in bridging gaps and ensuring effective problem resolution.

JWGs are instrumental in enhancing industry cooperation across various sectors, including trade, shipping, and transportation. Their primary goal is to foster collaboration that leads to mutual benefits for all stakeholders involved. By leveraging the expertise and resources of participating entities, these groups aim to address critical challenges, streamline operations, and improve sectoral efficiency.

JWGs regularly conduct strategic meetings to deliberate on pressing issues such as infrastructure development, regional connectivity, and sustainable practices. These discussions aim to promote secure and efficient operations while ensuring long-term sustainability. Through their focus on critical topics, JWGs help drive innovation, strengthen global partnerships, and align objectives with shared goals.

Significance of Establishing JWGs

JWGs enhance collaboration among stakeholders, bringing diverse expertise to the table to drive expert-driven solutions. By improving trade and connectivity, JWGs facilitate the seamless movement of goods and services across borders. Additionally, their emphasis on sustainable development ensures that their initiatives contribute to long-term economic and environmental goals, creating a positive impact for all involved.

The establishment of JWGs has a significant and transformative impact on the Indian maritime ecosystem. These collaborative platforms bring together bilateral and multilateral stakeholders to address pressing challenges and foster innovation across the sector.

NAVIC Cell Proceedings and Progress

Intervention 1

Identification of countries to achieve 50 JWG meetings with India

Progress: Formation of JWGs is an ongoing process, with a target to create JWGs with at least 20 priority countries in the initial phase



Intervention 2

Preparation of one hundred country dossiers

Progress: The country dossiers have been prepared and uploaded on the Sagarmathan portal.



4. Abandonment of Seafarers

Background

Seafarer abandonment is a critical global issue that severely affects crew members' health, well-being, and financial stability. This issue often leaves seafarers stranded in foreign ports without wages, food, or medical care. Addressing this problem is essential to ensure the safety and rights of seafarers worldwide.

The **International Labour Organization (ILO)** and **International Maritime Organization (IMO)** have a longstanding collaboration to address seafarers' issues. In November 2021, the ILO Governing Body approved the establishment of a **Joint ILO–IMO Tripartite Working Group (JTWG)**, comprising representatives from governments, shipowners, and seafarers, to address these concerns. The IMO Council endorsed the JTWG in July 2022, along with its terms of reference and methods of work.

On 31 December 2023, there were 849 abandonment incidents listed in the database since it was established in 2004, concerning 11,968 seafarers. Of those incidents, 348 cases were resolved, 168 cases were disputed, and 50 cases were inactive. There were still 273 unresolved cases.

Year	Total Cases Reported	Key Notes
2023	142	Includes 10 cases reported in late 2022 but published in 2023. 62 cases lacked financial guarantees, and 7 involved abandonment of fishers.
2022	109	15 cases involved flag States not ratifying MLC, 2006.
2021-2020	21	Approximately 21 cases related to COVID-19 exacerbating seafarers' crew change situations.
2019	40	Significant increase in cases from earlier years.
2018	44	Continued rise in abandonment cases compared to prior years.
2017	55	Drastic rise in abandonment incidents compared to 2011–2016.
2011–2016	12–19 cases reported annually	Stable number of reported cases during this period.
Since inception in 2004	849	Total incidents affecting 11,968 seafarers, with 348 resolved cases, 168 disputed cases, and 50 inactive cases.



Regulations in place

Key efforts include developing **Guidelines on the Fair Treatment of Seafarers Detained on Suspicion of Committing Maritime Crimes**. Initiated by the IMO Legal Committee in 2020, the guidelines are based on the 2006 Guidelines for maritime accidents. The development process involved working groups and consultations, culminating in a draft referred to the JTWG in 2024 for refinement. A meeting in November 2024 aims to finalize these guidelines.

The guidelines serve as a reference for policies, strategies, legislation, and administrative measures to ensure fair treatment for detained seafarers. They are non-binding and align with principles from the **Maritime Labour Convention (MLC, 2006)** and the **ILO Declaration on Fundamental Principles and Rights at Work**. States are encouraged to ratify and implement the MLC, 2006, and consult shipowner and seafarer organizations when applying the guidelines.

The guidelines emphasize protecting seafarers' rights, promoting fair labor practices, and establishing robust inspection systems to ensure compliance and access to remedies for grievances.

Roadblocks

Seafarer abandonment remains a complex issue requiring continuous cooperation among international organizations, governments, and industry stakeholders. Effective implementation of policies, prompt insurance claims, and awareness campaigns are crucial to addressing this challenge.

India, contributing 12% of the global seafarer workforce, plays a pivotal role in the maritime industry but faces alarming challenges as it tops global reports on seafarer abandonment and detention, often tied to non-payment of wages and lack of employer accountability. With over 600 cases reported, these incidents have profound humanitarian and economic impacts, causing immense distress to seafarers and their families while tarnishing India's maritime reputation and affecting remittances. Addressing this issue requires India to advocate for its seafarers in IMO-ILO discussions, strengthen legal and diplomatic frameworks to combat abandonment, and push for global accountability from shipowners and flag states, ensuring the welfare and dignity of its maritime workforce.



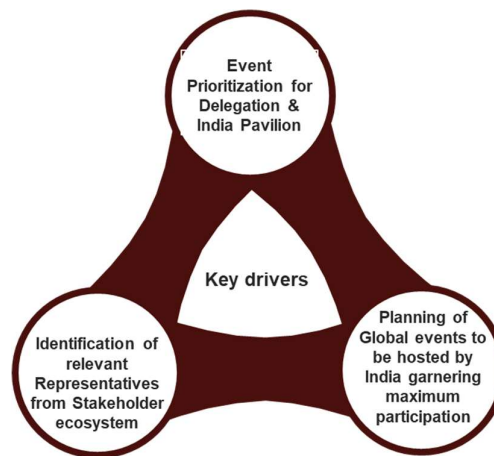
5. Maritime Event Calendar

5.1. Background

India, being the sixteenth-largest maritime nation in the world, occupies a key position on global shipping lanes. While India holds membership at various Global Maritime forums, organizations and also participates in events/meetings by Global Maritime Thought leaders, there is still a long way to go before India holds an influential position in the Global Maritime Landscape. This may be attributed to the ineffective participation and representation of India at pivotal Global Events/ Meetings/Forums. In an endeavor to transform the **Indian Maritime brand**, a streamlined approach is proposed commencing with the preparation of an Annual Events Calendar.

Need for the Annual Maritime Event Calendar

The Annual Maritime Event Calendar is proposed to be prepared in the last quarter of every calendar year for the upcoming new calendar year. The need for the Calendar is 3 pronged:



Strategic Objectives intended to be achieved through this Endeavour

- To enhance India's visibility and promote Indian maritime players on the global stage by participating in international maritime events such as Nor-Shipping (Norway), Posidonia (Greece), SMM Hamburg, Sea Asia-Singapore Marintec China Shanghai etc.
- 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.

5.2. Maritime Event Calendar Framework

The Maritime Event Calendar is being developed considering 2 major parameters – Geography i.e., **International (Multilateral), Regional and Bilateral geographies focusing on Areas viz., Ports, Shipping and Mercantile and Niche areas such as Capacity building, Technology, Sustainability, Maritime communication and security etc.** The Indian delegation shall be identified based on the focus area and the geographical scale of each event.

Globally, there are 100+ events that happen in a calendar year. However, the events of strategic importance may be narrowed down to maximum 50 events. Taking cognizance of the same, a logical framework has been devised to prioritize the events based on the following levers of prioritization.

- **Event's Geography**
- **Event's focus area**
- **Scale and Reach of the event - Participants in the past years, event's history**
- **Major outcomes (based on past trend)**
- **Relevance to India's maritime vision i.e., aligned to MAKV 2047 themes**
- **Global recognition (whether recognized by global maritime organizations like IAPH)**

With reference to the above-mentioned framework, a coding system has been adopted for the prioritized events for 2025. The illustration below captures the geographical spread of events prioritized for Indian participation by way of setting up of India pavilion, sending an Indian delegation and Global events hosted by India. The prioritized Global events spread across 12+ Countries, 15+ hosts and a total of 20+ events.



5.3. Indicative Cost estimate for Setting up India Pavilion at Global Events

Determining the cost of setting up a pavilion involves multiple factors. The pavilion cost shall depend on whether the space is provided with or without rental charges. Additionally, material costs for building the pavilion, whether a temporary structure requiring only fabrication or a permanent one, play a significant role. Finally, the internal structure, including interior design, will further influence the overall expenses. These three components collectively define the total cost. Different event hosts provide different facilities and hence the cost may also vary from event to event. However, to provide an overview of the cost of setting up an India pavilion, the base cost of SMM Hamburg event has been considered below for calculation.

Indicative costing for setting up pavilion in an area of 100 sq.m

- Official national stand fee = approx. INR 40,50,000

Mandatory benefits

- a. Digital Networking & Lead Growth Package per main exhibitor: INR 1,07,000
 - b. Co-exhibitor fee per co-exhibitor (if applicable): INR 36,000
 - c. Digital Networking & Lead Growth Package per co-exhibitor (if applicable): INR 1,07,000
- Indicative cost per sq.m for (main exhibitor) = approx. INR 1,07,000
 - Additional fee = INR 50 per sq.m
 - Cost for setting up a pavilion in an area 100 sq.m = approx. INR 41,62,000

Maximum cost for setting up Pavilion = approx. INR41,62,000 (Rupees Forty-One lakh Sixty-Two thousand)

These initial estimates will serve as a basis for further discussions, ensuring alignment with budgetary constraints. Additional support and collaboration may be required as the costing and planning processes in advance.



5.4. Proposed Events for Setting up India Pavilion

A. Nor-Shipping 2025

	Location: Lillestrøm and Oslo, Norway	 Nor-Shipping 1965-2025	Oslo 2-6 June
	Date: 2 nd – 6 th June 2025		
	Host: NOVA Spektrum		

About Nor-Shipping 2025:

Nor-Shipping 2025 is scheduled to take place from June 2 to June 6, 2025, in Lillestrøm and Oslo, Norway. The event will be hosted by NOVA Spektrum, formerly known as Norway Trade Fairs. This edition marks the 60th anniversary of Nor-Shipping, a biennial maritime trade fair that has been a pivotal meeting place for the global shipping industry since its inception in 1965. The event will feature a range of activities, including exhibitions, conferences, and networking opportunities, under the main theme **"Future-proof," focusing on strategies and solutions for a rapidly evolving maritime and ocean industry."**

About Nor-Shipping 2023:

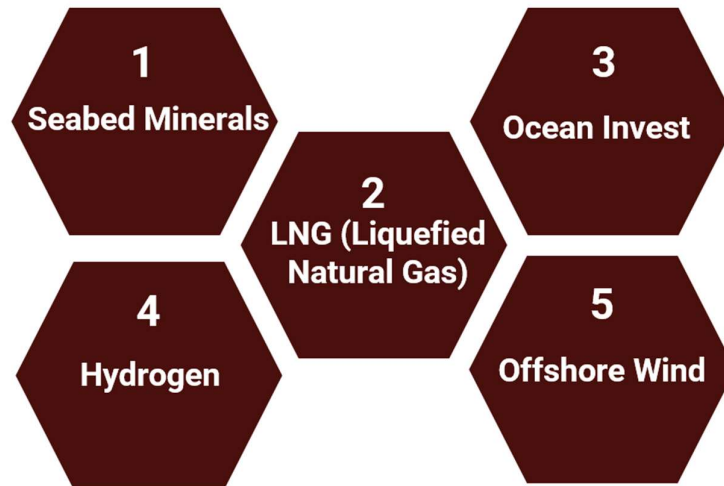
Nor-Shipping 2023, held in Oslo and Lillestrøm, Norway, was a significant event for the maritime and ocean industries. The exhibition spanned 21,000 square meters, featuring numerous exhibitors and attracting a diverse international audience. The event emphasized sustainable ocean development, aligning with global efforts to improve lives and reduce environmental impact. Key conferences, such as the Ocean Leadership Conference, gathered industry leaders to discuss pressing issues and share innovative solutions. Nor-Shipping 2023 served as a dynamic platform for networking, collaboration, and showcasing advancements in maritime technology and practices, reinforcing its status as a leading arena for ocean solutions.

About NOVA Spektrum

NOVA Spektrum, formerly known as Norges Varemesse, is Norway's largest venue for trade fairs, exhibitions, congresses, and events. Located in Lillestrøm, it offers 39,000 square meters of hall space and 55 meeting rooms, accommodating a wide range of events. With approximately 80 dedicated employees, NOVA Spektrum aims to promote Norwegian business and industry by providing dynamic platforms for collaboration and innovation. In 2023, the organization achieved a record turnover of 578 million NOK, reflecting its significant role in facilitating major events and contributing to economic growth. The name change to NOVA Spektrum in 2021 signifies its commitment to offering a broad spectrum of services and experiences beyond traditional trade fairs.



Key focus areas for 2025:



1. Seabed Minerals

Nor-Shipping 2025 will explore the sustainable extraction of seabed minerals, which are critical for renewable energy technologies, electronics, and other industries. This focus area will address environmental concerns, regulations, and technological advancements necessary for responsible seabed mining. By fostering discussions and innovation, the event aims to balance the growing demand for these resources with the need to protect marine ecosystems.

2. LNG (Liquefied Natural Gas)

With LNG playing a pivotal role in the maritime industry's energy transition, Nor-Shipping 2025 will highlight its potential as a cleaner and more efficient fuel alternative. The discussions will cover advancements in LNG technologies, its integration into shipping operations, and its role as a bridging fuel toward zero-emission goals. Delegates will explore infrastructure, regulatory frameworks, and emerging innovations to maximize LNG's benefits.

3. Ocean Invest

The "Ocean Invest" initiative focuses on driving financial strategies that enable sustainable growth within the ocean industries. Key sessions will bring together investors, innovators, and maritime leaders to discuss funding mechanisms, risk management, and investment opportunities. By connecting financial institutions with emerging maritime technologies, the aim is to stimulate economic growth and sustainable solutions in shipping and related sectors.

4. Offshore Wind

Offshore wind energy will be a cornerstone of Nor-Shipping 2025, showcasing its role in the transition to renewable energy. Industry experts will discuss innovations in turbine technology, installation methods, and integration with maritime operations. The event will also delve into



the expansion of offshore wind farms, regulatory challenges, and the sector's potential to reduce carbon emissions while creating economic opportunities.

5. Hydrogen

As a promising zero-emission energy source, hydrogen will be a key focus at Nor-Shipping 2025. The event will examine the production, storage, and utilization of hydrogen for maritime applications. Panels will discuss scaling hydrogen technologies, infrastructure development, and overcoming challenges in adoption. Attendees will gain insights into the role of hydrogen in achieving decarbonization goals and fostering a sustainable maritime future.

Envisaged Impact on India

1. Collaboration in Green Shipping Technologies

Nor-Shipping's focus on LNG, hydrogen, and offshore wind aligns with India's goal of achieving net-zero emissions in maritime operations. Indian companies and policymakers can explore partnerships for technology transfer, infrastructure development, and knowledge-sharing to modernize ports and fleets.

2. Access to Innovation in Decarbonization

India can gain insights into global advancements in decarbonization strategies and integrate them into its roadmap. Hydrogen and LNG innovations showcased at Nor-Shipping can support India's transition to alternative fuels and green port operations, a key target of MAKV 2047.

3. Investment Opportunities

The "Ocean Invest" initiative offers Indian stakeholders access to international investors and funding opportunities for maritime infrastructure projects. This can catalyze the development of smart ports, coastal economic zones, and shipbuilding facilities outlined in MAKV 2047.

4. Offshore Energy Development

India's nascent offshore wind sector can benefit from the expertise and best practices shared at Nor-Shipping. Collaborations could accelerate the growth of India's offshore wind capacity, contributing to renewable energy goals and supporting MAKV 2047's focus on sustainable growth.

5. Leveraging Seabed Minerals

India's interest in deep-sea mining can align with Nor-Shipping's seabed minerals focus. Attending the event can provide access to sustainable extraction technologies and partnerships for exploring India's vast exclusive economic zone (EEZ).

6. Strengthening Global Maritime Presence

By participating in high-level discussions and networking, India can showcase its maritime initiatives, attract investments, and strengthen its position as a key player in the global shipping and ocean industries.



Recommendations for India's Participation




- All Indian Major and Non-Major port authorities and Maritime Boards especially **V.O.C Port Authority** prioritizing offshore wind augmentation
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- Central Ministries, Departments, Policy Makers, VIBHAS and NAVIC cells' members
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Logistics Companies, Warehousing operators such as Central Warehousing Cooperation, Allcargo Logistics, AP Moller Maersk, CEVA Logistics etc.
- Other Key stakeholders of the Maritime ecosystem such as Developers, Surveyors, Technology providers, Ship builders, etc.

Conclusion

Nor-Shipping 2025 offers India a unique platform to strengthen its maritime vision and align with global advancements in technology, sustainability, and innovation. By engaging with industry leaders, exploring cutting-edge solutions, and forming strategic partnerships, India can accelerate the realization of its Maritime Vision 2047 goals. The event provides an unparalleled opportunity to adopt green shipping technologies, attract investments for infrastructure development, and position India as a sustainable maritime hub. Participation in Nor-Shipping 2025 will not only bolster India's global maritime presence but also reinforce its commitment to shaping a cleaner, smarter, and more resilient maritime future.



B. Posidonia 2026

	Location: Metropolitan Expo in Athens, Greece
	Date: 1 st – 5 th June 2026
	Host: Posidonia Exhibitions S.A.



About Posidonia 2026:

The Posidonia International Shipping Exhibition 2026 is scheduled to take place from **June 1 to June 5, 2026**, at the **Metropolitan Expo in Athens, Greece**. This **biennial event** is organized by **Posidonia Exhibitions S.A.** Posidonia is renowned for bringing together key stakeholders from the global shipping industry, including shipowners, suppliers, and policymakers, to discuss developments and opportunities within the maritime sector. The exhibition serves as a pivotal platform for networking, business development, and the exchange of ideas, reflecting its significance in the international maritime calendar.

About Posidonia 2024:

Posidonia 2024, held at the Metropolitan Expo in Athens, Greece, was a landmark event for the global shipping industry. The exhibition featured over 2,000 exhibitors from 92 countries, showcasing the latest advancements in maritime technology and services. With more than 25,000 visitors, including key decision-makers and industry leaders, the event facilitated significant networking and business opportunities. Highlights included a series of insightful conferences and seminars addressing current challenges and future trends in shipping, as well as the Posidonia Games, which fostered camaraderie among participants through various sporting events. The success of Posidonia 2024 reinforced its status as a premier platform for maritime stakeholders worldwide.

About Posidonia Exhibitions S.A.

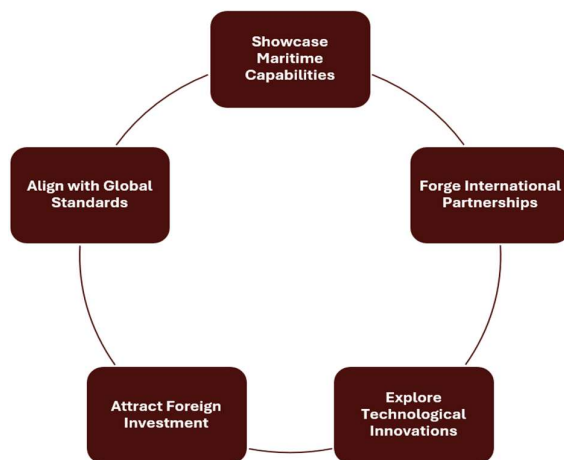
Posidonia Exhibitions S.A., headquartered in Piraeus, Greece, is a premier organizer of trade fairs specializing in the international shipping industry. Established in 1969, the company is renowned for hosting the biennial Posidonia International Shipping Exhibition, a pivotal event that attracts influential personalities and major companies from the global maritime community. Additionally, Posidonia Exhibitions organizes the Posidonia Sea Tourism Forum, focusing on sea tourism sectors. Through these events, the company provides vital platforms for networking, business development, and the exchange of ideas, significantly contributing to the advancement of the maritime industry.



Key focus areas for Posidonia 2026:

As of now, the official website for Posidonia 2026 does not provide detailed information regarding the specific focus areas for the upcoming event. Traditionally, Posidonia serves as a comprehensive platform for various sectors within the maritime industry, including shipbuilding, marine technology, logistics, and environmental sustainability.

Envisaged Impact on India



1. Showcase Maritime Capabilities

Indian companies can exhibit their expertise in shipbuilding, marine engineering, and related services, enhancing their visibility on a global platform.

2. Forge International Partnerships

The event facilitates networking with global maritime leaders, enabling Indian businesses to establish collaborations and joint ventures.

3. Explore Technological Innovations

Exposure to the latest maritime technologies can inspire the adoption of advanced solutions within India's shipping sector.

4. Attract Foreign Investment

By highlighting India's maritime infrastructure and growth potential, the event can draw foreign investments into the Indian maritime industry.

5. Align with Global Standards

Engaging with international stakeholders allows India to align its maritime practices with global standards, enhancing competitiveness.

Participation in Posidonia 2026 aligns with India's maritime ambitions, offering a pathway to growth and global integration.

Recommendations for India's Participation

- All Indian Major and Non-Major port authorities and Maritime Boards
- MoPSW, Regulatory bodies like DGS, Policy Makers, VIBHAS and NAVIC cells' members
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.






- Logistics Companies, Warehousing operators such as Central Warehousing Cooperation, Allcargo Logistics, AP Moller Maersk, CEVA Logistics etc.
- Other Key stakeholders of the Maritime ecosystem such Developers, Surveyors, Technology providers, Ship builders, etc.

Conclusion

Posidonia 2026 is poised to showcase the latest advancements in maritime technology and services. Attendees can look forward to a comprehensive program of conferences, seminars, and technical workshops addressing current challenges and future trends in the industry. Additionally, the Posidonia Games will offer a series of sporting events, including the Posidonia Cup, Golf Tournament, Running Event, Ship soccer Tournament, and 3x3 Basketball Tournament, fostering camaraderie among participants. This biennial gathering serves as a premier platform for networking, business development, and the exchange of ideas, reinforcing its status as a cornerstone of the international maritime calendar.



C. SMM Hamburg 2026

	Location: Hamburg Messe und Congress, Hamburg, Germany
	Date: 1 st – 4 th September 2026
	Host: Hamburg Messe und Congress GmbH



About SMM Hamburg 2026

SMM Hamburg, the leading international maritime trade fair, is scheduled for 1st – 4th September 2026 at the **Hamburg Messe und Congress GmbH**. This **biennial event** gathers over **2,000 exhibitors** and **40,000 participants** from more than **100 countries**, showcasing innovations in shipbuilding, machinery, and marine technology. Key themes include decarbonization, digitalization, and maritime security, addressed through conferences, symposia, and workshops led by industry experts. Special areas like the **Future Fuels Area** and **AI CENTER** highlight advancements in sustainable fuels and artificial intelligence. SMM Hamburg serves as a premier platform for networking, knowledge exchange, and exploring the future of the maritime industry.

About SMM 2024

The SMM 2024, held from September 3rd -6th in Hamburg, brought together over 48,000 participants from 100+ countries and featured 2,200 exhibitors across 12 halls. Key themes included decarbonization, digitalization, maritime security, and recruitment. The event showcased innovative technologies for a sustainable maritime future, hosted over 70 international sessions, and facilitated 30,980 networking contacts. Highlights included open conference formats, the AI Center, and the Future Fuels Area.

About of Hamburg Messe und Congress GmbH:

Hamburg Messe und Congress GmbH (HMC) is the organizing authority behind SMM, the leading maritime trade fair. HMC is renowned for hosting high-profile events, combining modern infrastructure with exceptional service to support innovation and global networking. For SMM 2024, HMC facilitated a world-class platform, accommodating over 2,200 exhibitors and 48,000 participants, focusing on maritime sustainability, technology, and industry collaboration. Their dedication ensures a seamless experience for stakeholders, fostering advancements in the maritime sector.

Key focus areas of SMM Hamburg 2026:

1. **Decarbonization:** Exploring sustainable solutions for the maritime industry's energy transition.
2. **Digitalization:** Showcasing cutting-edge technology and AI advancements to optimize operations.



3. **Maritime Security:** Addressing challenges in safety, defence, and resilience.
4. **Innovation & Startups:** Highlighting emerging players and disruptive technologies.
5. **Future Fuels:** Promoting alternative energy sources for cleaner shipping.

Envisaged Impact on India

1. **Global Networking:** Connecting with leaders and innovators to form strategic partnerships.
2. **Market Expansion:** Exploring export opportunities for Indian maritime products and services.
3. **Sustainability Leadership:** Sharing advancements in decarbonization and alternative fuels.
4. **Technology Exchange:** Leveraging insights into digitalization and AI integration.
5. **Skill Development:** Learning from global trends to upskill the Indian workforce.



Global Networking



Market Expansion



Technology Exchange



Skill Development

Recommendations for India's Participation




- All Indian Major and Non-Major port authorities and Maritime Boards especially **Syama Prasad Port Authority** which has already been an active participant at the SMM Hamburg events.
- MoPSW, Regulatory bodies like DGS, Policy Makers, VIBHAS and NAVIC cells' members
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Logistics Companies, Warehousing operators such as Central Warehousing Cooperation, Allcargo Logistics, AP Moller Maersk, CEVA Logistics etc.
- Other Key stakeholders of the Maritime ecosystem such as, Academia (IMU, IRS, MTIs etc.), Developers, Surveyors, Technology providers, Ship builders etc.

Conclusion

SMM Hamburg 2026 will offer India significant opportunities to enhance its global maritime presence. By leveraging networking, technology exchange, and sustainability efforts, Indian companies can showcase their advancements, form key partnerships, and explore new markets. With the focus on decarbonization, digitalization, and innovation, India can contribute to global solutions while gaining valuable insights to elevate its own maritime industry.



D. Sea Asia 2025

	Location: Marina Bay Sands, Singapore
	Date: 25 th – 27 th March 2025
	Host: Singapore Maritime Foundation & Informa Markets



About Sea Asia 2025

Sea Asia 2025 will take place from March 25-27th 2025 at Marina Bay Sands, Singapore. Sea Asia is a biennial event held in Singapore, focusing on the maritime and offshore industries. Organized by Informa Markets and supported by the Singapore Maritime Foundation, this major maritime event will gather industry leaders, exhibitors, and speakers. It will highlight key areas such as technology, decarbonization, and sustainability. With over 500 exhibitors and 20,000+ attendees expected from 90+ countries, Sea Asia 2025 promises valuable networking and learning opportunities for professionals in the maritime sector.

About SMF and Informa Markets

The Singapore Maritime Foundation (SMF) strengthens Singapore's position as an International Maritime Centre. It fosters industry cohesion, innovation, and talent development in the maritime sector through various initiatives, such as maritime knowledge sessions and events like Sea Asia. SMF's goal is to create a maritime-ready workforce and support sustainable maritime practices.

Informa Markets is a global leader in connecting buyers and sellers across various specialist industries, including maritime, pharmaceuticals, and infrastructure. The company hosts large-scale exhibitions, virtual events, and online marketplaces, helping businesses grow and innovate. Their platforms facilitate business networking and product discovery, fostering international trade.

Highlights of Sea Asia 2023

Sea Asia 2023, held at Marina Bay Sands, Singapore, served as a premier maritime event, drawing professionals from across the globe. It emphasized themes like decarbonization, sustainability, and technological innovation in the maritime industry. With diverse exhibitors, expert-led discussions, and networking opportunities, the event showcased the latest advancements and fostered collaborations to address key maritime challenges.



Focus Areas of Sea Asia 2025



1. **Decarbonization and Sustainability:** Exploring cleaner energy solutions and innovations to reduce the sector's carbon footprint.
2. **Technological Advancements:** Showcasing the impact of digitalization, automation, and AI on maritime operations.
3. **Global Trade Dynamics:** Addressing challenges and opportunities in an evolving global trade environment.
4. **Workforce Development:** Emphasizing skill-building and talent retention in a rapidly transforming industry.
5. **Innovation in Operations:** Enhancing efficiency and resilience in maritime logistics and supply chains.

Envisaged Impact on India

1. **Showcasing Green Technologies:** India can highlight its advancements in maritime decarbonization and sustainable practices.
2. **Expanding Maritime Trade:** The event offers a platform to strengthen trade relations and explore global market access.
3. **Promoting Indian Maritime Services:** Indian ports, logistics, and shipbuilding industries can attract international partnerships.
4. **Skill Development Collaboration:** Opportunities to enhance workforce capabilities through global collaboration.
5. **Innovation and Investment:** Indian tech startups and innovations can gain visibility and investment opportunities.

Recommendations for India's Participation

- All Indian Major and Non Major port authorities and Maritime Boards especially **Chennai port Authority** which is already engaged in adoption of sustainability and automation initiatives.
- MoPSW, Regulatory bodies like DGS, Policy Makers, VIBHAS and NAVIC cells' members







- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Logistics Companies, Warehousing operators such as Central Warehousing Cooperation, Allcargo Logistics, AP Moller Maersk, CEVA Logistics etc.
- Other Key stakeholders of the Maritime ecosystem such Academia (IMU, IRS, MTIs etc.), Developers, Surveyors, Technology providers, Ship builders, Consultants in this Sector etc.

Conclusion

Sea Asia 2025 offers a transformative platform for India to strengthen its maritime footprint on the global stage. By showcasing its advancements in sustainable shipping, digital innovation, and port infrastructure, India can attract collaborations and investments. The event also opens avenues for expanding trade networks, promoting workforce development, and enhancing the visibility of Indian maritime solutions. Participation in Sea Asia 2025 can accelerate India's maritime ambitions and position it as a key player in shaping the future of global maritime operations.



E. Kormarine 2025

	Location: Bexco, Busan, Korea	
	Date: 21 st – 24 th October 2025	
	Host: Reed K Fairs Ltd.	

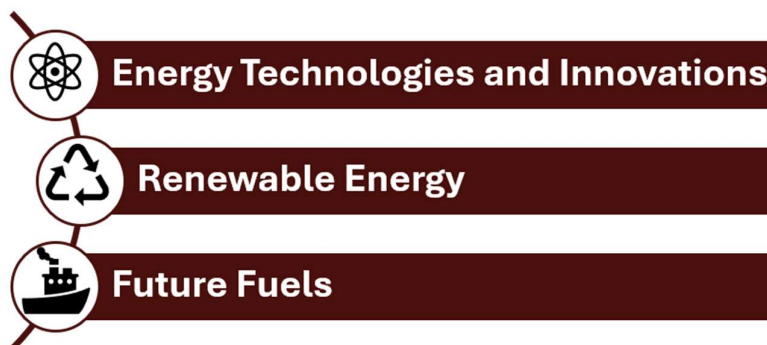
About KORMARINE 2025

KORMARINE is a premier **biennial maritime exhibition** held in Busan, South Korea, showcasing advancements and innovations in the shipbuilding and maritime industries. Organized by Reed K Fairs Ltd., it gathers leading domestic and international companies, buyers, and industry professionals. The event features exhibitions, networking opportunities, and seminars, addressing the latest trends and challenges in the maritime sector. KORMARINE 2025 is scheduled from October 21-24 at BEXCO, continuing its legacy as a hub for business, knowledge exchange, and collaboration in the global maritime industry.

About KORMARINE 2023

KORMARINE 2023, held at BEXCO in Busan, South Korea, was a significant event in the maritime industry. The exhibition featured over 900 companies from 40 countries, utilizing 1,900 booths to showcase the latest advancements in shipbuilding and marine technology. The event attracted 27,136 visitors and buyers, highlighting its global appeal. Additionally, there were 20 official pavilions, providing diverse insights into the maritime sector. The exhibition served as a platform for industry professionals to engage in seminars and events, fostering discussions on current trends and future directions in the maritime field. The success of KORMARINE 2023 underscores its importance as a hub for innovation and collaboration in the global maritime industry.

Key focus areas of KORMARINE 2025



1. **Energy Technologies and Innovations:** The event will introduce the "Next Energy" pavilion, highlighting advancements in energy solutions pertinent to the maritime sector.
2. **Renewable Energy:** Exhibits will cover wind energy, photovoltaic systems, smart grids, energy storage solutions (ESS), biomass, decarbonization strategies, and marine energy, emphasizing the industry's shift towards sustainable practices.
3. **Future Fuels:** The exhibition will showcase developments in hydrogen, LNG, ammonia, biofuels, fuel cells, fuel systems, methanol, small modular reactors (SMRs), carbon-reducing technologies, and energy conservation methods, aligning with global efforts to achieve carbon neutrality by 2050.

Envisaged Impact on India

1. Collaboration in Shipbuilding and Maritime Technologies

- Indian shipyards and engineering firms can collaborate with global players to adopt advanced technologies showcased at KORMARINE.
- Opportunities exist to partner with South Korean companies, known for their leadership in shipbuilding and marine equipment.

2. Access to Renewable and Future Fuels

- With a growing focus on decarbonization, Indian companies can explore innovations in hydrogen, LNG, ammonia, and biofuels.
- The event provides a platform to understand cutting-edge fuel systems and carbon-neutral technologies, which align with India's energy transition goals.

3. Networking for Maritime Trade and Policy Development

- KORMARINE offers Indian policymakers and maritime stakeholders' opportunities to engage with global leaders on issues like green shipping corridors and sustainable maritime policies.
- Participation can help India position itself as a significant player in global maritime logistics.

4. Investment in Marine Energy and Decarbonization

- Indian firms can identify investment opportunities in renewable energy solutions like wind energy and energy storage systems tailored for marine applications.

5. Boosting Exports of Indian Maritime Products

- Indian manufacturers of marine equipment and services can showcase their capabilities, attract foreign buyers, and expand their market presence.

Recommendations for India's Participation

- All Indian Major and Non Major port authorities and Maritime Boards especially **Chennai port Authority** which is already engaged in adoption of sustainability and automation initiatives.
- MoPSW, Regulatory bodies like DGS, Policy Makers, VIBHAS and NAVIC cells' members
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.



- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Logistics Companies, Warehousing operators such as Central Warehousing Cooperation, Allcargo Logistics , AP Moller Maersk, CEVA Logistics etc.
- Other Key stakeholders of the Maritime ecosystem such as Financial institutions, Academia (IMU, IRS, MTIs etc.), Technology providers, Ship builders such as Hindustan Shipping limited, Mazagon Dock Shipbuilders, etc.

Conclusion

KORMARINE 2025 offers a unique platform for India to further its ambitions in the global maritime sector. With its focus on cutting-edge technologies, sustainable energy solutions, and innovative fuel systems, India has the opportunity to forge valuable partnerships, enhance its shipbuilding capabilities, and drive the transition toward greener, more efficient maritime practices. By engaging with industry leaders and exploring new markets, Indian companies and policymakers can position themselves as key players in the future of the maritime industry. KORMARINE 2025 promises to be a pivotal event for India's continued growth and leadership in the global maritime landscape.



F. CMA Shipping Expo & Conference 2025

	Location: Hilton Stamford Hotel & Executive Meeting Centre, Stamford, Connecticut
	Date: 1 st – 3 rd April, 2025
	Host: Connecticut Maritime Association (CMA)



About this year's conference

The CMA Shipping Expo & Conference, widely regarded as the premier gathering for maritime professionals in North America, is celebrating its 40th anniversary in 2025. This iconic event will bring together over **1,250 delegates**, including **industry leaders, innovators, and stakeholders** from across the globe. With more than **115 expert speakers** and **80 exhibitors**, the event promises an engaging blend of conference sessions, exhibitions, and networking opportunities, all aimed at shaping the future of the maritime industry.

About CMA Expo & Conference 2024

The CMA Shipping Expo & Conference 2024, organized by the Connecticut Maritime Association, will take place from March 12-14 at the Hilton Stamford Hotel in Connecticut, USA. This premier maritime industry event features thought-provoking discussions, high-profile speakers, and over 80 exhibitors showcasing cutting-edge solutions and technology.

- Sustainability
- Digitalization
- Geopolitical Disruptions
- Decarbonization Efforts
- Maritime Safety and Security
- Supply Chain Resilience
- Regulatory and Legal Developments

Connecticut Maritime Association (CMA)

The Connecticut Maritime Association (CMA) is a non-profit organization built by its members for its members. It is an Association made of individuals representing every aspect of shipping and international trade. It is a non-profit trade association founded in 1984, dedicated to serving the global maritime industry. Based in Connecticut, the CMA provides a platform for professionals from all sectors of the maritime community, including ship owners, operators, charterers, and service providers, to collaborate, share knowledge, and promote best practices.

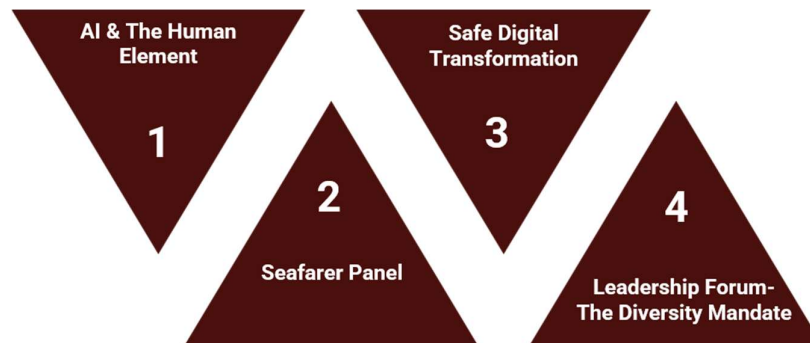


Conference Highlights

Commodore Award Ceremony

The event will honour **Todd Clough, President and CEO of Fairfield Chemical Carriers LLC**, as the 2025 Commodore. This prestigious award recognizes outstanding contributions to the maritime industry, continuing a tradition that has spanned four decades. Todd Clough will officially receive the honour during the **Commodore Gala Dinner on April 3**, which also features the symbolic "**passing of the hat**" ceremony from **Michael D. Tusiani**, the previous Commodore.

Key focus Areas of 2025



A dynamic conference agenda will tackle critical issues facing the maritime sector, ranging from digital transformation to seafarer welfare. Key sessions include:

- **AI & The Human Element:** Exploring the balance between technological advancements and the indispensable role of human expertise in maritime operations.
- **Safe Digital Transformation Panel:** A discussion on best practices for implementing new technologies while maintaining safety and operational efficiency.
- **Seafarer Panel:** A platform to examine the evolving Maritime Labour Convention (MLC) and provide a comprehensive outlook on labour challenges and opportunities within the U.S. shipping industry.
- **Leadership Forum - The Diversity Mandate:** A dialogue centred on improving diversity, equity, and inclusion across all levels of the maritime sector.

Cutting-Edge Topics

The conference will delve into technological and environmental challenges, including:

- **Artificial intelligence (AI)** and machine learning in maritime logistics and decision-making.
- **Decarbonization strategies** to meet global emissions targets.
- Enhancing **crew training** and addressing mental health and well-being.
- **Innovations in ship design** and sustainability practices.



Exhibition Features

The expo floor will showcase over **80 industry-leading suppliers**, offering participants a firsthand look at cutting-edge technologies, products, and services. Exhibitors will include shipbuilders, software providers, logistics experts, and environmental solution companies, all committed to driving progress in the maritime industry.

Networking Opportunities

Networking remains a cornerstone of CMA Shipping, with events such as the **Delegates' Luncheon, themed receptions, and informal meetups** designed to foster collaboration and knowledge exchange. The event provides attendees with an unparalleled opportunity to forge **meaningful connections, explore partnerships, and share insights** on navigating the complexities of global shipping.

Opportunities/ Impact for India

CMA Shipping Expo & Conference 2025 offers India's maritime sector opportunities for global networking, adopting green technologies, and exploring digital innovations. It provides insights on geopolitical trade impacts and helps Indian companies expand globally while aligning shipping regulations with international standards. This will strengthen India's position in global maritime trade.

Recommendations for India's Participation

- MoPSW, **Regulatory bodies like DGS, DGLL**, Policy Makers, VIBHAS and NAVIC cells' members
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- State Port and Transport Departments
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Logistics Companies, Warehousing operators such as Central Warehousing Cooperation, Allcargo Logistics , AP Moller Maersk, CEVA Logistics etc.
- Other Key stakeholders of the Maritime ecosystem such as Academia (IMU, IRS, MTIs etc.), Developers, Surveyors, Technology providers, Ship builders, etc.

Conclusion

The 40th CMA Shipping Expo & Conference promises to be an unforgettable celebration of maritime excellence. From discussing cutting-edge innovations to celebrating the achievements of industry pioneers, the event is set to define the future trajectory of the shipping industry. Professionals from across the spectrum—shipowners, operators, policymakers, and innovators—are encouraged to attend and contribute to shaping a more sustainable and technologically advanced maritime world



G. Tokyo Maritime Conference 2025

	Location: Tokyo, Japan
	Date: 13 th -17 th May, 2025
	Host: Committee Maritime International (CMI)

Comité Maritime International Tokyo Conference 2025

About this Year's Conference

The Tokyo Maritime Conference 2025, organized by the Committee Maritime International (CMI), will be a significant global event focusing on maritime security, trade, innovation, and environmental sustainability. The CMI, a body committed to advancing international maritime law, will bring together industry experts, policymakers, and maritime leaders to discuss and tackle critical challenges facing the maritime sector.

About CMI's Maritime International Colloquium 2024

CMI along with the Swedish Maritime Law Association conducted the Colloquium at Gothenburg, Sweden between 22nd – 24th May 2024. The Colloquium hosted a number of meetings for Working groups and Standing committees along with interesting sessions on various topics including

- Judicial Sale of Ships
- Polar shipping
- Marine Insurance
- Piracy, Maritime Violence and Fraudulent activities
- Floating Offshore wind Market Global outlook
- Future of Carriage of Goods
- Decarbonization
- European Law

The Welcome address was given by the President of CMI, Secretary-General, IMO and the President of Swedish MLA. The event witnessed participation from Japan, China, South Korea, Singapore, India and various other global maritime organizations.

About Committee Maritime International (CMI)

The CMI, which was formally established in 1897, is the oldest international organization in the maritime field. Although its foundation followed that of the International Law Association (ILA) by several years, the Comité was the first international organization concerned exclusively with maritime law and related commercial practices. CMI has been organizing these events for more than a century.



Key Focus Areas of 2025

The Key focus areas of this year's conference are 4-fold:



- Global Maritime Security and Regional Stability

The Tokyo Conference will centre on ensuring **maritime security**, particularly in regions like the Indo-Pacific, South China Sea, and Indian Ocean. The primary focus will include:

- **Freedom of Navigation and UNCLOS:** Ensuring safe and free passage of ships, especially through critical trade routes like the Malacca Strait and the South China Sea, with an emphasis on adhering to **UNCLOS** principles.
- **Counter-Piracy and Maritime Terrorism:** Continued efforts to address piracy in regions like the Gulf of Aden and Southeast Asia, and strategies for dealing with emerging threats like maritime terrorism.
- **Regional Security and Strategic Alliances:** Strengthening cooperation between maritime powers such as India, Japan, and the United States under frameworks like the **Quad**, to ensure regional maritime stability.

- Sustainability and Environmental Protection

The need for **sustainable shipping** will be a key theme, with discussions likely to focus on:

- **Decarbonization of Shipping:** Addressing how to reduce carbon emissions in maritime trade through the development of **green technologies** and alternative fuels.
- **Marine Pollution and Climate Change:** Efforts to combat marine pollution, particularly plastic waste, and strategies to address the impacts of climate change on marine ecosystems, such as rising sea levels and ocean acidification.
- **Biodiversity Conservation:** Protecting marine life and ecosystems from the harmful effects of overfishing, pollution, and climate change

- Innovation and Technology in Maritime Trade

The digital transformation of the maritime industry will be a central discussion point, with a focus on:



- **Autonomous Ships and AI Technologies:** Exploring the future of **autonomous shipping**, AI, and robotics in improving operational efficiency, safety, and reducing human error in maritime trade.
- **Blockchain and Digitalization:** The role of **blockchain** and digital tools in improving transparency, reducing fraud, and streamlining logistics and supply chain operations.
- **Maritime Cybersecurity:** Addressing the increasing threat of cyber-attacks on maritime infrastructure, such as ports and shipping networks, and the importance of robust cybersecurity measures.
- International Maritime Law and Regulation
 Maritime law will be another critical area of focus, with discussions likely centered around:
 - **Harmonizing Maritime Laws:** Strengthening international frameworks and ensuring consistency in the application of maritime law across regions to manage risks and disputes effectively.
 - **Liability and Insurance:** Revising liability and insurance regulations in light of new technologies and emerging challenges, particularly regarding environmental damage and maritime accidents.

India Pavilion's Envisaged Impact

For India, the Tokyo Conference shall an opportunity to engage with global stakeholders, reinforce its maritime security, and play a central role in addressing sustainable practices in shipping. As a prominent maritime nation in the Indo-Pacific, India's involvement in this conference will have strategic importance for its global maritime aspirations. Outlining some of the envisaged influence areas:

- Enhanced Maritime Security Cooperation
 India's maritime interests are deeply tied to the security of the Indian Ocean and Indo-Pacific region. The Tokyo Conference presents opportunities for India to:
 - **Strengthen Strategic Partnerships:** India can enhance its defence and maritime security partnerships with key players like Japan, the United States, and Australia, particularly within the Quad framework, to promote regional stability.
 - **Collaborate on Anti-Piracy Efforts:** India's role in combating piracy, particularly in the Gulf of Aden and Indian Ocean, will align with global efforts to enhance maritime security and law enforcement.
- Leadership in Sustainable Practices
 India's maritime industry is expanding, and the country can play a significant role in promoting environmental sustainability by:
 - **Adopting Green Shipping Technologies:** India can explore partnerships in green technologies, including renewable energy solutions and eco-friendly fuels, to reduce the environmental impact of shipping.
 - **Promoting Marine Conservation:** India has a vast coastline and marine biodiversity, making it a key player in the global fight against marine pollution and the conservation of marine ecosystems.



- Technological and Digital Innovation
 India has the potential to be a leader in **maritime digitalization** and innovation. The Tokyo Conference provides India the opportunity to:
 - **Collaborate on Digital Transformation:** India can engage in collaborations on **blockchain, big data, and AI technologies** to enhance the efficiency of maritime trade, port management, and logistics.
 - **Adopt Autonomous Shipping Technologies:** India can lead discussions on the future of **autonomous ships**, leveraging its growing tech sector to explore innovations in AI and robotics within the maritime sector.
- Contributing to Maritime Law and Regulatory Frameworks
 India's growing role in the global maritime arena gives it the opportunity to influence **maritime law** discussions, ensuring that the country's interests are protected within international regulatory frameworks, especially in terms of **freedom of navigation** and environmental protection.

Recommendations for India's Participation

- MoPSW, Regulatory bodies like DGS, DGLL, Policy Makers, VIBHAS and NAVIC cells' members
- Other Key stakeholders of the Maritime ecosystem such Academia (IMU, IRS, MTIs etc.), Developers, Surveyors, Technology providers etc.

Conclusion

The Tokyo Maritime Conference 2025 offers a critical platform for global dialogue on maritime security, environmental sustainability, trade, and innovation. For India, this conference represents a significant opportunity to strengthen its maritime security partnerships, advocate for sustainable shipping practices, and collaborate on technological advancements in the industry. As a growing maritime power with substantial interests in the Indo-Pacific, India has the potential to take a leadership role in shaping the future of global maritime governance, ensuring the security, sustainability, and efficiency of the world's oceans.



H. Asia Shipping Week

	Location: Hong Kong
	Date: 23 rd – 27 th April 2025
	Host: Asia Shipping Association



About Asia Shipping Week 2025

Asia Shipping Week is a premier event that brings together key stakeholders from the global shipping and maritime industries to discuss trends, challenges, and opportunities within the sector. As Asia is the hub for the majority of global maritime trade, this event serves as a platform for collaboration, knowledge-sharing, and fostering innovation. Participants include shipping companies, port authorities, policymakers, technology providers, and academic institutions, all working towards a sustainable and efficient maritime ecosystem.

Asia Shipping Association

The Asian Shipowners' Forum (ASF), founded in April 1992, is a key global shipping organization consisting of shipowners' associations from Australia, China, Hong Kong, Japan, Korea, and ASEAN nations. As of 2022, Asian companies own half of the world's tonnage.



ASF holds annual meetings on a rotational basis and operates five standing committees focusing on seafarers, ship insurance, safety, shipping policy, and ship recycling. In 2007, the ASF established a permanent office in Singapore to strengthen its influence. In 2015, ASF was renamed the Asian Shipowners' Association (ASA) to better reflect its work and progress.

About Asia Shipping 2024

The shipping industry emits around 3% of global greenhouse gas emissions (GHG). Over the past decade, its emissions have risen 20% – a trajectory the world “simply cannot afford”. A just and equitable transition is necessary as the sector eyes a low-carbon future with sustained economic growth. Asia Shipping Decarbonization Summit 2024 unites key stakeholders from the maritime industry, shipping companies, ports, policy regulators, major industry suppliers and technology providers to address urgent issues such as green fuels markets, shipping & ports decarbonization practices, major supporting technologies and international and national policies. Key topics for discussion

- Accelerating Shipping Decarbonization through Policy Action
- Pioneering Vessel Decarbonization
- Lifecycle Assessment of a Ship
- New Fuels for Shipping Decarbonization
- Digitalization Collaboration for Sustainability
- Green Steel



Key Focus Areas for 2025



Sustainability and Green Shipping:

- Transitioning to low-carbon fuels such as LNG, hydrogen, and ammonia.
- Promoting energy-efficient vessel designs and operational practices.
- Aligning with global environmental goals, including those set by the IMO.

Digital Transformation:

- Adoption of smart technologies like blockchain, AI, and IoT to enhance operational efficiency.
- Leveraging big data analytics for predictive maintenance and optimized shipping routes.
- Ensuring cybersecurity across digital maritime operations.

Resilience and Risk Management:

- Strengthening supply chain resilience to mitigate disruptions from natural disasters, pandemics, and geopolitical conflicts.
- Enhancing port infrastructure and logistics systems to adapt to changing trade patterns.

Regional and Global Connectivity:

- Expanding trade corridors and multimodal transport networks.
- Strengthening collaboration among Asian ports to boost intra-regional trade.
- Simplifying regulatory processes for seamless cross-border maritime trade.

Workforce Development:

- Addressing the skills gap through training and education programs.
- Promoting gender diversity and inclusivity in the maritime workforce.
- Preparing the workforce for technological advancements in shipping.



Envisaged Impact on India

Enhancing Port Infrastructure:

- Leveraging insights from Asia Shipping Week to modernize Indian ports and improve capacity.
- Developing deep-sea ports and expanding hinterland connectivity to boost trade efficiency.

Adopting Green Shipping Practices:

- Collaborating with global stakeholders to implement eco-friendly initiatives in India's maritime sector.
- Introducing incentives for using alternative fuels and green technologies.

Digitalization Initiatives:

- Accelerating the adoption of digital solutions for cargo handling, tracking, and documentation.
- Partnering with technology providers to develop smart port ecosystems.

Strengthening Trade Partnerships:

- Utilizing the event's platform to forge stronger trade relations with Asian countries.
- Promoting India as a strategic maritime hub for the Asia-Pacific region.

Workforce Skill Enhancement:

- Engaging with maritime academies and training institutions to align skill development with global standards.
- Fostering innovation and entrepreneurship in maritime technologies.

Recommendations for India's Participation

- All Indian Major and Non-Major port authorities and Maritime Boards especially **Mormugao Port Authority** which has already been recognized by IAPH for providing green shipping incentives and is aligned to the focus areas of this event. **Paradip Port Authority** is also progressing toward setting up a ship repair facility and shall gain more insights through this event.
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- MoPSW, Regulatory bodies like DGS, Policy Makers, VIBHAS and NAVIC cells' members
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Logistics Companies, Warehousing operators such as Central Warehousing Cooperation, Allcargo Logistics, AP Moller Maersk, CEVA Logistics etc.
- Other Key stakeholders of the Maritime ecosystem such as Academia (IMU, IRS, MTIs etc.), Developers, Surveyors, Technology providers, Ship builders, Consultants in this Sector etc.



Conclusion

Asia Shipping Week is a pivotal event that aligns with India's goals of enhancing its maritime sector and positioning itself as a key player in global trade. Active participation offers opportunities to modernize infrastructure, embrace sustainable practices, and strengthen trade relations. By leveraging the insights and partnerships formed during this event, India can accelerate its maritime development, foster innovation, and contribute to the growth of the global shipping industry.



I. IMDEX Asia

	Location: Singapore
	Date: 19 th – 21 st May 2025
	Host: Experia Events



Introduction

IMDEX Asia, the International Maritime Defence Exhibition and Conference, is a premier event for the maritime and defence industry in Asia. It serves as a platform for naval and maritime stakeholders, including governments, defence contractors, technology providers, and academia, to engage in dialogue, showcase cutting-edge innovations, and explore collaborations. As a cornerstone for discussing maritime security, technology advancements, and regional cooperation, IMDEX Asia is instrumental in shaping the future of naval defence and maritime operations.

About this IMDEX Asia 2025:

IMDEX Asia 2025, scheduled for May 6–8 at Singapore's Changi Exhibition Centre, is the premier naval and maritime defense event in the Asia Pacific region. This year's program features established conferences and real-time exchanges on critical maritime security topics, offering attendees valuable insights from renowned experts. The event also includes strategic networking opportunities and showcases cutting-edge technologies and solutions, making it a must-attend for professionals in the maritime defense industry.

About IMDEX 2024

IMDEX Asia 2024, held from May 6 to 8 at the Changi Exhibition Centre in Singapore, is Asia Pacific's leading naval and maritime defense event. The exhibition showcased the latest naval and integrated defense technologies, attracting 12,000 attendees from 70 countries, including 250 exhibitors from 25 countries. The event featured 22 warships from 13 countries and hosted 51 VIP delegates from 40 countries. Additionally, 22 Navy Chiefs, Coast Guard Directors, and Heads of Maritime Law Enforcement Agencies attended, underscoring the event's significance in the global maritime and defense calendar. The event featured two high-level conferences: the International Maritime Security Conference and the International Naval Engineering Conference, where leading experts and academics will discuss issues related to maritime security and present the latest technologies on naval platform design and developments.



Key Focus Areas for 2025

1. Maritime Security and Defence:

- Addressing regional security challenges, including piracy, smuggling, and territorial disputes.
- Showcasing advanced naval systems, surveillance technologies, and unmanned maritime vehicles.

2. Technological Innovations:

- Exploring next-generation naval platforms, autonomous systems, and cybersecurity solutions.
- Highlighting advancements in shipbuilding, radar systems, and artificial intelligence for defence applications.

3. Sustainability in Naval Operations:

- Promoting eco-friendly technologies for naval vessels, such as green propulsion systems.
- Adopting strategies to minimize the environmental impact of maritime defense activities.

4. Regional Cooperation and Partnerships:

- Facilitating discussions on multilateral collaborations to ensure peace and stability in maritime domains.
- Strengthening interoperability between navies through joint exercises and shared protocols.

5. Industry and Workforce Development:

- Encouraging innovation in the defence sector through public-private partnerships.
- Focusing on skill development and training to meet the evolving needs of maritime defence.



Envisaged Impact on India

1. **Strengthening Maritime Defence:**

- Utilizing IMDEX Asia as a platform to showcase indigenous defence technologies, such as the Made-in-India naval ships and submarines.
- Enhancing India's maritime surveillance and anti-submarine warfare capabilities.

2. **Promoting Indigenous Technology:**

- Presenting Indian innovations in areas like UAVs, radar systems, and missile technology to potential international collaborators.
- Highlighting the achievements of initiatives like 'Aatmanirbhar Bharat' in the defence sector.

3. **Forging Strategic Partnerships:**

- Engaging with regional and global players to strengthen defence cooperation.



- Exploring opportunities for joint ventures and technology transfers with leading defence manufacturers.

4. Expanding Defence Exports:

- Showcasing India's capabilities in building high-quality, cost-effective defence equipment.
- Strengthening India's position as a reliable supplier of defence solutions in Asia and beyond.

5. Skill and Capacity Building:

- Collaborating with global defence academies and institutions to upskill Indian personnel.
- Encouraging innovation and entrepreneurship in the defence technology sector.

Recommendations for India's Participation

- MoPSW, Regulatory bodies like DGS, DGLL, Policy Makers, VIBHAS and NAVIC cells' members
- Other Key stakeholders of the Maritime ecosystem such as Financial institutions, Academia (IMU, IRS, MTIs etc.), Developers, Surveyors, Technology providers, Ship builders, Consultants in this Sector etc.

Conclusion

IMDEX Asia is a crucial event for advancing maritime defence strategies, fostering regional stability, and embracing technological innovations. For India, participation in this event offers unparalleled opportunities to showcase its defence capabilities, build strategic alliances, and strengthen its maritime footprint. By leveraging the platform provided by IMDEX Asia, India can reinforce its commitment to regional security, boost defence exports, and establish itself as a leader in maritime defence and technology.



J. Marintec China 2025

	Location: Shanghai, China	
	Date: 2 nd – 5 th December 2025	
	Host: Experia Events	

Introduction

Marintec China 2025, one of the largest and most influential maritime trade exhibitions globally, is set to bring together stakeholders from the shipping, shipbuilding, and maritime technology sectors. As a **biennial event**, it provides a platform for showcasing innovative technologies, discussing industry trends, and fostering collaborations to drive the future of maritime commerce and sustainability. With China's pivotal role in global shipping, Marintec China 2025 will highlight the region's influence on maritime innovation and trade.

Experia Events

Experia Events, established in 2005, is a Singapore-based company specializing in organizing and managing conferences, exhibitions, and trade events of strategic interest. Their services encompass business development, industry insights, protocol management, sponsorship management, venue management, and data protection.



As the organizer of IMDEX Asia, Experia Events plays a pivotal role in fostering industry development and facilitating networking opportunities within the maritime and defense sectors.

Marintec 2023

The Marintec China 2023 opened in Shanghai on Dec 5, attracting over 2,000 renowned companies from shipbuilding and marine engineering sectors across more than 30 countries and regions. The four-day event focuses on the latest achievements in applying new technologies such as green, low-carbon initiatives and unmanned navigation in these sectors.

Marintec China has become renowned as the most authoritative B2B platform for the International Maritime Industry. Organized with the professional expertise of China's largest trade exhibition organizer—Informa Markets in conjunction with the Shanghai Society of Naval Architects & Marine Engineers (SSNAME), Marintec China is set far apart from other platforms in connecting businesses and distilling insight for Asia's maritime industry.



Key Focus Areas for 2025



1. Green Shipping and Sustainability:
 - Promoting low-carbon and zero-emission shipping technologies.
 - Exploring advancements in alternative fuels, such as LNG, hydrogen, and methanol.
 - Implementing eco-friendly ship designs and sustainable port operations.
2. Smart Shipping and Digitalization:
 - Showcasing AI, blockchain, and IoT applications in shipping logistics and vessel operations.
 - Advancing autonomous shipping technologies and smart navigation systems.
 - Enhancing data analytics for predictive maintenance and operational efficiency.
3. Maritime Equipment and Shipbuilding Innovation:
 - Highlighting the latest in shipbuilding materials, propulsion systems, and marine equipment.
 - Advancing modular ship designs and retrofitting solutions for older vessels.
 - Encouraging collaborations to streamline the ship manufacturing process.
4. Global Trade and Connectivity:
 - Strengthening the role of maritime networks in supporting global trade.
 - Focusing on multimodal transport systems and integrated supply chains.
 - Exploring strategies to mitigate disruptions in maritime trade.
5. Industry Resilience and Workforce Development:
 - Preparing the workforce for technological advancements and changing industry demands.
 - Promoting safety protocols and crisis management strategies.
 - Encouraging gender diversity and inclusivity in the maritime workforce.

Envisaged Impact on India

1. Expanding Maritime Exports:
 - Leveraging Marintec China 2025 to showcase India's capabilities in shipbuilding and marine equipment manufacturing.
 - Strengthening India's position as a supplier of cost-effective maritime solutions.
2. Adopting Green Technologies:
 - Collaborating with global players to integrate eco-friendly technologies in Indian ports and shipping.
 - Accelerating the adoption of low-emission fuels and energy-efficient vessel designs.



3. Digitalization and Smart Ports:

- Learning from global best practices to implement smart port infrastructure in India.
- Partnering with technology providers to modernize cargo handling and logistics systems.

4. Forging Strategic Alliances:

- Building partnerships with Chinese and international firms to enhance India's maritime ecosystem.
- Exploring joint ventures and technology exchanges in shipbuilding and marine engineering.

5. Skill Development and Training:

- Engaging with maritime training institutions to upskill the Indian workforce.
- Promoting innovation and entrepreneurship in the maritime sector through knowledge exchange.

Recommendations for India's Participation

- All Indian Major and Non-Major port authorities and Maritime Boards such as **New Mangalore Port Authority** focused on Green shipping and sustainability initiatives.
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- State Port and Transport Departments
- MoPSW, Regulatory bodies like DGS, Policy Makers, VIBHAS and NAVIC cells' members
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Other Key stakeholders of the Maritime ecosystem such as Financial institutions, Academia (IMU, IRS, MTIs etc.), Developers, Surveyors, Technology providers, Ship builders, Consultants in this Sector etc.

Conclusion

Marintec China 2025 is poised to be a transformative event for the global maritime industry. For India, it presents a unique opportunity to strengthen its maritime capabilities, adopt cutting-edge technologies, and foster international collaborations. By actively participating in this event, India can enhance its maritime infrastructure, promote sustainable practices, and establish itself as a key player in the global shipping and shipbuilding industry.



K. Global Maritime Forum Annual Summit 2025

	Location: Antwerp, Belgium
	Date: 21 st – 22 nd October 2025
	Host: Global Maritime Forum



About Global Maritime Forum Annual Summit 2025

The Global Maritime Forum Annual Summit 2025, a **biennial event**, is set to take place in Antwerp, Belgium, one of Europe’s most significant maritime hubs. As Europe’s second-largest port complex, Antwerp stands out not only for its robust infrastructure but also for its proximity to Brussels—a center of European policymaking. This unique geographical and strategic advantage makes Antwerp an ideal location for this prestigious forum. The event promises to bring together thought leaders, policymakers, and industry experts to address pressing challenges and opportunities in the global maritime industry.

Global Maritime Forum Annual Summit 2023

The Annual Summit has a history of fostering collaboration and innovation. In 2023, the event saw the participation of 609 participants, 432 unique organizations and representatives from 50 different countries. The major partners for the 2023 summit included Anglo American, Anglo Easterns, Panama Canal Authority, Synergy Marine, and Fleet Management, showcasing diverse and influential mix of stakeholders. The conference has been instrumental in driving the maritime sector through multiple charters and coalitions signed by large stakeholders. A few examples are:

Sea Cargo Charter (Launched October 2020): The Sea Cargo Charter gives a standardized framework to assess and disclose the climate alignment of chartering activities, encouraging international shipping to align with global climate goals. The charter got support from 35+ signatories from 13 different countries.

Getting to Zero Coalition (Founded September 2019): Over 200 organizations, including 180+ private companies This coalition is dedicated to deploying commercially viable zero-emission vessels and fuels by 2030. Its overarching goal is to achieve complete decarbonization of maritime shipping by 2050.

In 2023, the engaging discussion happened on diverse topics ranging from “Collaborations on operational efficiencies” to **“Digitalization and Data Transparency”**

The major **keynote speakers for 2023** edition in Athens were:

1. **Jan Dieleman**, President, Cargill Ocean Transportation, and Chair of the Global Maritime Forum, who emphasized the urgency of maritime decarbonization.
2. **Toshiaki Tanaka**, Executive Vice President, Mitsui O.S.K. Lines, who highlighted the critical role of shipping in achieving net-zero targets.



3. **Semiramis Paliou**, CEO, Diana Shipping Inc., who inspired collective action for sustainability in the maritime sector.

Key Focus Areas for 2025

1. **Decarbonization:** Exploring zero-emission fuel production and infrastructure to align with climate goals.
2. **Seafarer Well-being:** Addressing the mental and physical health challenges of seafarers to ensure sustainable maritime operations.
3. **Maritime Governance:** Crafting policies to strengthen global maritime operations and security amidst evolving geopolitical dynamics.

Recommendations for India's Participation

Given its focus on expanding port infrastructure, adopting green technologies, and enhancing maritime governance, GMF provides a unique platform for Indian stakeholders such as:



1. **Government Ministries and Bodies:** Ministry of Ports, Shipping, and Waterways and Directorate General of Shipping to align the India's maritime standards with international regulations.
2. **Indian Ports and Authorities:**
 - **Jawaharlal Nehru Port Authority (JNPA):** As India's largest container port, JNPA can benefit from discussions on sustainable port operations.
 - **Syama Prasad Port Authority:** Engaging with global experts for clean energy and decarbonization strategies.
 - **Cochin Port Authority:** Exploring advancements in maritime connectivity and eco-friendly operations.
 - **Chennai Port Authority** and **Visakhapatnam Port Authority** to enhance east coast trade sustainability and logistics.
3. **Shipping and Logistics Companies:** **Shipping Corporation of India (SCI)** and **Adani Ports** and **SEZ Limited** can use the platform to foster alignment with international decarbonization frameworks.
4. **Research and Educational Institutions:** **Indian Maritime University (IMU):** Sharing insights on maritime education and training to align the education.
5. **Private Sector Stakeholders:** Companies like **Essar Ports**, **DP World India**, and **Allcargo Logistics** to establish partnerships for enhancing infrastructure and sustainable operations.

Conclusion




The Global Maritime Forum Annual Summit 2025 is poised to be a landmark event for the maritime industry. With its focus on decarbonization, seafarer well-being, and governance, the



summit offers a platform for fostering international collaboration and innovation. For India, the event represents an invaluable opportunity to accelerate its maritime development, gain actionable insights, and establish partnerships that drive long-term growth and sustainability. As the maritime sector navigates a complex future, such forums are essential for shaping the strategies and policies that will define the industry's trajectory.



L. Seatrade Europe 2025

	Location: Hamburg, Germany
	Date: 10 th – 12 th September 2025
	Host: Informa Markets



About Sea trade Europe 2025

Seatrade Europe 2025 will convene in Hamburg, Germany, one of the leading cruise hubs in Europe. The conference is designed to unite stakeholders from across the cruise and river cruise sectors, including cruise lines, port authorities, technology innovators, and tourism representatives. It will feature dynamic discussions and exhibitions showcasing cutting-edge solutions, emerging trends, and sustainable growth strategies.

Building on the success of previous editions, the 2025 event will focus on innovation, sustainability, and collaboration to shape the future of the cruise industry. The conference aims to foster meaningful partnerships, enhance operational efficiency, and drive environmentally responsible practices within the cruise ecosystem.

About Informa Markets

Informa Markets is a division of Informa plc, a leading global business intelligence, academic publishing, knowledge, and events group. Informa Markets connects buyers and sellers across over a dozen specialist markets, including Boating, Pharmaceuticals, Food, Fashion, and Infrastructure.



They facilitate business and trade through live events, such as major annual business-to-business exhibitions, and digital services like lead and demand generation solutions

About Sea trade Europe 2023

The 2023 event, held from September 6-8 in Hamburg, focused on the theme of **"Scaling Sustainably."** Key discussions revolved around:

- Balancing growth with sustainability through innovations in logistics, capacity management, and stakeholder collaboration.
- Developing net-zero itineraries and adopting shore-side solutions for environmental efficiency.
- Enhancing passenger experiences with smart technologies and sustainable shore excursions.



Focus Areas for 2025

The Seatrade Europe 2025 agenda will delve deeper into:

1. **Sustainability in Cruise Operations:** Exploring renewable energy sources, shore-side power solutions, and sustainable fuel adoption.
2. **Emerging Technologies:** Leveraging AI, IoT, and automation to enhance operational efficiency and guest satisfaction.
3. **Destination Development:** Strengthening partnerships between cruise lines, destinations, and service providers to create unique and sustainable travel experiences.
4. **Passenger Experience:** Innovations in onboard entertainment, health and safety measures, and luxury offerings to cater to evolving customer expectations.



Keynote Speakers from 2023

The 2023 conference featured prominent industry leaders, including:

- **Michael Thamm** – Chairman, CLIA Europe and Group CEO, Costa Group and Carnival Asia
 - Delivered insights on sustainable growth strategies for the cruise industry.
- **Other Experts:**
 - Discussed topics such as capacity management, digital transformation, and achieving net-zero operations.

The 2025 lineup is expected to include a mix of seasoned leaders and innovators addressing the most pressing issues in the cruise sector.

Envisaged Impact on India

Seatrade Europe 2025 provides a platform for Indian stakeholders to:

1. **Promote Indian Destinations:** Showcase Indian ports and tourism destinations to attract European cruise itineraries.
2. **Collaborate on Sustainability:** Engage with European experts to adopt green technologies, such as shore-side power and alternative fuels, in Indian cruise ports.
3. **Strengthen Partnerships:** Forge relationships with cruise lines and technology providers for infrastructure development and operational enhancements.
4. **Enhance Passenger Services:** Learn from global leaders to improve passenger experiences and onboard services in India's growing cruise market.



Exhibition Opportunities

Seatrade Europe 2025 will feature an extensive exhibition area where businesses can showcase their products, services, and innovations. Key sectors include:

- Ports and destinations.
- Shipbuilding and refurbishment.
- Technology providers offering solutions in sustainability, connectivity, and automation.
- Entertainment and luxury service providers.

Indian exhibitors can leverage this platform to highlight their offerings and connect with European buyers and operators.

Recommendations for India's Participation

- All Indian Major and Non Major port authorities and Maritime Boards especially **Kamarajar Port limited** which is focused on developing Integrated command control center and adoption of port digitization.
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- MoPSW, Regulatory bodies like DGS, Policy Makers, VIBHAS and NAVIC cells' members
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Other Key stakeholders of the Maritime ecosystem such as Financial institutions, Academia (IMU, IRS, MTIs etc.), Developers, Surveyors, Technology providers, Ship builders, Consultants in this Sector etc.

Conclusion

Seatrade Europe 2025 represents a pivotal opportunity for stakeholders to engage with the European cruise community, adopt global best practices, and explore avenues for sustainable growth. For India, this event is a gateway to positioning itself as a prime cruise destination and a leader in sustainable maritime operations.



M. International Cruise Summit 2025

	Location: Meliá Castilla Hotel, Madrid, Spain	
	Date: 18 th – 19 th November 2025	
	Host: Cruises News Media Group	

About International Cruise Summit 2025

The **International Cruise Summit (ICS)** is one of the most prominent global events in the cruise industry, bringing together executives, policymakers, and stakeholders to discuss trends, challenges, and opportunities. The 2025 summit will focus on themes like sustainability, digital transformation, marketing strategies, and enhancing passenger experiences. Following a successful 2024 edition, ICS 2025 aims to foster innovation and collaboration among cruise lines, ports, and service providers.

About ICS 2024

The 2024 summit analysed key trends reshaping the cruise industry, including:

- **Overnight Port Stays:** Growing among premium and luxury cruise lines, this trend offers economic benefits to destinations, reduces emissions, and enhances passenger experiences.
- **Digital Transformation:** Ports and cruise lines discussed the use of AI in administrative processes and new technologies like cruise dock electrification for reducing atmospheric emissions.
- **Boutique Cruise Lines:** The rise of small cruise lines like Alma Cruceros and Silenseas highlighted the shift towards personalized, luxury experiences.
- **Border Control Challenges:** The implementation of the EES/ETIAS system in the Schengen Area was addressed with strategies to manage its operational and logistical impact.

About Cruises News Media Group

Leading cruise media company specialising in the promotion, development, communication and marketing of the global cruise industry. Publisher of Cruises News magazine and organizer and owner of the events Cruise Excellence Awards Ceremony and the International Cruise Summit. Cruises News Media Group's knowledge area provides training and advice on the global cruise industry.

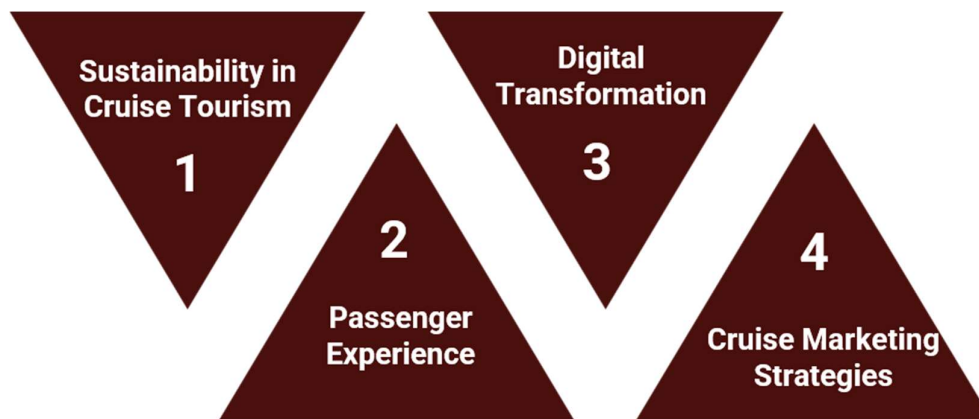
Keynote Speakers from 2024:

1. **Álvaro Rodríguez Dapena** - President of Puertos del Estado- Discussed the importance of port electrification projects in reducing emissions.



2. **Carolina Toledo Martínez de Galinsoga** - Deputy General Director of Tourism Promotion, Community of Madrid- Highlighted Madrid's role in promoting cruise tourism.
3. **Shannon McKee** - President of Access Cruise- Delivered insights on entrepreneurship and AI's role in cruise innovation.
4. **Dr. Jörg Rudolph** - President of Aroya Cruises- Introduced Saudi Arabia's first cruise line.

Focus Areas for 2025



1. **Sustainability in Cruise Tourism:** Exploring strategies to reduce emissions and integrate eco-friendly technologies like shore-side power and alternative fuels.
2. **Digital Transformation:** Discussing AI-driven solutions for optimizing cruise operations and passenger management.
3. **Passenger Experience:** Focusing on enhanced onboard services, destination excursions, and luxury offerings.
4. **Cruise Marketing Strategies:** Analyzing innovative approaches for targeting diverse customer segments and expanding market reach.

Envisaged Impact on India

ICS 2025 presents a significant opportunity for Indian stakeholders to:

- **Promote Indian Destinations:** Showcase ports like Goa, Mumbai, and Kochi to attract international cruise itineraries.
- **Collaborate on Sustainability:** Partner with global leaders to adopt green port initiatives and alternative energy solutions.
- **Expand Cruise Offerings:** Work with boutique and luxury cruise lines to develop unique cultural experiences in India.
- **Adopt AI Solutions:** Learn from industry experts to streamline cruise operations and improve passenger engagement.



Recommendations for India's Participation

- All Indian Major and Non Major port authorities and Maritime Boards especially **Mumbai port authority** which is an integral part of the cruise operations in India.
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- State Tourism Boards and Cruise Tourism Departments.
- MoPSW, Regulatory bodies like DGS, Policy Makers, VIBHAS and NAVIC cells' members
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.

Conclusion




The International Cruise Summit 2025 offers a platform to engage with global leaders, adopt innovative practices, and explore collaborative opportunities in the cruise industry. For India, ICS 2025 is an avenue to enhance its cruise tourism sector, foster international partnerships, and position itself as a key player in sustainable cruise operations.



5.5. Events planned to be hosted by India

A. Maritime India Conference & Expo 2025



	Location: Bombay Exhibition Centre, Goregaon East, Mumbai
	Date: January 22-24, 2025
	Host: Federation of Indian Chambers of Commerce and Industry (FICCI) Indian Ports Association (IPA)

About Maritime conference & Expo 2025

India Maritime 2025 is scheduled for **January 22–24, 2025**, at the **Bombay Exhibition Centre in Goregaon East, Mumbai**. Organized by the **Federation of Indian Chambers of Commerce & Industry (FICCI)**, this event focused on “Expanding Horizons, Enhancing Sustainability and Connectivity shall serve as a premier platform for stakeholders in the maritime sector to discuss industry trends, innovations, and opportunities. The conference will feature keynote addresses, panel discussions, workshops on cutting-edge technologies, and an expansive exhibition showcasing the forefront of maritime innovation.

About Federation of Indian Chambers of Commerce and Industry (FICCI)



The Federation of Indian Chambers of Commerce and Industry (FICCI) is one of the largest and oldest business organizations in India, founded in 1927. It serves as a platform for Indian businesses and industries to collaborate, discuss issues, and advocate for economic reforms.

FICCI is engaged in various sectors, including manufacturing, trade, services, agriculture, and infrastructure, working with policymakers to influence economic policy and improve the business environment. With a membership spanning across Indian and international companies, FICCI plays a key role in promoting India as a global business hub, organizing conferences, trade fairs, and industry events. It also provides research, networking opportunities, and policy advocacy to support the growth and development of Indian industries.

About Indian Ports Association (IPA)



The Indian Ports Association (IPA) is an autonomous body established in 1966 under the MoPSW. It serves as the apex organization for India’s major ports, promoting growth and development in the maritime sector. IPA coordinates port activities, advocates for policy improvements, and works to standardize operations across ports. It also plays a key role in infrastructure development and enhancing port efficiency, contributing to India’s economic growth.



Key Focus Areas for 2025

1. **Sustainable Maritime Practices:** Emphasizing eco-friendly technologies and green initiatives in the maritime sector.
2. **Digitalization:** Integrating advanced digital solutions for port operations, logistics, and maritime services.
3. **Skill Development:** Training and upskilling the workforce to meet the evolving demands of the maritime industry.
4. **Policy Framework:** Discussing regulatory reforms to facilitate ease of doing business and attract investments.
5. **Global Collaboration:** Fostering international partnerships to enhance maritime trade and security.

Sustainable Maritime Practices

Digitalization

Skill Development

Policy Framework.

Global Collaboration

About Global Maritime India Summit 2023

Global Maritime India Summit (GMIS) 2023 is a flagship event aimed at propelling the Indian maritime economy by promoting global and regional partnerships and facilitating investments. It is an annual meet of the Indian and international maritime community to address key industry issues and exchange ideas to bring the sector forward. Driven by the MoPSW, GMIS 2023 brought together global maritime players, policy makers and regulators, key opinion leaders and industry leaders through a series of engaging dialogues, forums and knowledge exchange platforms. The event included an investor summit and an international exhibition that facilitated interaction and collaboration among the Indian and international maritime companies, policy makers, investors, and other stakeholders. In order to encourage dialogue and cooperation among key industry leaders, the event featured a Global CEOs' Forum. Further, to recognize partners that have made outstanding contributions to India's development as a leading maritime center, the event Maritime Excellence Achievers' ceremony. The key highlights of Event's participation includes:

International Representatives:

- Delegations from Over 30 Countries: The summit attracted participants from more than 30 countries, highlighting its global significance.
- CEOs and Industry Leaders: The event featured CEOs from 33 international companies and 17 Indian companies, emphasizing the collaborative nature of the summit.
-



Notable Organizations:

- Port of Barcelona: Participated as exhibitors and engaged in private meetings, indicating active international collaboration.
- Federation of Indian Chambers of Commerce & Industry (FICCI): Played a significant role in organizing and facilitating the summit.

Key Highlights of GMIS 2023:

- **Amrit Kaal Vision 2047:** Prime Minister Modi unveiled this blueprint for India's maritime blue economy, outlining plans for sustainable growth and development in the sector.
- **International Participation:** The summit witnessed participation from ministers and delegates representing various countries, underscoring its global significance.
- **Amrit Kaal Vision 2047:** Prime Minister Modi unveiled this blueprint for India's maritime blue economy, outlining plans for sustainable growth and development in the sector.
- **Investment Initiatives:** Projects worth more than ₹23,000 crores were inaugurated, dedicated, or had their foundation stones laid, aligning with the vision for a robust maritime economy.
- **Focus Areas:** The summit featured discussions on several critical topics, including decarbonizing maritime transport, automation and digitalization, multimodality, cruise tourism, urban water mobility, and maritime professional services.

Key Activities at GMIS 2023



The major **keynote speakers** for 2023 edition in Mumbai were:

1. **Shri Sarbananda Sonowal**, Minister of Ports, Shipping and Waterways and Minister of AYUSH



2. Government of India, highlighted India's leadership in green transition efforts.
3. **Shri Nitin Gadkari**, Minister for Road Transport & Highways, Government of India.
4. **Shri Shripad Y. Naik**: Minister of State for Ports, Shipping and Waterways, and Tourism, Government of India.
5. **Shri Shantanu Thakur**: Minister of State for Ports, Shipping and Waterways, Government of India.
6. **Mr. Rajiv Agarwal**: CEO & MD, Essar Ports.
7. **Mr. Luc Arnouts**: Vice President - International Relations and Networks, Port of Antwerp-Bruges.
8. **Ms. Elisabetta de Nardo**: Vice President - Port Development, MSC Cruises.

Impact on India

The **Global Maritime India Summit (GMIS) 2023**, held from October 17 to 19 in Mumbai, highlighted several key opportunities for India's maritime sector:

Key Benefits of GMIS 2023

Investment Opportunities, Govt-to-Govt Meetings, International collaborations, Policy discussions & agreements, Networking & business opportunities, Innovation & technology showcase, Tapping skilled workforce



1. **Port Development and Expansion**: Enhancing port infrastructure to increase cargo handling capacity and efficiency, thereby strengthening India's position in global trade.
2. **Green Ports and Sustainable Practices**: Implementing eco-friendly technologies and practices to develop green ports, aligning with global environmental standards and promoting sustainability.
3. **Automation and Digital Transformation**: Adopting advanced technologies to automate port operations and enhance digital connectivity, improving operational efficiency and reducing turnaround times.
4. **Coastal Shipping and Inland Water Transport**: Developing coastal and inland waterways to provide cost-effective and efficient transportation alternatives, reducing congestion on road and rail networks.



5. **Shipbuilding and Repair:** Expanding the shipbuilding and repair industry to meet domestic and international demand, creating employment opportunities and boosting economic growth.
6. In Global Maritime India Summit in **2023**, where India secured **over 119 billion US dollars** in investment commitments.

Recommendations for Participation

Based on the focus areas and larger objective of the Event, the recommended participants includes:




- All Indian Major and Non Major port authorities and Maritime Boards
- International Ports and Maritime Boards such as Port of Rotterdam, Jebel ali, Port Klang, Antwerp port, Port of Hamburg etc.
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- State Port and Transport Departments
- Central Ministries, Departments, Policy Makers, VIBHAS and NAVIC cells' members
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Logistics Companies, Warehousing operators such as Central Warehousing Cooperation, Allcargo Logistics , AP Moller Maersk, CEVA Logistics etc.
- Other Key stakeholders of the Maritime ecosystem such as Financial institutions, Academia (IMU, WMU, MTIs etc.), Developers, Surveyors, Technology providers, Ship builders, Consultants in this Sector etc.

Conclusion

India Maritime 2025 aims to serve as a catalyst for the transformation of India's maritime sector by addressing key challenges and exploring opportunities. The event is expected to facilitate meaningful discussions, showcase innovations, and promote collaborations that will contribute to the sustainable growth and global competitiveness of India's maritime industry.



B. The India Ports Conference 2025

	Location: Mumbai
	Date: May 8-9, 2025
	Host: Indian Infrastructure Publishing Pvt. Ltd.



Event Overview

The **India Ports Conference 2025** is scheduled for **May 8-9, 2025**, in Mumbai. This event aims to convene key stakeholders from both the public and private sectors to deliberate on the future of India's maritime industry. The conference will emphasize port modernization, multimodal logistics, sustainability, and digitalization, aligning with India's 2047 vision. As the nation advances with initiatives like Sagarmala 2.0 and the Maritime Amrit Kaal Vision, discussions at this event are expected to be pivotal in charting a course for India's leadership in global maritime logistics.

About Indian Infrastructure Publishing Pvt. Ltd.

Indian Infrastructure Publishing Pvt. Ltd. is a company focused on providing comprehensive information and insights into India's infrastructure sectors. Through a wide range of publications, research reports, and conferences, the company serves as a key resource for professionals in sectors such as power, renewable energy, oil and gas, ports, telecommunications, railways, aviation, and more. The company publishes several industry-leading magazines, including *Power Line*, *Indian Infrastructure*, *Renewable Watch*, *tele.net*, *Smart Utilities*, and *Gujarat Infrastructure*, which cover the latest trends, issues, and innovations across various infrastructure fields. Additionally, Indian Infrastructure Publishing Pvt. Ltd. undertakes over 35 multi-client research studies annually, addressing critical topics within infrastructure. The company also organizes more than 60 conferences and events each year, both in India and internationally, bringing together industry experts to discuss challenges, share knowledge, and explore new opportunities. Their work plays a pivotal role in advancing the infrastructure sector in India.

Highlights from Previous Editions:

- **India Ports Conference 2023:** This edition emphasized green business practices, technological advancements, and cybersecurity in the maritime sector. Key sessions included discussions on sustainable port models, digitization, future fuels, shore power projects, and the importance of investing in human capital and skill development to meet the evolving needs of the industry.
- **India Ports Conference 2024:** Held on June 6-7, 2024, in Mumbai, this conference focused on modernizing Indian ports with an emphasis on efficiency, digitalization, and



environmental sustainability. Experts presented cutting-edge technological solutions and best practices for eco-friendly operations through a series of panel discussions and presentations.

Key Participants of Previous Editions

Government Officials:

- Shri. Shyam Jagannathan, IAS: Director General of Shipping, Ministry of Ports, Shipping and Waterways, Government of India.
- Shri Rajiv Jalota, IAS: Chairman, Mumbai Port Authority, and Chairman, Indian Ports Association.
- Shri. Sanjay Sethi: Additional Chief Secretary, Transport & Ports, Government of Maharashtra.

Industry Leaders and Organizations:

- Mr. Sabyasachi Hajara: Former Chairman and Managing Director, Shipping Corporation of India, and Chairman, INMEX SMM India Advisory Board.
- Mr. Rajiv Agarwal: Managing Director, Essar Ports.
- Mr. Dhruv Gadh: Partner, PwC India.
- Mr. Bhushan Kumar: Joint Secretary, Sagarmala, Ministry of Ports, Shipping and Waterways.
- Mr. Unmesh Sharad Wagh: Chairman, Jawaharlal Nehru Port Authority.
- Mr. Madhvendra Singh: CEO, Gujarat Maritime Cluster.
- Mr. Frank Geerkens: Consul General of Belgium in Mumbai.
- Mr. Senthilkumar Subramanian: CEO, Dakshin Bharat Gateway Terminal.
- Mr. Ashish Dhawan: Senior Consultant - Infra, ESRI India.
- Mr. Sunay Mukerjee: Chief Operating Officer, Gateway Terminals India Pvt. Ltd.
- Mr. Daljit Singh: India Representative, Port of Antwerp-Bruges.

Port Authorities:

- Jawaharlal Nehru Port Authority: Represented by Chairman Mr. Unmesh Sharad Wagh.
- Mumbai Port Authority: Represented by Chairman Shri Rajiv Jalota, IAS.
- Paradip Port Authority: Represented by Deputy Chairman Mr. Nilabhra Dasgupta.

International Representatives:

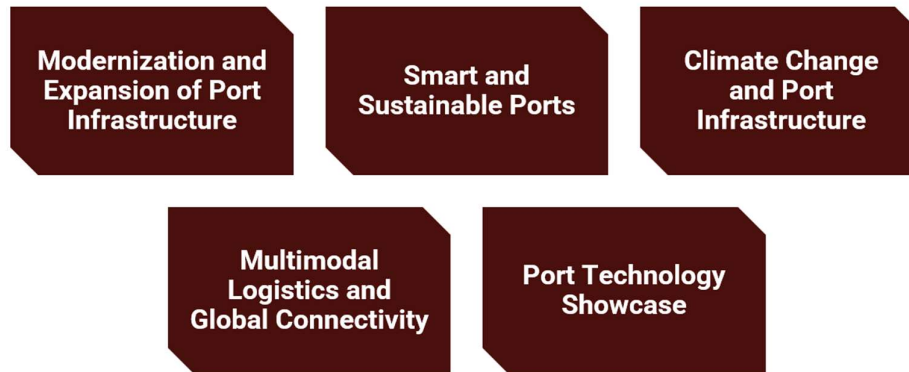
- Mr. Frank Geerkens: Consul General of Belgium in Mumbai, highlighting international collaboration in the maritime sector.

The conference featured over 200 attendees and more than 50 speakers, facilitating discussions on modernizing Indian ports with a focus on efficiency, digitalization, and environmental sustainability.



Keynote speakers from Previous Editions:

India Ports Conference 2023:



1. Shri Rajiv Jalota, IAS: Chairman of the Mumbai Port Authority and Chairperson of the Indian Ports Association, he delivered the keynote address, focusing on the roadmap for green ports and sustainable development.
2. Captain B K Tyagi: Chairman and Managing Director of The Shipping Corporation of India Ltd, he provided a special address emphasizing the importance of sustainable practices in the maritime industry.

India Ports Conference 2024:

1. Mr. Yogesh Mudras: Managing Director of Informa Markets India, he delivered the welcome presentation, setting the stage for discussions on modernization and green practices in India's ports.
2. Mr. Sabyasachi Hajara: Chair of the INMEX SMM India Advisory Board and Former Chairman and Managing Director of The Shipping Corporation of India Limited, he emphasized the interconnectedness of shipping, ports, and shipbuilding in his address.

Key focus areas of the 2025 Conference:

1. **Modernization and Expansion of Port Infrastructure:** Sessions will address challenges in scaling up port infrastructure to meet future trade volumes, the development of mega ports, and the role of super terminals in facilitating large container ships.
2. **Smart and Sustainable Ports:** Discussions will focus on aligning Indian ports with global sustainability standards, reducing greenhouse gas emissions, transitioning to low-carbon operations, and leveraging innovations such as green hydrogen and smart grids.



3. **Climate Change and Port Infrastructure:** Exploring the impact of climate change on port operations and infrastructure, and strategies to mitigate associated risks.
4. **Multimodal Logistics and Global Connectivity:** Deliberations on enhancing connectivity through integrated logistics solutions to improve efficiency and reduce costs.
5. **Port Technology Showcase:** An exhibition featuring the latest innovations in port technology, providing attendees with insights into cutting-edge solutions.

Envisaged Impact on India

1. **Port Modernization and Capacity Expansion:**
 - Development of world-class infrastructure to handle larger vessels and increased cargo throughput.
 - Enhanced container terminal facilities to boost India's trade competitiveness.
2. **Green Port Initiatives:**
 - Implementation of renewable energy projects, including solar and wind installations at ports.
 - Adoption of green hydrogen and electrification of port equipment to reduce carbon emissions.
3. **Digital Transformation:**
 - Integration of smart technologies like IoT, AI, and blockchain to improve operational efficiency.
 - Development of digital platforms for seamless cargo tracking and port logistics management.
4. **Multimodal Transportation and Connectivity:**
 - Strengthening coastal shipping and inland waterways to create cost-effective transportation options.
 - Improved rail and road connectivity to major ports for seamless logistics.
5. **Boost to Maritime Trade and Logistics:**
 - Leveraging India's strategic location to become a global maritime hub.
 - Establishing free trade zones and logistics parks near major ports to attract foreign investment.
6. **Job Creation and Skill Development:**
 - Expanding port activities and allied industries to create direct and indirect employment opportunities.
 - Launching training programs to upskill the maritime workforce.
7. **Maritime Tourism and Cruise Development:**
 - Promoting cruise tourism as a niche market, tapping into India's vast coastline and cultural heritage.
 - Developing modern cruise terminals to attract international tourists.



Recommendations for India's Participation

The recommended participants based on the nature of the event includes:




- All Indian Major and Non Major port authorities and Maritime Boards
- International Ports, Policy / Decision Makers (such as Consulate Generals, Ministers etc.) and Maritime Boards such as Port of Rotterdam, Jebel ali, Port Klang, Antwerp port, Port of Hamburg etc.
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- Central Ministries, Departments, Policy Makers, VIBHAS and NAVIC cells' members

Conclusion

The India Ports Conference 2025 represents a significant step forward in shaping the future of India's maritime sector. With a clear focus on sustainability, modernization, and global competitiveness, the conference offers a platform for stakeholders to align their efforts toward achieving the nation's maritime vision for 2047. By leveraging these opportunities, India can position itself as a global maritime leader, driving economic growth, creating jobs, and contributing to sustainable development. This collaborative approach will ensure that India's ports remain resilient, efficient, and environmentally responsible, securing a prosperous future for the maritime industry.



C. INMEX SMM 2025

	Location: Bombay Exhibition Centre, Goregaon East, Mumbai
	Date: September 10-12, 2025
	Host: Informa PLC



About INMEX SMM 2025

INMEX SMM India stands as South Asia's premier maritime exhibition and conference, bringing together global leaders from the maritime and shipping industries. The event serves as a comprehensive platform for networking, knowledge exchange, and exploring business opportunities. Participants can expect a diverse range of exhibitors showcasing innovations in shipbuilding, ship equipment, offshore and port technologies, maritime safety and security, and green technologies.

About Informa PLC

Informa PLC is a leading international events, digital services, and academic research group headquartered in London, England. Established in 1998, Informa operates across various sectors, including publishing, business intelligence, global exhibitions, and events. The company is listed on the London Stock Exchange and is a constituent of the FTSE 100 Index.



Highlights of INMEX SMM 2024

INMEX SMM India is a **biennial event**, held **every two years**. It serves as South Asia's largest maritime exhibition and conference, attracting participants from across the globe to discuss advancements, challenges, and opportunities in the maritime industry.

Keynote Speakers for 2024

- **Dr. Malini Shankar**, Vice Chancellor of the Indian Maritime University and former Director General of Shipping, she delivered a special address on the future of maritime education and regulation.
- **Shyam Jagannathan, IAS**, Director General of Shipping, Ministry of Ports, Shipping & Waterways, Government of India, provided insights into policy directions and regulatory frameworks shaping India's maritime landscape.
- **H.E. Yasiel Burillo**, Ambassador and Consul General of Panama to India, discussed international maritime collaborations and Panama's role in global shipping.
- **Rear Admiral Deepak Kumar Goswami**, Admiral Superintendent of Naval Dockyard, Mumbai, shared perspectives on naval infrastructure and its synergy with commercial maritime activities.
- **Mr. B.K. Tyagi**, Chairman and Managing Director of the Shipping Corporation of India, emphasized the importance of sustainable practices in the maritime industry.



- **Dr. Anil Sharma**, Founder & CEO of Global Marketing Systems, provided insights into global shipping trends and market dynamics.
- **G. Shivakumar**, Executive Director & CFO of Great Eastern Shipping Co., discussed financial strategies and investment opportunities in the maritime sector.

Key Participants

Countries Represented:

- **Germany:** Featured a strong delegation with approximately 15 exhibitors, including companies like Mecklenburger Metallguss, SKF Marine, and JOWO Systemtechnik.
- **Greece:** Represented by the Greek Suppliers Association (HEMEXPO) and its member companies.
- **Belgium:** Participation from Belgian maritime entities.
- **Norway:** Norwegian maritime industry representatives were present.
- **Panama:** Representation from the Panamanian maritime sector.

Ports and Port Authorities:

- **Jawaharlal Nehru Port Authority (JNPA):** Represented by officials discussing port operations and developments.
- **Mumbai Port Authority:** Participation from key representatives focusing on port infrastructure and services.
- **Port of Antwerp-Bruges:** Represented by Daljit Singh, India Representative, highlighting international collaborations.

Key Focus Areas for 2025

- **Green Technology Pavilion:** Highlighting sustainable and eco-friendly solutions within the maritime sector.
- **Maritime Safety & Security Pavilion:** Showcasing advancements in safety protocols and security measures.
- **Smart Shipping:** Exploring digitalization and the integration of smart technologies in shipping operations.
- **Shipbuilding & Repair:** Focusing on the latest techniques and materials in ship construction and maintenance.
- **Innovation Zone:** Presenting cutting-edge innovations and emerging technologies in the maritime industry.

Envisaged Impact on India

INMEX SMM India 2025 presents several significant opportunities for the Indian maritime sector:



1. **Technological Advancement:** Exposure to global innovations can drive the adoption of advanced technologies, enhancing efficiency and competitiveness.
2. **Sustainable Practices:** The focus on green technologies aligns with India's commitment to environmental sustainability, promoting eco-friendly maritime operations.
3. **Skill Development:** Engagement with international experts and participation in technical conferences can facilitate skill enhancement for the Indian workforce.
4. **Investment Attraction:** Showcasing India's maritime capabilities can attract foreign investments, fostering economic growth and infrastructure development.
5. **Global Collaboration:** The event provides a platform for establishing international partnerships, facilitating knowledge transfer, and collaborative ventures.

Recommendations for India's Participation

The recommended participants based on the trend of participation in the previous years and focus areas of this year includes:




- All Indian Major and Non Major port authorities and Maritime Boards
- Central Ministries, Governing bodies such as Directorate General of Shipping, Policy Makers, VIBHAS and NAVIC cells' members, Academia such as Indian Maritime University, MTIs etc.
- International Ports, Policy / Decision Makers (such as Consulate Generals, Ministers etc.) and Maritime Boards such as Port of Rotterdam, Jebel ali, Port Klang, Antwerp port, Port of Hamburg etc.
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.

Conclusion

INMEX SMM India 2025 is poised to be a pivotal event for India's maritime sector. As South Asia's largest maritime exhibition and conference, it will bring together global and Indian companies to showcase innovations in shipbuilding, offshore and port technologies, maritime safety, and green technologies. This convergence offers unparalleled networking, knowledge sharing, and business opportunities, reinforcing India's position as a significant player in the global maritime industry.



D. Green Shipping Conclave 2025

	Location: Mumbai
	Date: 20 th February 2025
	Host: Directorate General of Shipping in collaboration with the Institute of Marine Engineers (India)



About Green Shipping Conclave 2025

The Green Shipping Conclave 2025, organized by the Directorate General of Shipping in collaboration with the Institute of Marine Engineers (India), is scheduled for February 20, 2025 in Mumbai.

This event aims to unite industry leaders, policymakers, and technologists to discuss advancements in alternative fuels, green ship technologies, sustainable port operations, and financial mechanisms, all in pursuit of achieving net-zero greenhouse gas emissions in international shipping by 2050. The Conclave serves as a dynamic platform for stakeholders to collaborate on technological and financial pathways addressing global climate change and promoting a sustainable maritime environment. Participants are encouraged to engage in creative and collaborative efforts toward a sustainable future in maritime shipping.

About Directorate General of Shipping

The Directorate General of Shipping (DGS) is an attached office under the Ministry of Ports, Shipping, and Waterways, Government of India. Headquartered in Mumbai, DGS is responsible for implementing shipping policy and legislation to ensure the safety of life and vessels at sea, the prevention of marine pollution, and the promotion of maritime education and training. It oversees matters related to merchant shipping, including the registration of ships, certification of seafarers, and compliance with international maritime conventions. DGS also regulates maritime training institutes and addresses issues concerning seafarer welfare and employment.

Highlights of Green Shipping Conclave 2022

Green Fuels for Maritime India

Following discussions at GSC 2022, India has launched green fuel initiatives like the National Green Hydrogen Mission, Methanol Policies, and National Biofuel Policy. A panel at the Green Shipping Conclave will evaluate alternative fuels in India's shipping sector, focusing on timelines, volumes, costs, and the potential for India to become a green fuel bunkering hub. While hydrogen and its derivatives are seen as long-term solutions for decarbonization by 2050, biofuels, LNG, and biomass-derived oils are considered short-term options to reduce emissions.



Green Ships & Green Technology Solutions in India

Building on GSC 2022 discussions, the upcoming Conclave will explore green technologies for various vessel types in India, focusing on tugs, passenger ships, barges, and offshore vessels. It will evaluate the progress of Indian shipyards in constructing green ships and retrofitting existing ones cost-effectively, in line with the 'Make in India' initiative. Solar and battery hybridization will be emphasized as key technologies for both new builds and retrofits. The Conclave will highlight the need for efficient ship design, innovation funds, and collaboration across the value chain to advance green technology adoption and decarbonize both short and long voyages.

Green Ports, Shore Power, JIT-Green Corridor



Building on GSC-2022 discussions, this panel will focus on the role of green ports in optimizing operations and supporting green shipping. It will explore the potential for shore power generation in India, the need for advanced port technologies, and the importance of energy-efficient dredgers and harbor crafts. Green ports will be seen as key hubs for alternative fuel bunkering, carbon sequestration, and green electricity generation. The panel will also address the establishment of Green Corridors through international cooperation to support decarbonization efforts and reduce emissions.

International Cooperation for Green Technology and Green Finance

The upcoming Conclave will focus on fostering international cooperation and exploring financial models to support green shipping in India. Financing green transitions poses risks due to high capital costs and technological uncertainties, but green bonds and carbon finance mechanisms offer opportunities to generate funds. International collaboration, particularly with India, is key to advancing zero-emission shipping. Policy interventions will be necessary to promote green technologies, address constraints in battery systems, and develop regulations for carbon capture. Combining financial innovation with regulatory support will accelerate the transition to sustainable shipping.

Technology Solutions for Existing Ships, Including Concepts of Carbon Capture

The Green Shipping Conclave 2025 will focus on the role of advanced technologies in achieving global energy transition goals in maritime shipping. Discussions will cover hybrid propulsion technologies, green systems for smaller vessels, and India's capacity to manufacture biofuel-approved engines and electromobility technology. Despite challenges such as high costs and space limitations, policy support and domestic manufacturing will be



key to overcoming barriers. The Conclave will also highlight Indian shipyards' capabilities in building environmentally sustainable vessels and retrofitting existing ships, aligning with the Make in India initiative to reduce transition costs and enhance domestic green shipping technologies.

Key focus areas of 2025

Indian Ocean Centre of Excellence for Sustainable Maritime Transport (IOCE-SMaT)

The Indian Ocean Centre of Excellence for Sustainable Maritime Transport (IOCE-SMaT), spearheaded by the Ministry of Ports, Shipping and Waterways, Government of India, aims to transform the Maritime Training Institute (MTI) in Mumbai into a premier global hub for maritime innovation and sustainability. In partnership with the IMO's Maritime Technology Cooperation Centre (MTCC) network, IOCE-SMaT will drive advancements in digitalization, green technologies, and sustainable maritime practices across India and South Asia. At GSC-2025, Lloyd's Register will unveil the Detailed Project Report (DPR) for stakeholder consultation, marking a significant step towards establishing this world-class Centre of Excellence.

National Green Shipping Policy (NGSP)

The National Green Shipping Policy (NGSP) for India is envisioned as a comprehensive framework to promote environmental sustainability, innovation, and regulatory compliance within the maritime sector. With India's growing maritime influence, a unified policy is essential to foster responsible and competitive growth while addressing global environmental challenges. During GSC-2025 Lloyd Register will present a consultative draft of the National Green Shipping Policy (NGSP) for stakeholder engagement and for consideration by the Government of India, shaping the future of sustainable maritime operations in India.

Technical Paper Presentation Forum

The Technical Paper Presentation Forum at GSC-2025 will offer a dynamic platform for professionals, academics, researchers, and students to showcase groundbreaking research and innovative solutions in the maritime sector. This forum encourages knowledge exchange and collaboration, with a focus on green shipping, cutting-edge technologies, and sustainable maritime development. Participants will have the unique opportunity to present their work to industry leaders, policymakers, and peers, driving forward the collective vision of a sustainable maritime future.

Additional topics for Paper presentation

1. Maritime energy transition landscape
2. Digital transformation and data transparency
3. Autonomy and artificial intelligence in the maritime industry
4. Sustainable Supply Chain Management
5. Financing and Investment in Green Shipping
6. Human Element and Workforce Development
7. Technological Advancements in Ship Design



8. Green Port Initiatives
9. Green Initiatives in Inland and Coastal Transportation
10. Circular Economy in Shipbuilding and Recycling
11. Oil & Gas Industry and Offshore Operations
12. Technological Advancements in Marine Equipment and Materials

Envisaged Impact on India

1. Opportunities for Collaboration and Partnerships
2. Leadership in Green Shipping
3. Economic Growth and Trade Facilitation
4. Enhanced Training and Innovation:
5. Environmental Stewardship

Recommendations for India's Participation

- MoPSW, Governing bodies such as Directorate General of Shipping, Policy Makers, VIBHAS and NAVIC cells' members, Academia such as Indian Maritime University, MTIs etc.
- All Indian Major and Non-Major port authorities and Maritime Boards
- Dredging companies, shipping liners like Dredging Corporation of India, Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.
- Other Key stakeholders of the Maritime ecosystem such as, Academia (IMU, IRS, MTIs etc.), Developers, Surveyors, Technology providers, Ship builders etc





Conclusion

In conclusion, the Green Shipping Conclave 2025 will serve as a pivotal platform for advancing India's green shipping agenda, focusing on technological innovation, sustainable practices, and international collaboration. By addressing key challenges such as financing, policy support, and the integration of green technologies, the Conclave aims to drive progress towards a carbon-neutral maritime sector. Through the promotion of domestic manufacturing, adoption of alternative fuels, and strategic partnerships, India is poised to play a leading role in the global transition to sustainable shipping, aligning with both national and global decarbonization goals.



5.6. Proposed Events for Indian Delegation / Participation

A. Maritime Week Americas (MWA) 2025

	Location: Tampa, Florida, USA	
	Date: May 19–22, 2025	
	Host: Petrosport Limited	

About Maritime Week Americas (MWA) 2025

Maritime Week Americas (MWA) 2025 is set to take place from May 19 to 22, 2025, in Tampa, Florida, USA. Organized by Petrosport, a leading provider of knowledge and networking services for the marine fuels industry, this highly anticipated event has become a cornerstone for the maritime and bunkering sectors in the Americas. MWA serves as a premier platform for bringing together professionals from across the globe, including over 250 bunker buyers, suppliers, traders, and other maritime stakeholders. The event aims to facilitate knowledge exchange, foster partnerships, and address the pressing challenges and opportunities in the industry. With its focus on both traditional and alternative marine fuels, the event is uniquely positioned to shape the future of the maritime sector.

About Petrosport Limited

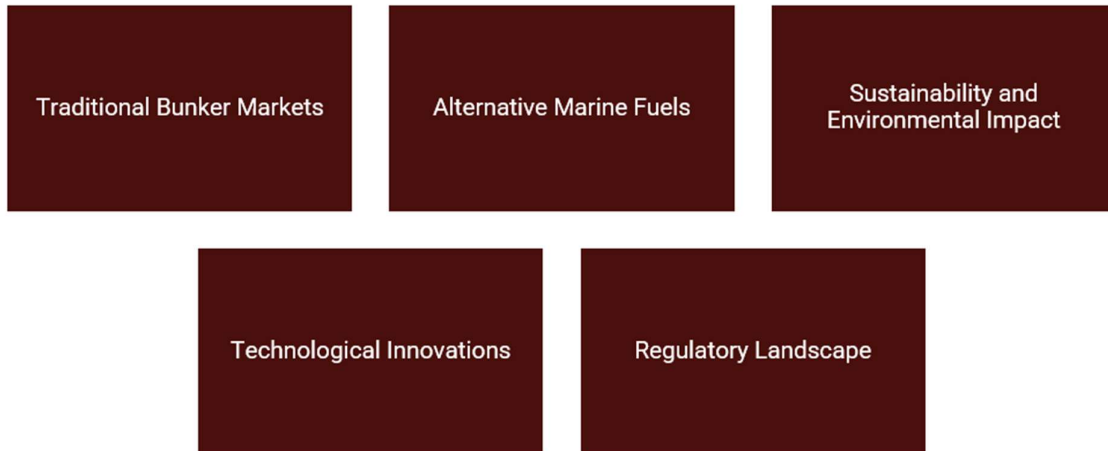
Petrosport Limited is an independent organization based in Oxfordshire, England, established in May 2003 by Llewellyn Bankes-Hughes, who serves as the CEO & Founder. The company is supported by Lesley Bankes-Hughes as the Managing Director and a highly professional team. Petrosport specializes in publishing, training, and organizing events within the maritime, energy, and transportation industries. They deliver high-quality strategic information through magazines, websites, books, conferences, exhibitions, seminars, and training courses. Petrosport works closely with governments and industry stakeholders worldwide and organizes prestigious events such as Maritime Week Americas, Maritime Week Africa, and London International Shipping Week

Highlights of Maritime Week Americas 2024 (MWA24)

Maritime Week Americas 2024 (MWA24) took place from May 20 to 23, 2024, at the Hilton Panama in Panama City, organized by Petrosport Limited. The event addressed critical industry issues, including the impact of Panama Canal draught and transit restrictions on global shipping and bunker markets. Discussions also focused on the growing role of alternative marine fuels like LNG and biofuels, alongside strategies for achieving sustainability through emissions reduction, efficient technologies, digitalization, and improved port infrastructure. Attendees engaged in networking activities, including a visit to the Panama Canal and an onboard tour of a Monjasa bunker tanker. MWA24 provided a platform for industry leaders to exchange ideas and explore innovative solutions in the bunkering sector.



Key Focus Areas for 2025



MWA 2025 will address several critical topics that are pivotal to the maritime industry's transformation. These include

1. Traditional Bunker Markets:

- The event will delve into active markets in the Americas, such as Panama and Peru, offering insights into the quality and quantity issues surrounding traditional bunker fuels.
- Attendees will also explore market dynamics, pricing strategies, and the challenges faced by traditional fuel suppliers.

2. Alternative Marine Fuels:

- With the industry shifting towards decarbonization, MWA 2025 will highlight the potential of alternative fuels such as LNG, biofuels, methanol, ammonia, and hydrogen.
- Discussions will cover the availability, scalability, and environmental benefits of these fuels, as well as the technological and logistical challenges associated with their adoption.

3. Sustainability and Environmental Impact:

- A major focus will be on the International Maritime Organization's (IMO) emissions regulations and strategies for compliance.
- Sessions will explore sustainable bunkering practices, carbon offset programs, and innovations in fuel-efficient technologies.

4. Technological Innovations:

- The event will showcase advancements in propulsion systems, fuel storage solutions, and digital tools that support efficient maritime operations.
- Industry leaders will discuss the role of artificial intelligence, blockchain, and other cutting-edge technologies in optimizing supply chains.



5. Regulatory Landscape:

- Experts will analyse the current and upcoming regulatory frameworks impacting the maritime and bunkering industries.
- Special attention will be given to policies influencing fuel standards, carbon emissions, and port operations.

Envisaged Impact on India

India, as a rising maritime power, stands to benefit immensely from the insights and networking opportunities offered by MWA 2025. Key areas of opportunity include:

Adoption of Alternative Fuels:

- Learning from global pioneers in the transition to greener marine fuels can provide Indian shipping companies and port operators with actionable strategies.



- The knowledge gained will align with India's Maritime India Vision 2030, which prioritizes sustainability and innovation in the maritime sector.

1. Technological Collaboration:

- Engaging with international experts and technology providers can accelerate India's adoption of cutting-edge solutions for fuel storage, propulsion, and emission reduction.
- Partnerships in technology can also

enhance operational efficiency across India's ports and shipping lines.

2. Market Expansion:

- Understanding the trends in the Americas' bunker markets can help Indian suppliers identify export opportunities and develop competitive strategies.
- Insights into emerging markets and fuel demand dynamics can guide Indian companies in diversifying their portfolios.

3. Sustainable Practices:

- By adopting best practices in sustainability showcased at MWA 2025, India can bolster its position as a responsible maritime nation.
- Emphasis on eco-friendly operations can improve India's rankings in the Logistics Performance Index (LPI).

Recommendations for India's Participation

India's growing prominence in global maritime trade and its commitment to sustainable development suggest likely representation at MWA 2025. Potential participants may include:







- All Indian Major and Non Major port authorities and Maritime Boards – especially **Mumbai Port Authority, Cochin Port Authority** considering focus on bunkering facilities development)
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- MoPSW, Policy Makers, Regulatory bodies such as Directorate General of Shipping etc.

Conclusion

Maritime Week Americas 2025 offers an unparalleled opportunity for stakeholders to engage with global leaders in the maritime and bunkering industries. For India, the event provides a platform to gain insights into the latest advancements, forge international partnerships, and adopt innovative practices that align with its vision for a sustainable maritime future. By participating in MWA 2025, Indian representatives can contribute to the global dialogue on decarbonization, explore new markets, and enhance the country's maritime capabilities. This engagement will be instrumental in driving India's progress towards becoming a global leader in sustainable shipping and logistics



B. IANA Intermodal EXPO

	Location: Long Beach, California, USA	
	Date: September 15-17 2025	
	Host: Intermodal: Intermodal Association of North America (IANA)	

About IANA Intermodal EXPO

The Intermodal Association of North America's (IANA) Intermodal EXPO is a premier event in the intermodal supply chain sector. Scheduled for September 15-17th, 2025, at the Long Beach Convention Centre in California, USA, this event convenes industry professionals to discuss advancements, challenges, and future directions in intermodal logistics.

About Intermodal Association of North America (IANA)

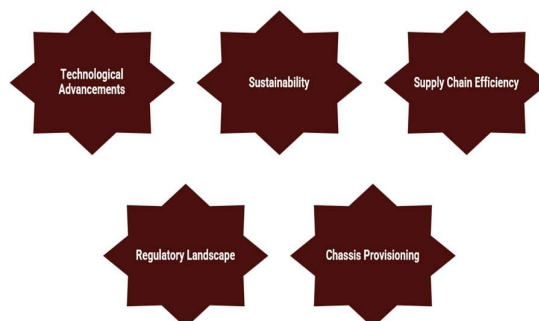
The **Intermodal Association of North America (IANA)** is the leading trade association representing the intermodal freight transportation industry in North America. Founded in **1991**, IANA serves as the unified voice for stakeholders in the intermodal sector, including railroads, ocean carriers, trucking companies, terminal operators, and logistics providers.



IANA Intermodal EXPO 2024

The IANA Intermodal EXPO 2024 took place from September 9 to September 11, 2024, at the Long Beach Convention & Entertainment Center in Long Beach, California. This annual event, organized by the Intermodal Association of North America (IANA), serves as a premier gathering for the intermodal freight transportation industry. It brings together professionals from various sectors, including railroads, ocean carriers, trucking companies, and logistics providers, to discuss industry trends, showcase innovations, and network with peers.

Key Focus Areas for 2025



The 2025 Intermodal EXPO will concentrate on several pivotal topics:

- **Technological Advancements:** Exploration of innovations in automation, digitalization, and smart technologies transforming intermodal operations.
- **Sustainability:** Discussions on environmentally sustainable practices, including the adoption of green fuels and emission reduction strategies.
- **Supply Chain Efficiency:** Strategies to enhance terminal design, transloading processes, and driver productivity to improve overall supply chain performance.
- **Regulatory Landscape:** Analysis of current and upcoming regulations affecting the intermodal industry and strategies for compliance.
- **Chassis Provisioning:** Insights into the management and optimization of chassis resources within the intermodal network.

Envisaged Impact on India

India's logistics and intermodal sectors are poised to gain significantly from the insights and collaborations fostered at the Intermodal EXPO:

- **Adoption of Best Practices:** Exposure to global best practices can guide Indian stakeholders in enhancing operational efficiency and integrating advanced technologies.
- **Sustainable Initiatives:** Learning about sustainable logistics solutions can support India's goals of reducing transportation and logistics costs and improving its Logistics Performance Index (LPI) ranking.
- **Investment and Collaboration:** The event offers a platform to attract foreign investment and establish partnerships, aiding in the development of India's port infrastructure and intermodal capabilities.

Recommendations for India's Participation

India's increasing focus on enhancing its logistics infrastructure suggests potential participation from:




- MoPSW, Policy Makers, Regulatory bodies such as Directorate General of Shipping, DGLL etc.
- Logistics Companies, Warehousing operators such as Central Warehousing Cooperation, Allcargo Logistics, AP Moller Maersk, CEVA Logistics etc.
- Shipping liners like Maersk, MSC, UASC, CMA CGM, Ocean Network express, Hapag-Lloyd, Orient Overseas Container Line, Cochin Shipyard Limited, Shipping corporation of India etc.

Conclusion

The Intermodal EXPO 2025 presents a significant opportunity for Indian stakeholders to engage with global leaders in the intermodal industry. Participation can facilitate the exchange of knowledge, adoption of innovative practices, and establishment of strategic partnerships, contributing to the advancement of India's logistics and intermodal sectors.



C. IAPH World ports Conference

	Location: Kobe, Japan
	Date: October 7-9, 2025
	Host: International Association of Ports and Harbors (IAPH)



About IAPH World ports Conference 2025

The 37th International Association of Ports and Harbors (IAPH) World Ports Conference will be held from October 7 to 9, 2025, in Kobe, Japan.

This event is particularly significant as it marks the 70th anniversary of IAPH. Kobe holds a special place in the organization's history, being the city where the concept of IAPH was first envisioned during international discussions in 1952.

The conference will bring together port authorities, industry leaders, and stakeholders from around the world to address critical issues in the maritime sector. Key themes will include port modernization, sustainability, digital transformation, and strategies for enhancing global trade through improved port operations.

To ensure the success of the event, IAPH representatives have reviewed various venues in Kobe as part of their preparations.

About International Association of Ports and Harbors (IAPH)



The International Association of Ports and Harbors (IAPH), established in November 1955, is a non-governmental organization headquartered in Tokyo, Japan. It serves as the global trade association for seaports worldwide, representing approximately 190 ports and 167 port-related businesses across 89 countries as of December 6, 2024.

Collectively, these member ports handle over 60% of the world's sea-borne trade and container traffic. IAPH's mission is to be the preferred global trade association for port authorities and operators, advocating for their interests at regulatory bodies such as the International Maritime Organization (IMO), the World Customs Organization (WCO), and the International Standards Organization (ISO). The organization holds consultative status with several United Nations bodies, including the United Nations Conference on Trade and Development (UNCTAD), the United Nations Environment Programme (UNEP), and the UN Global Compact.

About IAPH World ports 2024



The IAPH World Ports Conference 2024 was held from October 8 to 10, 2024, in Hamburg, Germany, focusing on the theme *"Managing Risk, Building Resilience, and Unlocking Opportunities at Ports."* The conference addressed key issues such as enhancing supply chain resilience, digitalization, cybersecurity, and the decarbonization of ports. It also emphasized the importance of collaboration to combat illicit trade and improve port operations. Notable sessions included discussions on the revised IMO GHG strategy and the maritime single window. The event featured the IAPH Sustainability Awards and Akiyama Awards, recognizing outstanding contributions to sustainable port development.

Key Focus Areas of 2025

1. Sustainability and Decarbonization:

- Advocating for green port operations and reduced emissions through the World Ports Sustainability Program (WPSP).
- Promoting the use of renewable energy, electrification of equipment, and shore power facilities for ships.

2. Digitalization and Innovation:

- Supporting the integration of smart technologies like AI, blockchain, and IoT to optimize port operations.
- Encouraging the development of intelligent cargo management systems and automated processes.

3. Resilience and Security:

- Enhancing preparedness for natural disasters, pandemics, and geopolitical disruptions.
- Strengthening cybersecurity protocols to protect critical maritime infrastructure.

4. Trade Facilitation and Connectivity:

- Streamlining regulatory frameworks to foster seamless trade flows.
- Enhancing multimodal transport networks to improve hinterland connectivity and efficiency.

5. Workforce Development and Diversity:



- Focusing on reskilling and upskilling the workforce to meet evolving technological demands.
- Promoting gender diversity and inclusivity within the maritime industry.



Envisaged Impact on India

India, with its strategic geographical location and extensive coastline, stands to gain significantly from active engagement with IAPH. Some key opportunities include:

1. Modernizing Ports:

- Leveraging IAPH expertise to upgrade existing ports with state-of-the-art infrastructure and technology.
- Developing deep-water ports to accommodate larger vessels and enhance cargo handling capacity.

2. Adopting Green Initiatives:

- Transitioning to low-carbon and renewable energy sources for port operations.
- Implementing waste management systems and green supply chains.

3. Digital Transformation:

- Deploying advanced digital tools to streamline operations, enhance transparency, and reduce costs.
- Using blockchain for efficient documentation, tracking, and customs clearance.

4. Improving Trade Efficiency:

- Strengthening regulatory processes to reduce bottlenecks and enhance cargo movement.
- Expanding intermodal logistics hubs to boost exports and reduce transit times.

5. Building a Skilled Workforce:

- Partnering with IAPH to deliver training programs for maritime professionals.
- Encouraging academic institutions to focus on maritime research and innovation.

Recommendations for India's Participation

India's engagement with IAPH should involve key stakeholders, such as:

- **Academic Institutions:** Indian Maritime University (IMU) Indian Register of Shipping (IRS)
- **Existing Member ports:** Mumbai Port, Jawaharlal Nehru Port, Chennai port, New Mangalore Port, Syama prasad Port, and Paradip Port.

Conclusion

The IAPH provides an unparalleled platform for India to modernize its ports, adopt sustainable practices, and strengthen its position as a global maritime leader. By aligning with IAPH's vision and leveraging its resources, India can achieve significant advancements in trade facilitation, technological innovation, and workforce development. Active and strategic participation in IAPH initiatives will ensure that India's ports are future-ready and globally competitive, driving economic growth and fostering international collaboration.



D. TOC Europe 2025

	Location: Netherlands
	Date: 17-19 June 2025
	Host: TOC Events Worldwide



About TOC Europe

TOC Europe is globally acclaimed event which brings the prominent figures from the maritime industry together on a platform for transformative discussions and actionable insights. TOC Europe has played a major role in expediting the maritime innovation and improving the port's operational efficiencies through impactful collaborations and global networks. With its decorated speakers, innovative exhibitors and high-profile attendees this event has become an essential gathering for shaping the future of the maritime industry.

Each year, TOC Europe attracts a broad spectrum of participants, ranging from government officials and port authorities to technology innovators and logistics professionals. The 2024 event hosted over 4,500 attendees, including 2,700 visitors with clear buying intent and 220 world-class exhibitors showcasing the latest advancements in maritime technology and services. With over 100 thought leaders and global experts, the event offers an unparalleled opportunity for attendees to engage with cutting-edge ideas and establish meaningful connections. TOC Europe has hosted an impressive array of global leaders in the past, including:

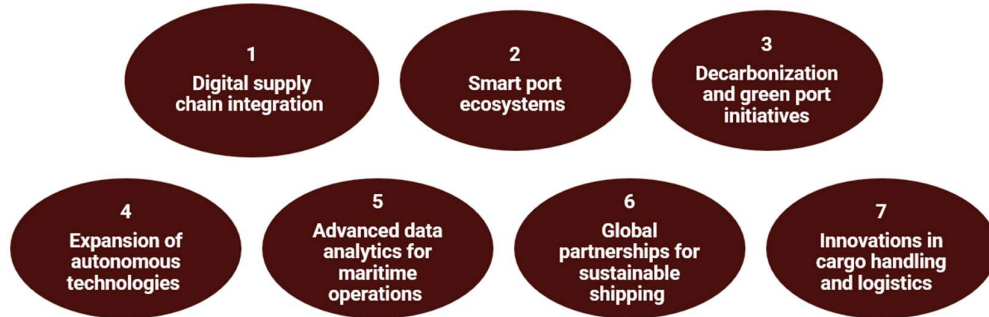
- Kitack Lim, Secretary-General of the International Maritime Organization (IMO)
- Morten Engelstoft, CEO of APM Terminals
- Isabelle Ryckbost, Secretary-General of the European Sea Ports Organisation (ESPO)
- Olaf Merk, Maritime Transport Expert, OECD

About TOC Events Worldwide

TOC Events Worldwide, originally known as the Terminal Operations Conference, has been a key player in the maritime logistics industry for over 40 years. It aims to improve the container supply chain and port logistics by making the industry smarter, safer, greener, and more efficient. TOC organizes multiple events across different regions, including Europe, Asia, the Americas, and Africa, providing a platform for professionals to discuss the latest trends, innovations, and challenges.



Key Focus Areas of 2025



Key focus area of 2024

- **Port and Terminal Operations:** Exploring advancements in terminal efficiency, automation, and operational best practices.

Port and Terminal Operations

Digitalization and Innovation

Sustainability and Environmental

Safety and Risk Management

Global Trade and Market Trends

- **Digitalization and Innovation:** Examining the impact of emerging technologies such as AI, IoT, and blockchain on the maritime industry.

- **Sustainability and Environmental Initiatives:**

Discussing strategies to reduce emissions, implement green technologies, and promote sustainable practices within port operations.

- **Safety and Risk Management:** Addressing solutions to enhance safety protocols and mitigate risks in port and terminal environments.
- **Global Trade and Market Trends:** Analyzing current trends in maritime trade, including shifts in trade lanes and economic factors influencing the industry.

Envisaged Impact on India

India's maritime sector has ambitious goals of becoming a maritime hub for the world. The initiatives like Sagarmala and Maritime Vision 2030 coupled with the participation in global events like TOC Europe offers Indian stakeholders a platform to align with global best practices and foster strategic collaborations. The event's focus on sustainability and digitalization resonates strongly with India's efforts to modernize its ports and integrate them into global supply chains.



Recommendations for India's Participation





- All Indian Major and Non Major port authorities and Maritime Boards especially **Cochin Port Authority** exploring the decarbonation of ports aligned to the Harit Sagar Policy and directives under Maritime Amrit Kal Vision 2047.
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- Central Ministries, Departments, Policy Makers, VIBHAS and NAVIC cells' members
- Academia - IMU, IRS etc.

Conclusion

TOC Europe 2025 can help India transform its marine industry at a much faster rate through strategic partnerships, access to pragmatic knowledge, and positioning as global leaders for intercontinental maritime innovation by participating. This is India's opportunity to show its maritime intent seizing the maritime opportunity.



E. Smart Digital Ports of the Future Conference

	Location: Rotterdam, Netherlands	
	Date: Yet to be announced	
	Host: Smart Maritime Network	

About Smart Digital Ports of the Future Conference

The Smart Digital Ports (SDP) for the Future Conference 2025 will be hosted in Rotterdam, a global leader in advanced port technologies and sustainability. The event aims to bring together port authorities, technology innovators, and logistics leaders to discuss the latest advancements in digitalization, decarbonization, and connected port ecosystems. Rotterdam, with its legacy of innovation and efficient port operations, provides an ideal setting for this prestigious gathering.

About Smart Maritime Network

The **Smart Maritime Network (SMN)** is a platform dedicated to promoting enhanced integration and data sharing within the maritime and transport logistics sectors. It aims to inform and educate the industry on technological developments and innovations while providing opportunities for relationship building and knowledge sharing. SMN achieves this through a website offering industry news, interviews, white papers, presentations, podcasts, and video content. Additionally, SMN organizes regional events and a Smart Maritime Council to foster collaboration and address industry challenges.



Highlights from SDP 2024

The 2024 edition set a high benchmark by addressing key areas like Digital Twin Technology, Wireless connectivity, Digitalization for Marine Sustainability, IoT devices for port automation. The event emphasized digital transformation as a critical factor in the maritime industry's evolution.

Keynote Speakers from SDP 2024:

1. **Tom Amershek** - Associate Director, International 5G Solutions Architecture, Verizon
 - Discussed the transformative potential of private 5G networks in maritime logistics.
2. **Dino Ablakovic** - Director, Microgrid Solutions, GE Vernova
 - Highlighted the role of electrification and digital solutions in maritime decarbonization.
3. **Karno Tenovu** - CEO, Awake.AI
 - Shared insights into just-in-time (JIT) scheduling to enhance port performance.



4. **Starr Long** - Executive Producer, The Acceleration Agency
 - Explored how video game technologies can improve digital twin systems for ports.
5. **Jesus Medina Blanco** - Chief Information & Innovation Officer, Algeciras Port Authority
 - Presented AI-based solutions for optimizing vessel operations and port decision-making.

These sessions were complemented by panels featuring industry leaders, such as Wouter Buck from the Port of Rotterdam and Dorota Korenkiewicz from Boston Consulting Group, who provided insights into port digitalization strategies and global benchmarks.

Key Focus Areas for SDP 2025



The 2025 conference will delve deeper into critical themes that are shaping the future of maritime logistics:

- **Digitalization and IoT Integration:** Real-time monitoring and predictive analytics for port operations.
- **Decarbonization Strategies:** Microgrids, AI-driven energy management, and renewable energy adoption.
- **5G Connectivity and AI Applications:** Enhancing scalability, operational efficiency, and supply chain coordination.
- **Cybersecurity in Ports:** Advanced OT solutions to mitigate risks and ensure secure access management.
- **Operational Efficiency:** Leveraging drones, robotics, and advanced analytics for enhanced cargo handling and berth utilization.



Recommendations for India's Participation

India's participation in SDP 2025 offers a chance to accelerate its maritime modernization and sustainability goals. Key areas of engagement include:




1. Indian port Authorities especially **Visakhapatnam Port Authority**, which is focused on the developing a Shipbuilding, repair facility, can gain from the participants and sessions planned.
2. Companies like Adani Ports and DP World India can explore partnerships for implementing IoT, AI, and 5G solutions.
3. The Indian Maritime University and other institutions can contribute to and benefit from advanced maritime education and training initiatives.
4. Insights from the conference can guide Indian stakeholders in achieving carbon-neutral port operations.

Conclusion

SDP 2025 promises to be a transformative event, fostering innovation and collaboration to address the pressing challenges of the maritime industry. For India, it presents a unique opportunity to align with global best practices, forge strategic partnerships, and establish itself as a key player in the future of sustainable and digital port operations.



F. GreenTech for Ports and Terminals Conference (Gothenburg)

	Location: Scandic Göteborg Central, Gothenburg, Sweden
	Date: April 29-30, 2025
	Host: Port Technology International (PTI)



GREENTECH
FOR PORTS
AND TERMINALS

About GreenTech for Ports and Terminals Conference

The Greentech for Ports and Terminals Conference 2025 is set to convene at the Scandic Göteborg Central in Gothenburg, Sweden. This premier event will gather global port authorities, terminal operators, technology providers, and industry stakeholders to discuss and showcase innovative technologies aimed at significantly reducing emissions from port operations. The conference will feature case studies addressing sustainable port infrastructure, the emergence of green shipping corridors, future fuels, electrified equipment, AI applications, digitalization, and decarbonization.

About Port Technology International (PTI)

Port Technology International (PTI) is a leading media company dedicated to the ports and terminals sector. Established in 1995, PTI has evolved from publishing a renowned journal to producing events, webinars, and various multimedia content.

Their mission is to provide timely and insightful content that informs, educates, and connects industry professionals, enabling them to address challenges, discuss solutions, and explore the adoption of innovative technologies shaping the industry. Through their journal, events, and digital media offerings, PTI covers the latest technologies and innovations being adopted across the industry, including terminals, digitalization, automation, shipping, global trade, sustainability, and energy transition.



Highlights from Greentech 2024

The 2024 conference, held at the World Trade Center in Barcelona on May 7-8, focused on key topics such as electrification and alternative fuels, sustainable port infrastructure, the emergence of green shipping corridors, emerging technology and AI, and the intersection of digitalization and decarbonization.

Keynote Speakers from 2024:

1. **Kevin Martin** - Interim Transformation Manager, One Digital Nation
 - Delivered insights on leveraging digital transformation for sustainable port operations.
2. **Emma Cobos** - Director of Innovation and Business Strategy, Port of Barcelona



- Highlighted Barcelona's initiatives in port innovation and sustainability.
- 3. **Yeşim Elhan-Kayalar** - Advisor, Office of Chief Economist, Asian Development Bank
 - Discussed balancing environmental sustainability with economic objectives in port development.
- 4. **Karno Tenovuo** - CEO, Awake.AI
 - Explored AI-driven solutions for enhancing port efficiency and reducing emissions.
- 5. **Victor Shieh** - Strategy & Communications Director, IAPH
 - Provided perspectives on global strategies for port decarbonization.

Key Focus Areas for 2025



Building on the discussions from 2024, the 2025 conference will delve deeper into:

- **Electrification and Alternative Fuels:** Exploring the integration of electrified equipment and the adoption of sustainable fuels to reduce carbon footprints.
- **Sustainable Port Infrastructure:** Showcasing advancements in eco-friendly port designs and operations.
- **Green Shipping Corridors:** Discussing the development of environmentally friendly maritime routes.
- **Emerging Technologies and AI:** Examining the role of artificial intelligence and innovative technologies in optimizing port operations.
- **Digitalization and Decarbonization:** Analyzing how digital tools can drive efforts toward reducing emissions.

Recommendations for India's Participation

- **Government and Regulatory Bodies** such as the **Ministry of Ports, Shipping, and Waterways** and the **Directorate General of Shipping** can leverage the forum to align policies with international sustainability frameworks and strengthen regulatory measures for greener maritime operations.
- Port Authorities especially **Deendayal Port Authority** exploring the decarbonation of ports aligned to the Harit Sagar Policy and directives under Maritime Amrit Kal Vision 2047.
- **Private Sector and Technology Providers** like **Adani Ports, DP World India**, and IT firms such as **TCS** and **Infosys** can collaborate with international innovators to implement AI, IoT, and electrification projects, and establish green shipping corridors.



- **Academic and Research Institutions** like the **Indian Maritime University (IMU)**, **Indian Register of Shipping (IRS)** and premier institutes such as **IITs/NITs, MTIs** can drive R&D in decarbonization technologies and maritime education.

Conclusion

The Greentech for Ports and Terminals Conference 2025 is poised to be a pivotal event in advancing sustainable maritime operations. For India, it offers a platform to engage with global leaders, adopt innovative technologies, and contribute to the global mission of achieving net-zero emissions in the port and terminal.



G. Green Energy Ports Conference (Spain)

	Location: Vigo, Spain
	Date: June 17-18, 2025
	Host: Blue Growth



About Green Energy Ports Conference 2025

The **Green Energy Ports Conference 2025** will be held in Vigo, Spain, bringing together global leaders, industry stakeholders, and policymakers to explore and advance sustainable practices in maritime operations. This premier event will focus on the challenges and opportunities associated with decarbonizing port operations, integrating renewable energy, and fostering biodiversity in port environments.

Building on the success of the 2024 conference, this year's edition will delve into strategies that align with the European Green Deal and Atlantic Strategy while also addressing the pressing need for circular economy models in port management. By featuring cutting-edge technologies and real-world case studies, the conference aims to position ports as pioneers in achieving climate neutrality.

About Blue Growth

Blue Growth is a strategic initiative by the European Commission aimed at fostering sustainable growth in the marine and maritime sectors. Recognizing the vast potential of seas and oceans, the Blue Growth concept seeks to unlock economic opportunities while ensuring environmental sustainability.



Highlights from Green Energy Ports Conference 2024

The 2024 edition served as a critical platform for addressing some of the most pressing issues in maritime sustainability. Sessions began with an inspiring inauguration led by **Carlos Botana**, President of the Port Authority of Vigo, and **Álvaro Rodríguez Dapena**, President of Ports of State. Their discussions underscored the importance of maritime decarbonization and collaborative efforts to meet European climate goals.

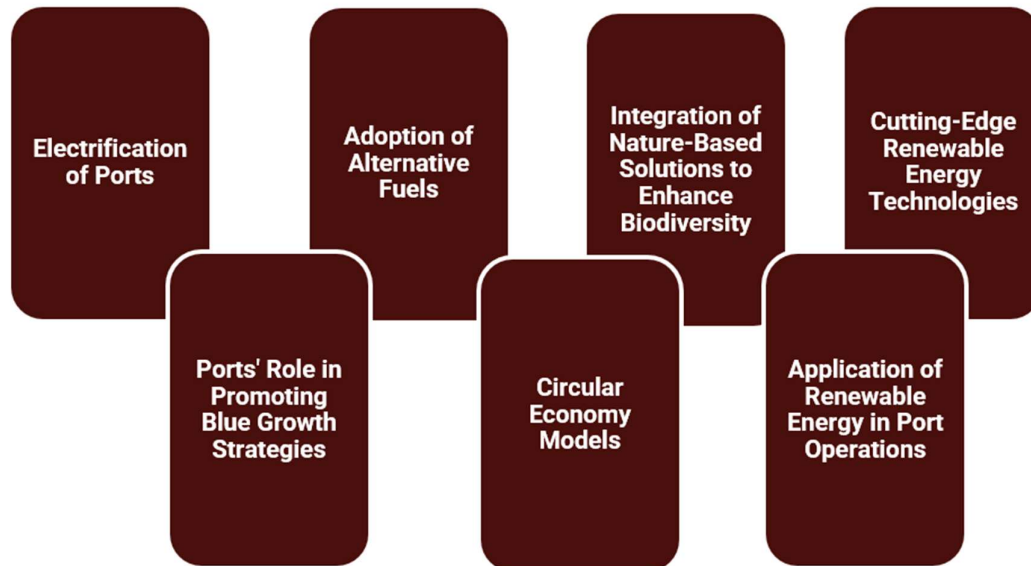
Throughout the event, success stories on port electrification demonstrated the tangible benefits of integrating renewable energy solutions. Industry leaders like **Antonis Michail** of IAPH and **José María Reyes** from Endesa shared their insights into electrified port infrastructure, onshore power supply systems, and their impact on emission reductions.

The conference also highlighted the growing role of marine renewable energy, with experts like **Sheila Heymans** from the European Marine Board presenting innovative projects, such as floating wind turbines and tidal energy systems. The introduction of circular economy models



in ports showcased efforts to reduce waste and optimize resource utilization, with contributions from leaders like **Javier Touza** of ARVI and **José Ignacio Villar** of the Port of Vigo.

Key Focus Areas for 2025



The 2025 conference will build upon these discussions, focusing on actionable strategies to achieve sustainability. Topics will include the electrification of ports, the adoption of alternative fuels, and the integration of nature-based solutions to enhance biodiversity. Delegates will explore cutting-edge renewable energy technologies, such as solar and wind power, and discuss their application within port operations.

Another key area of focus will be the role of ports in promoting blue growth strategies—initiatives designed to balance economic development with environmental stewardship in maritime trade. Circular economy models will also take center stage, highlighting innovative approaches to waste management and resource optimization.

Keynote Speakers

Prominent industry leaders will drive the discussions at this year's conference. **Carlos Botana**, President of the Port Authority of Vigo, will share his vision for sustainable port management. **Annaëlle Boundry** from the European Sea Ports Organization (ESPO) and **Antonis Michail** of IAPH will discuss policy frameworks and the implementation of innovative technologies. Meanwhile, **Sheila Heymans** of the European Marine Board will present advancements in marine renewable energy.



Envisaged Impact on India

The Green Energy Ports Conference 2025 presents a valuable platform for Indian stakeholders to engage with global leaders and adopt best practices in port sustainability. The lessons learned from European ports can inspire Indian ports like JNPA, Visakhapatnam, and Kochi to implement electrification projects and embrace renewable energy integration.

Furthermore, Indian policymakers and industry representatives can explore collaborations with international counterparts to enhance biodiversity and integrate circular economy models into port management. This conference is also an opportunity for Indian companies specializing in green technology to showcase their solutions and forge partnerships in the global maritime sector.

Recommendations for India's Participation




- Port Authorities and Maritime Boards especially **Deendayal Port Authority, Cochin Port Authority** exploring the decarbonation of ports aligned to the Harit Sagar Policy and directives under Maritime Amrit Kal Vision 2047.
- Private and Public Port Operators such as Adani, JM Baxi, DP World, PSA International etc.
- Central Ministries, Departments, Policy Makers, VIBHAS and NAVIC cells' members
- Academia such as IMU, IRS, MTIs etc.

Conclusion

As the maritime industry navigates a transformative era, the Green Energy Ports Conference 2025 offers a critical platform to drive change. With its emphasis on sustainability, innovation, and collaboration, the event aims to reshape the future of ports worldwide. For India, it represents a unique opportunity to align with global green energy initiatives, foster international partnerships, and position its ports as leaders in sustainable operations.



H. Seatrade Cruise Global

	Location: Miami Beach Convention Center Miami Beach, FL, USA
	Date: 07 - 10 April 2025
	Host: Informa Markets

Seatrade Cruise Global

About Seatrade Cruise Global 2025

Seatrade Cruise Global, the premier event for the cruise industry, is scheduled to celebrate its 40th anniversary from April 7 to 10, 2025, at the Miami Beach Convention Center in Miami, Florida. The theme “The Evolution of Cruise” will highlight the transformation of the cruise industry, focusing on luxury cruising, technological advancements, and the importance of port and destination development. Sustainability will continue to be a central topic, with discussions on green shipping and alternative fuels.

About Informa Markets

Informa Markets is a global leader in creating platforms that facilitate trade, innovation, and growth across more than a dozen specialized industries. As part of the Informa Group, it connects buyers and sellers through a broad portfolio of live events, digital services, and industry-specific content.



The company operates in sectors such as healthcare, beauty, construction, agriculture, fashion, and aviation, delivering targeted solutions tailored to each market's needs.

Its live events provide opportunities for networking, showcasing products, and fostering business relationships, while its digital platforms offer year-round engagement and lead-generation tools. Informa Markets also produces specialist publications and resources that deliver valuable industry insights. With a presence spanning Asia, Europe, the Middle East, Africa, and the Americas, the company is a key player in supporting regional and global markets.

About Seatrade Cruise Global 2024

Seatrade Cruise Global 2024 was held from April 8-11, at the Greater Fort Lauderdale/Broward County Convention Center in Fort Lauderdale, Florida, with the theme “Navigating New Horizons.” The event will focus on the cruise industry’s recovery and innovation post-pandemic, emphasizing sustainability, diversity, and new technologies for enhanced passenger experiences. Key topics will include sustainable fuels, inclusive cruising, and the integration of AI and IoT for onboard operations.



The event attracted over 11,000 attendees and featured more than 600 exhibitors, representing over 70 cruise line brands and 120 countries

Key Highlights:

- **Tech Zone:** In partnership with theICEway, the Tech Zone offered an immersive experience, highlighting the latest cruise technologies. New exhibitors included Reliefband, Cabin Select LLC, Moment, and Gastransport & Technigaz.
- **Tomorrow's Talent, Today:** A dedicated program for HR professionals, educators, and students specializing in cruise-related courses, fostering the next generation of industry leaders.
- **Networking Opportunities:** The event facilitated numerous networking sessions, connecting professionals across the cruise industry, from suppliers to cruise line executives.

Focus Areas:



The 2025 conference will delve into the theme "The Evolution of Cruise," addressing key topics such as:

- **Port Experience:** Exploring advancements in port infrastructure and services to enhance passenger experiences.
- **Itinerary Planning and Development:** Strategies for creating compelling cruise itineraries that attract diverse demographics.
- **Luxury Cruising:** Insights into the expanding luxury segment and how to cater to high-end travelers.
- **Sustainability and Alternative Fuels:** Discussions on reducing environmental impact through sustainable practices and the adoption of alternative energy sources.
- **Technology Advancements:** Innovations in onboard technology, including entertainment, safety, and operational efficiency.

These focus areas aim to provide attendees with a comprehensive understanding of current trends and future directions in the cruise industry.

Impact on India:

India's cruise sector is poised for significant growth, with experts predicting a tenfold increase over the next decade, driven by rising consumer demand and an expanding middle to high-income demographic.

Participation in Seatrade Cruise Global presents Indian stakeholders with opportunities to:



- **Network with Global Leaders:** Engage with international cruise executives to foster partnerships and collaborations.
- **Showcase India's Potential:** Highlight India's diverse cultural and geographical attractions as a burgeoning cruise destination.
- **Attract Investment:** Draw foreign investment into India's cruise infrastructure and tourism sectors.
- **Adopt Sustainable Practices:** Learn from global best practices in sustainability to implement environmentally friendly operations.

The Indian government has been proactive in promoting cruise tourism by introducing policies such as cabotage relaxation, e-visa facilities, guaranteed berthing, and uniform operating procedures for customs and immigration at Indian ports.

Probable Representatives from India:

While the official list of Indian delegates for the 2025 event is yet to be announced, previous editions have seen participation from:

- **Ministry Officials:** Representatives from the Ministry of Tourism and the Ministry of Ports, Shipping & Waterways.
- **Port Authorities:** Senior officials from major ports such as Mumbai, Mormugao, and Cochin.
- **Industry Stakeholders:** Members of the India Cruise Lines Association and executives from the travel and hospitality sectors.

These delegates aim to promote India's cruise tourism potential and seek collaborations to further develop the sector. Seatrade Cruise Global continues to be the leading event for cruise industry professionals, fostering meaningful connections, advancing knowledge, and setting the course for the future of cruise travel.



6. The Way Forward

6.1. Summary

Theme 8 of the **Maritime Amrit Kaal Vision 2047 (MAKV 2047)** focuses on fostering global maritime partnerships and strengthening India's position in the international maritime ecosystem. It emphasizes leveraging India's strategic geographical location to enhance its role in global trade and logistics. This theme highlights initiatives to improve connectivity with neighboring regions, expand trade corridors, and establish India as a hub for transshipment and maritime services.

Additionally, it stresses the importance of collaborating with global stakeholders to adopt best practices, facilitate technology transfers, and enhance the sustainability of maritime operations. Strengthening India's participation in international forums and maritime organizations is another key aspect, aimed at shaping global policies and standards. By enhancing its global maritime partnerships, India seeks to secure its role as a leader in the evolving global maritime landscape.

Through the NAVIC Cell 1 the larger vision under MAKV 2047 is becoming reality, slowly and steadily. In addition, with the launch of the Maritime Event Calendar, an organized approach to Indian representation at Global forums can be administered by the Ministry of Ports, Shipping and Waterways.

6.2. Strategic Pursuit of Low Hanging Opportunities for International Cooperation

By recognizing and pursuing **low-hanging opportunities**, India can advance its ambition to become a pivotal player in global maritime trade and diplomacy, aligning with the vision of MAKV 2047. Some of these identified opportunities / pursuits include:

1. Proposal for Sponsoring a Chair and Fellowship Programme in the name of late C. P. Srivastava at IMO-IMLI (Malta) and WMU (Malmö) – Detailed under Section 3.15
2. Appointment of a Permanent Technical Representative at the International Maritime Organization (IMO)- Detailed under Section 3.1
3. Appointment of Senior and Junior Professional Officers (SPOs & JPOs)- Detailed under Section
4. Hosting the STCW Comprehensive Revision in Mumbai- Detailed under Section 3.1
5. All major ports to sign MoU with two sister ports – one from developed nation another from developing nation by the end of 2025. - Detailed under Section 3.5
6. International Association of Ports and Harbors (IAPH) Membership- Detailed under Section 3.7
7. Setting up of Industrial Park at Tanzania

A Bilateral Memorandum of Understanding (Refer Annexure H) was signed in October 2023 between the Jawaharlal Nehru Port Authority under the MoPSW and Tanzania Investment Centre of the Republic of Tanzania for setting up of an Industrial Park in Tanzania. The objective of this MoU was to strengthen the bilateral investment relations and develop



reciprocal business cooperation between India and Tanzania. Tanzania has offered 1000 acres of land earmarked for setting up of India's industrial park for manufacturing/ assembling of Indian products near Dar-es-Salaam port. The validity of the MoU is originally for 2 years. Site visit of the earmarked land has been made by the JNPA team in November 2024.

The other key objectives of this MoU include

- To provide special incentives and exemptions to Indian investors investing in Industrial park as per the regulations of the country
- To facilitate investors to obtain necessary permits, licenses, approval, consents, authorization, registration, Certificates of Incentives and other compliance matter required by local laws.
- To provide privilege procedure on work permit and visa for investors.
- To allow parties to discuss the feasibility of foundation of JV/ collaboration between JNPA and TIC.
- Type of industries in the industrial park may **include agro processing, healthcare, pharma, automobiles, ICT and other industries** as mutually agreed upon.
- To provide support in sharing information about respective services, investment opportunities in Tanzania and key sectors.

Envisaged Impact:

This approach shall strengthen Atmanirbhar Bharat by encouraging the export of components to this Industrial park and finished products from there would have the potential to expand India's presence in the markets of East African countries.



Annexures

A. Concept Note: Proposal for Appointment of a Permanent Technical Representative at the International Maritime Organization (IMO)

1.1. Background

The International Maritime Organization (IMO) is a specialized agency of the United Nations responsible for regulating shipping. As global maritime regulations evolve, the need for countries to have continuous and effective representation at the IMO becomes increasingly critical. India's active participation in IMO sessions and committees is essential for safeguarding national maritime interests, influencing global maritime policies, and ensuring compliance with international standards.

1.2. Rationale

1. **Strategic Influence:** Continuous representation at the IMO allows India to strategically influence decisions and policies that affect global maritime operations. India's input has been instrumental in various IMO discussions, such as those related to greenhouse gas (GHG) emissions, maritime safety, and seafarers' welfare.
2. **Technical Expertise:** The complexity and technical nature of IMO regulations require knowledgeable and specialized personnel. A permanent technical representative ensures that India's contributions are informed by up-to-date technical knowledge and expertise.
3. **Consistency and Continuity:** Regular and consistent participation helps build relationships, maintain institutional memory, and ensure that India's maritime policies and positions are consistently represented and advocated.
4. **Effective Implementation:** Active involvement in IMO proceedings helps anticipate regulatory changes and prepare domestic industries for compliance, thus avoiding potential disruptions and penalties.
5. **Common Practice:** It is a common practice for all the member states with maritime interest to position one permanent and one alternate representative at IMO to work closely on the national agenda, coordinate with other member states of similar interests, and also utilise their presence to engage better with other international NGO's, associations, such as ITF, IOPC Fund, INTERTANKO, OCIMF etc.

1.3. Proposal

To address these needs, it is proposed to appoint one permanent technical representative from the Directorate General of Shipping (DG Shipping) to the IMO. This representative will be based in London, where the IMO headquarters is located, to ensure continuous engagement and representation.



1.4. Roles and Responsibilities

The permanent technical representative will:

- Participate in all relevant IMO meetings, committees, and working groups.
- Advocate for India's maritime interests, including those related to GHG emissions, maritime safety, and seafarer welfare.
- Provide regular updates and reports to DG Shipping and other relevant Indian authorities.
- Facilitate bilateral and multilateral engagements with other member states and maritime organizations.
- Coordinate with Indian stakeholders, including shipping companies, maritime training institutes, and industry associations, to gather input and feedback.

1.5. Benefits

1. **Enhanced Representation:** A permanent presence at the IMO ensures that India's maritime interests are consistently and effectively represented.
2. **Improved Compliance:** Early awareness of IMO regulations helps Indian maritime entities comply proactively.
3. **Strategic Partnerships:** Strengthening relationships with other member states and maritime organizations can lead to strategic partnerships and collaborations.
4. **Technical Expertise:** Continuous involvement in technical discussions ensures that India remains at the forefront of maritime technological advancements and regulatory developments.

1.6. Financial Implications

The estimation of annual expenditure for maintaining a permanent technical representative, including accommodation, travel, and operational expenses, may be carried in consultation with HCI, London. The budget shall be manageable considering the significant stakes involved in international maritime affairs and the potential benefits of enhanced representation.

1.7. Conclusion

The appointment of a permanent technical representative at the IMO is a strategic investment in India's maritime future. By ensuring continuous and effective representation, India can safeguard its maritime interests, influence global maritime policies, and enhance its compliance with international regulations. This proposal seeks to secure the necessary support and resources to establish this crucial position and strengthen India's presence at the IMO.



1.8. Action Points

1. **Approval:** Secure approval from the Ministry of External Affairs and the Department of Expenditure.
2. **Funding:** Establish the multi-stakeholder funding mechanism and secure commitments from key stakeholders.
3. **Recruitment:** Identify and appoint a qualified technical expert from DG Shipping to serve as the permanent representative.
4. **Coordination:** Develop a coordination framework to ensure regular communication and reporting between the representative, DG Shipping, and other stakeholders.

By adopting this proposal, India will significantly enhance its ability to influence and comply with



B. Concept Note on Proposal for Appointment of Two Senior Professional Officers (SPOs) and Three Junior Professional Officers (JPOs)

1.1. Introduction:

India's strategic and impactful presence at the International Maritime Organization (IMO) is crucial to influence global maritime policies and safeguard national interests. This proposal aims to appoint two Senior Professional Officers (SPOs) and three Junior Professional Officers (JPOs) to enhance India's representation. The SPOs & SPOs will provide expert analysis and strategic negotiation in key IMO meetings, such as the Marine Environment Protection Committee (MEPC) and the Maritime Safety Committee (MSC). However, they would be an employee of IMO, their presence would facilitate easy coordination with PTO and that intern would ensure that India's voice is robustly heard in the development of international maritime regulations.

1.2. Purpose:

The JPOs & SPO will support the PTO/APTO by conducting research, drafting position papers, and monitoring developments within IMO sub-committees. They will be engaged under the IMO's Senior/Junior Professional Officer programme, however a screening before nomination by India would involve a competitive selection process and a secondment period of up to three years (at max).

1.3. Benefits:

Their presence and work in tandem with PTO, will enable India to proactively address contemporary maritime challenges and advocate for the rights and welfare of Indian seafarers.

1.4. Budget & Funding:

- The estimated **budget** for each visit is INR 50 -60 lakhs (*Approx.*), covering travel, accommodation, daily allowances, and administrative expenses.
- **Funding Mechanism:** To address potential funding constraints, a multi-stakeholder funding mechanism is proposed. This could involve contributions from various maritime industry stakeholders, including shipping companies, industry associations, and may be from government agencies. The fund will be audited and monitored to ensure transparency and accountability.



C. Concept Note: Expansion of Shadow Committees

1. Introduction

The International Maritime Organization (IMO) plays a crucial role in setting global standards for maritime safety, environmental protection, and seafarer welfare. India's active participation in the IMO's decision-making process is essential to safeguarding national interests and ensuring the well-being of its maritime workforce. To enhance India's representation and effectiveness in her interactions at IMO deliberations, this concept note proposes the establishment of a wider base of consultation and the expansion of shadow committees to include diverse stakeholders from various departments and agencies.

2. Objectives

1. **Enhance Coordination and Representation:** Strengthen India's preparatory process for IMO meetings by involving a broader range of stakeholders in shadow committees.
2. **Leverage Expertise:** Utilize the expertise of various departments, agencies, and industry professionals to develop well-rounded and informed positions on key issues.
3. **Promote Inclusivity of Idea:** Ensure that the voices of all relevant sectors, including government, industry, academia, and civil society, are heard in the decision-making process.
4. **Improve Policy Outcomes:** Develop comprehensive and effective policies that reflect the diverse interests and capabilities of India's maritime sector.

3. Proposed Structure of Shadow Committees

1 Core Shadow Committee:

- **Composition:** Nodal officer from Directorate General of Shipping (DGS), Representatives from the Ministry of Ports, Shipping and Waterways (MoPSW), Indian National Shipowners' Association (INSA), Indian Register of Shipping (IRS).
- **Role:** To serve as the central coordinating body, ensuring alignment and consistency across various sub-committees.

2 Approach:

Specific Shadow Committees for Specific IMO Committees/sub-committees: MSC, MEPC, LEG, FAL, TC, STCW etc.

3 Expanded Participation:

- **Ministries, Government Departments and Agencies:** Ministry of Environment, Forest & Climate Change (MoEFCC), Ministry of Commerce & Industries (MoCI), Ministry of Defence (MoD), Ministry of Earth Science (MoES), Ministry of Home Affairs (MoHUA), Ministry of Petroleum and Natural Gas (MoPNG), Ministry of Science & Technology (MoST), Ministry



of New & Renewable Energy (MoNRE), Atomic Energy Regulatory Board (AERB), Ministry of Communication (MoC), Department of Telecommunication, Ministry of Labour and Employment (MoLE), Indian Ports Associations (IPA), Directorate General of Lightships and Lighthouses (DGLL), Ministry of Earth Sciences (MoES), National Institute of Ocean Technology (NIOT), Indian Navy and Indian Coast Guard.

- Industry Associations: Indian National Shipowner's Association (INSA), Indian Coastal Conference-Shipping Association (ICCSA), Shipyards Association of India (SAI), Seafarer's Unions like National Union of Seafarers of India (NUSI), Maritime Union of India (MUI), Sailors Union of India (SUI-BMS), Ship Recycling Industries Association (SRIA), Federation of Indian Chambers of Commerce & Industry (FICCI), Associated Chambers of Commerce and Industry of India (ASSOCHAM), and maritime industry associations.
- Academic and Research Institutions: Indian Institutes of Technology-Kharagpur, Indian Institute of Technology-Madras (IITs), Cochin University of Science and Technology (CUSAT), Indian Maritime University (IMU), National Institute of Oceanography (NIO), National Institute of Ocean Technology (NIOT) and other relevant universities and research bodies.
- Professional Bodies: Indian Register of Shipping (IRS), Lloyd's Register (LR), Institute of Naval Architects (INA), Institute of Marine Engineers (IMIE), Company of Master Mariners of India (CMMI), and other ROs of GoI.
- PSUs: SCI, CSL IOCL, HPCL, BPCL, etc.
- Non-Governmental Organizations (NGOs) & subject Experts: Environmental NGOs, seafarers' welfare organizations, and other relevant civil society groups & think tank groups.

4. Roles and Responsibilities

1. Core Shadow Committee:

- Coordinate the activities of committees and sub-committees.
- Ensure alignment of national strategies and interests with IMO's strategic plan.
- Review and approve position papers and proposals for IMO meetings.

2. Shadow Committees:

Maritime Safety Committee (MSC) & Sub-Committee:

- Address safety regulations, vessel construction standards, and maritime security.
- Propose measures for improving maritime safety and security.

Marine Environment Protection Committee (MEPC) & Sub-Committee:

- Focus on environmental issues, including greenhouse gas emissions, ballast water management, and marine pollution.



- Develop strategies for compliance with global environmental regulations.

Legal Committee (LEG) Committee:

- Address issues related to maritime law, seafarer rights, and fraudulent practices within the domain of LEG.
- Develop proposals for enhancing legal frameworks and protections.

Technical Cooperation Committee (TCC):

- Oversee technical cooperation projects and capacity-building initiatives.
- Develop proposals for enhancing technical cooperation and resource mobilization.

Facilitation Committee (FAL) Sub-Committee:

- Address issues related to the simplification and harmonization of maritime procedures.
- Develop proposals for enhancing efficiency and reducing administrative burdens.

On HTW/Standards of Training, Certification, and Watchkeeping (STCW):

- Focus on training standards, certification processes, and seafarer competence.
- Propose updates to the STCW Convention and related guidelines.

3. Expanded Participation:

Government Departments and Agencies:

- Provide policy inputs and align national policies with international standards.
- Participate in consultations and review processes.

Industry Associations:

- Offer industry perspectives and technical expertise.
- Engage in the development of position papers and proposals.

Academic and Research Institutions:

- Conduct research and provide evidence-based inputs.
- Participate in technical discussions and strategy development.

Non-Governmental Organizations (NGOs):

- Advocate for environmental and social issues.
- Provide inputs on seafarer welfare and human rights.

5. Implementation Plan



Establishment of Shadow Committees:

- Identify and nominate members for each sub-committee.
- Define roles and responsibilities of each member.
- Develop a schedule for regular meetings and consultations.

Capacity Building and Training:

- Organize workshops and training sessions for shadow committee members.
- Enhance understanding of IMO procedures and strategic priorities.

Stakeholder Engagement:

- Conduct stakeholder consultations to gather inputs and feedback.
- Ensure continuous communication and collaboration among all participants.

Development of Position Papers and Proposals:

- Identify key issues and areas of focus for each sub-committee.
- Develop comprehensive position papers and proposals for IMO meetings.
- Review and approve documents through the core shadow committee.

Monitoring and Evaluation:

- Establish a mechanism for tracking progress and outcomes.
- Conduct regular reviews and evaluations to assess the effectiveness of shadow committees.
- Make necessary adjustments based on feedback and lessons learned.

6. Conclusion

Expanding the base of consultation and enhancing the structure of shadow committees is essential for strengthening India's representation and influence at the IMO. By involving a broader range of stakeholders and leveraging their expertise, India can develop well-rounded policies and effectively advocate for its maritime interests. This initiative will ensure that India remains a proactive and influential member of the global maritime community, contributing to the development of robust and sustainable maritime regulations.



D. Blueprint on Chabahar Port



E. Blueprint on BIMSTEC



- F. Letter Issued to Major ports regarding signing of MoUs by all Indian Major ports with Sister ports from developing and developed nations; Collaboration with IAPH; Collaboration with ITEC for Programs for Sea port personnel

सम्राट राही, आई.आर.एस.
उपाध्यक्ष

Samrat Rahi, I.R.S.
Deputy Chairman



15, स्ट्रैंड रोड
कोलकाता-700001
दूरभाष:
दफतर : 22309164
फैक्स : 22304901

15, Strand Road
Kolkata – 700 001
Phone:
Office: 2230-9164
Fax : 2230-4901

No. DCK/2024.

24th October, 2024

To

Deputy Chairperson
New Mangalore Port Authority,
Panambur, Mangalore – 575 010

Subject: Implementation of NAVIC Cell Initiatives – Sister Port Partnerships, IAPH Collaboration and Collaborate with ITEC for Programs for sea-port personnel

Respected Madam,

In accordance with the Ministry's letter A-43015/39/2023-Estt dated 18th March 2024, NAVIC Cells were established to drive the MIV/MAKV initiatives. NAVIC Cell No. 1, responsible for International Cooperation including IMO, has finalized key initiatives to be undertaken to achieve the MIV and MAKV vision. Among these, three critical initiatives have been assigned to all major ports:

1. Establishment of Sister Port Partnerships

Each major port is to establish formal partnerships with two sister ports: one from a developed nation and another from a developing nation. This initiative aims to facilitate the exchange of expertise—allowing us to share our knowledge with ports in developing nations while gaining insights from best practices in developed nations. All major ports are requested to identify suitable sister port partners and develop these partnerships. Action taken may be communicated.

2. Collaboration with the International Association of Ports and Harbors (IAPH)

All major ports are expected to actively engage with the International Association of Ports and Harbors (IAPH), a global NGO headquartered in Tokyo through registration and participation. IAPH represents port authorities and operators at international regulatory bodies, including the IMO, the World Customs Organization, and the International Standards Organization. Through participation in IAPH's programs and training sessions, ports can gain exposure to international best practices and stay at the forefront of global port operations. This collaboration will enhance the capabilities of our ports and align them with international standards.

3. Collaborate with ITEC for Programs for sea-port personnel from neighbouring countries


The Indian Technical and Economic Cooperation Programme, ITEC for short, is the leading capacity building platform of the Ministry of External Affairs, Government of India. Instituted in 1964, ITEC is one of the oldest institutionalized arrangements for international capacity building. Initiatives can be taken to organize capacity building programs in collaboration with ITEC to enhance skills of seaport personnel from neighbouring nations

You are kindly requested to take initiative to implement these at the earliest and provide regular updates on progress so that appropriate authority may be appraised on periodical basis.

Yours sincerely,


 (Samrat Rahi)


Proposal on Sponsoring Fellowship and Chair at WMU and IMLI



भारत सरकार / GOVERNMENT OF INDIA
 फलन, पोत परिवहन और जलमार्ग मंत्रालय
 MINISTRY OF PORTS, SHIPPING AND WATERWAYS
 नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.27-18/11/2024-INT-COOP - DGSG[31326]
Dated : 22.10.2024

To,
 The Secretary to the Govt
 Ministry of Ports, Shipping and Waterways
 Transport Bhawan,
 1, Parliament Street,
 New Delhi – 110001

[Attn:- Shri Manoj Kumar Singh Under Secretary]


Sub:- Proposal for Sponsoring a Chair and Fellowship programme at IMO-IMLI (Malta) and WMU (Malmö) by Indian Maritime Administration-reg.

Sir,

I am directed to submit two significant proposals from the Directorate General of shipping aimed at enhancing India's role in global maritime governance and international maritime education. These initiatives not only pay tribute to India's maritime legacy but also strategically position India as a global leader in the maritime sector. These institutions, under the aegis of the International Maritime Organization (IMO), are at the forefront of advancing global maritime education, research, and capacity-building.

The key proposals are as follows:

- Sponsoring a Chair at IMO-IMLI (Malta) and WMU (Malmö, Sweden):** This initiative aims to enhance India's presence in international maritime law, governance, and sustainable ocean practices. Sponsoring a Chair at these prestigious institutions aligns with India's strategic objectives to promote capacity-building, maritime safety, gender equality, and technological innovation. The Chair will act as an ambassador for India's maritime interests, fostering international collaboration, research, and policy dialogue, thus strengthening India's global standing.
- Establishment of the C.P. Srivastava Fellowship:** This fellowship honors the legacy of Dr. C.P. Srivastava, the longest-serving Secretary-General of IMO and the founding father of WMU and IMLI. The fellowship will support one deserving and date each year to pursue advanced studies in maritime law at IMLI and ocean governance at MU. This initiative aligns with India's diplomatic strategy of building capacity across developing nations, fostering regional cooperation, and strengthening maritime governance, particularly in the Indo-Pacific and Africa. Both initiatives will significantly advance India's maritime diplomacy and further our leadership role in global maritime policy and education.



९वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कॅम्पस, कंजुर गाँव रोड, कंजुरमार्ग (पूर्व) मुंबई- 400042
 9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042
 शेवट/Tel No.: +91-22-2575 2040/1/2/3 फॅक्स/Fax: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in



-: 2 :-

These steps will promote sustainable development, regional stability, and gender equality, contributing to the rule-based maritime order that India advocates. We request the Ministry's support and approval to move forward with these prestigious initiatives that will foster long-term benefits for India and the global maritime community.

3. We look forward to your guidance and endorsement.
4. An additional information in detail as an enclosure is provided and look forward to your positive consideration.
5. These issues with the approval of Director General of Shipping

Yours faithfully,



(Shitesh Ranjan)

SS-Cum-Dy. Director General of Shipping (Tech/IC/MSL)

- i. Annexure-I: Proposal for Sponsoring a Chair at IMO-International Maritime Law Institute (IMLI), Malta, and World Maritime University (WMU), Malmö, by Indian Maritime Administration.
- ii. Annexure-II: Proposal for C.P. Srivastava Fellowship for One candidate at IMO-IMLI and WMU.

2-



[Annexure- I]

Proposal for Sponsoring a Chair at IMO-International Maritime Law Institute (IMLI), Malta, and World Maritime University (WMU), Malmö, by Indian Maritime Administration

1. Introduction

India, as a major maritime nation with a growing global presence in shipping, international trade, and ocean governance, has an opportunity to significantly enhance its international stature by sponsoring a Chair at two of the most prestigious maritime educational institutions under the International Maritime Organization (IMO): The International Maritime Law Institute (IMLI) in Malta and the World Maritime University (WMU) in Malmö, Sweden. Sponsoring a Chair at IMLI and WMU aligns with India's strategic objectives to promote maritime law, ocean sustainability, and capacity-building on a global scale while strengthening India's maritime relations with the IMO and the international maritime community. The sponsorship also provides a platform to foster India's leadership in promoting sustainable development, gender equality, and technological innovation in the maritime sector.

2. Purpose of Sponsoring the Chair

i. Promoting India's Leadership in Maritime Law and Governance:

Sponsoring a Chair at IMO-IMLI and WMU will position India as a leader in shaping global maritime law, ocean governance, and sustainable maritime practices. The Chair will promote advanced research in maritime law, ocean policy, and maritime innovation, focusing on areas where India seeks to assert its influence, such as maritime safety, security, and environmental sustainability.

ii. Enhancing Capacity-Building and Technical Cooperation:

The sponsored Chair will contribute to capacity-building in the institutions of global repute and also can serve as an outreaching hand for India's strategic interests in the various regions. The Chair can focus on training maritime professionals from these countries in international maritime law and ocean governance, building alliances, and enhancing India's role in promoting safe and secure shipping globally.

iii. Promoting Gender Equality and Women's Empowerment in the Maritime Sector:

Both WMU and IMLI place a strong emphasis on promoting gender equality in the maritime field. Sponsoring a Chair can be focused on advancing the participation of women in maritime law, policy, and education, contributing to India's wider gender equity initiatives and empowering women globally in maritime careers.

iv. Fostering Research and Innovation: The Chair will promote cutting-edge research on maritime law and ocean policy, technological innovations, and solutions to challenges such as climate change, marine pollution, and sustainable shipping practices. This will foster India's role in supporting global research and enhancing the country's image as a hub for maritime innovation.

3/-



v. Coordinating Funded Research of Indian Maritime Interests at WMU and IMLI:

The sponsored chair at WMU and IMLI can play a pivotal role in coordinating funded research studies of Indian interest by serving as a central academic and strategic link between Indian maritime administration, the universities, and the broader international maritime community. The chair can identify key research areas aligned with India's priorities—such as maritime law, sustainable shipping, ocean governance, and climate action—and work with both WMU and IMLI faculties to develop collaborative research projects. By leveraging the global expertise and sources at WMU and IMLI, the chair can ensure that research initiatives are not only aligned with India's maritime goals but also contribute to global best practices. The chair will facilitate smooth coordination between Indian maritime stakeholders and researchers, ensuring that findings are regularly shared, published, and applied to Indian maritime policy and governance, thus creating a continuous feedback loop of innovation and policy refinement. Furthermore, the chair can assist in securing additional funding, organizing joint seminars and workshops, and promoting India's maritime interests on international platforms.

3. Key Objectives of the Sponsored Chair

i. Research and Academic Excellence: To spearhead advanced research on topics critical to India's maritime interests, such as international maritime law, green shipping, marine environment protection, and ocean governance. To engage with Indian maritime professionals and institutions for collaborative research, facilitating the exchange of knowledge and expertise between Indian and global maritime scholars.

Capacity-Building and Knowledge Transfer: To support the training and education of maritime professionals, particularly from developing countries, by providing scholarships, facilitating specialized courses, and promoting technical cooperation in maritime law and sustainable development. To promote the integration of maritime law principles into national legislation, particularly in the context of the United Nations Convention on the Law of the Sea (UNCLOS), maritime security, and environmental regulations.

iii. Global Outreach and International Cooperation: To foster strong maritime relations between India and other IMO member states by serving as a platform for dialogue, cooperation, and joint initiatives aimed at strengthening maritime governance. To raise awareness about India's maritime leadership at international forums, such as the IMO and UN, by organizing conferences, seminars, and work shops on pressing maritime issues.

iv. Leveraging Global Expertise: The Impact of Returning Chairs on Indian Maritime Education: A professor or lecturer returning to India after completing their term as a Chair at prestigious institutions like IMO-IMLI or WMU will be an invaluable asset to Indian maritime institutions such as the Indian Maritime University (IMU) and other maritime universities. Having gained global exposure to cutting-edge research, teaching methodologies, and international best practices in maritime law, ocean governance, and sustainable shipping, they will bring a wealth of knowledge and innovative perspectives. Their global experience will enhance academic curricula, fostering world-class maritime education in India. Moreover, their international networks and collaborative relationships with leading maritime professionals and

4/-



organizations will open doors for joint research, academic partnerships. They can also play a pivotal role in mentoring young faculty and students, developing specialized maritime courses, and contributing to policy dialogues on India's maritime strategy, thus helping to elevate the stature of Indian maritime institutions on the global stage.

4. Rationale for Sponsoring at IMLI and WMU **IMO-IMLI, Malta:** IMLI is a globally recognized centre of excellence for maritime law training and capacity-building. The Chair at IMLI can focus on areas such as drafting international maritime legislation, ensuring effective implementation of IMO conventions, and fostering a culture of compliance with international maritime norms, particularly in developing countries. The Chair can also promote India's maritime legal expertise and contribute to regional and global maritime security frameworks, supporting India's strategic interests in the Indian Ocean and beyond.

ii. WMU, Malmö: WMU is a leading global institution for postgraduate education and research in maritime and ocean affairs. A Chair at WMU would allow India to champion sustainable maritime practices, ocean governance, and technological innovation. The Chair can specifically focus on green shipping initiatives, reducing carbon emissions, and promoting smart shipping technologies, all aligned with India's commitment to tackling climate change. WMU's global reach provides India with a platform to influence future maritime policies and innovations that directly impact global shipping, sustainability, and ocean resource management.

5. Structure and Funding of the Sponsored Chair

i. Duration of Sponsorship: The sponsorship will be initially committed for a period of four years, with an option for extension or renewal based on mutual agreement and the success of the program.

ii. Financial Commitment: The Indian Maritime Administration through appropriate sources will allocate funds for the Chair's salary, research activities, scholarships for candidate from developing countries, and the organization of international maritime conferences, seminars, and workshops under the aegis of the Chair.

At IMO-IMLI-Malta, generally a chair as Professor would cost €120,000 - €130,000 per year and as Lecturer, it would cost €60,000-€70,000 per year.

Institution	Engagement	Cost per year
IMO-IMLI-Malta	A chair as Professor	€120,000-€130,000
	A chair as Lecturer	€60,000-€70,000
	Fellowship candidate	€36,000 (approx..)
WMU, Malmö	A chair as Professor	Professor €120,000-€130,000
	A chair as Lecturer	€60,000-€70,000
	Fellowship candidate	€55000 (approx.)

5/-



iii. Chair Responsibilities: The sponsored Chair will be responsible for leading research initiatives, teaching advanced courses in maritime law and ocean policy, engaging with maritime professionals globally, and hosting seminars and conferences on India's interest areas such as sustainable shipping, ocean governance, and maritime safety.

iv. Publications and Outreach: The Chair will produce annual research reports, policy papers, and contribute to international journals to disseminate knowledge on maritime law and policy. It will also work on fostering partnerships between Indian maritime institutions and global maritime bodies.

6. Expected Benefits to India

i. Enhanced Global Standing: Sponsoring a Chair at IMLI and WMU positions India as a thought leader in maritime law, governance, and sustainability, increasing its influence in the international maritime community and within IMO.

ii. Capacity-Building and Knowledge Transfer: The Chair will help develop a cadre of Indian maritime professionals and legal experts equipped to navigate complex international maritime issues, thereby enhancing India's capacity in shipping law, ocean governance, and global maritime trade. As they return completing their tenure, their contribution to the domestic institutions would also be much enhanced.

iii. Promoting India's Maritime Agenda: The Chair will act as an ambassador for India's maritime policy objectives, advocating for sustainable ocean use, climate action, gender equality, and innovative shipping practices at international platforms.

iv. Strengthening Maritime Cooperation: The Chair can help facilitate maritime cooperation between India and other IMO member states, particularly in the Indo-Pacific region and countries of Indian interests, promoting regional maritime security, trade, and environmental stewardship.

7. Conclusion

Sponsoring a Chair at IMO-IMLI and WMU reflects India's commitment to enhancing its global maritime presence and its leadership role in advancing maritime law, sustainable shipping, and ocean governance. This sponsorship offers a unique opportunity for India to influence international maritime policy, contribute to global maritime capacity-building, and foster long-lasting maritime cooperation with nations around the world. It will also provide a valuable platform to promote India's vision for a safe, secure, and sustainable maritime future. The Indian Maritime Administration seeks approval and support from relevant stakeholders to proceed with this prestigious sponsorship and contribute to the global advancement of maritime education, research, and development

6/-



[Annexure- II]

Proposal for C.P. Srivastava Fellowship for One candidate at IMO-IMLI and WMU

1.Introduction:

India, as a prominent maritime nation with a rich history and strategic interests in global maritime governance, is uniquely positioned to strengthen its diplomatic outreach through initiatives that promote international cooperation, capacity-building, and leadership in maritime education. To honour the legacy of Dr. Chandrika Prasad Srivastava, the longest-serving Secretary-General of the International Maritime Organization (IMO) and the founding father of both the World Maritime University (WMU) and the International Maritime Law Institute (IMLI), the Indian Maritime Administration proposes the establishment of the C.P. Srivastava Fellowship. This fellowship will provide one deserving candidate each year the opportunity to pursue advanced studies in international maritime law or ocean governance at WMU and one at IMLI. By establishing this fellowship, India not only pays tribute to one of its most distinguished global maritime leaders but also enhances its diplomatic and strategic interests by building maritime capacity across developing nations and fostering international collaboration in line with India's vision of a free, open, inclusive, peaceful, and prosperous Indo-Pacific region, freedom of navigation for all nation[1]. Sponsoring this fellowship will align with India's broader diplomatic objectives by: Promoting soft power through educational initiatives that build capacity in developing countries, particularly in the Indo-Pacific and Africa. Strengthening maritime partnerships with IMO member states by developing a network of maritime professionals trained at the world's leading institutions. Supporting regional stability and maritime security, as fellowship recipients will contribute to a rule-based maritime order and stronger governance of ocean resources.

2. Objective of the Fellowship

i. Honour the Legacy of Dr. C.P. Srivastava:

The fellowship will commemorate Dr. Srivastava's immense contributions to the global maritime community, including his pioneering role in establishing WMU and IMLI. The fellowship will reflect his commitment to enhancing global maritime governance, capacity-building, and technical cooperation.

ii. Advance India's Diplomatic Interests:

The fellowship will support India's diplomatic outreach by creating long-lasting relationships with countries, in need of maritime capacity-building, particularly in regions of strategic importance such as the Indo-Pacific and Africa. Through this initiative, India will demonstrate its leadership in promoting sustainable maritime development, regional cooperation, and rule-based maritime governance

7/-



iii. Promote International Maritime Education:

The fellowship will support an outstanding candidate in pursuing advanced education in maritime law at IMLI or ocean governance at WMU. The chosen candidate will be equipped with the expertise to contribute to the strengthening of international maritime law, governance, and policy-making

iv. Foster Capacity-Building and Gender Equality:

The fellowship will prioritize candidates from developing nations with significant Indian interests, helping them to access world-class maritime education. It will also prioritize female candidates rotationally, supporting gender equality and empowerment in the maritime sector, which is central to India's diplomatic objectives of inclusive and sustainable development

3. Rationale for the C.P. Srivastava Fellowship

The C.P. Srivastava Fellowship will provide a prestigious and competitive opportunity for one student per year to study at WMU and IMLI. Both institutions are globally recognized for their contributions to maritime law, education, and governance, making this fellowship an ideal way to support the development of future leaders in the maritime field, while furthering India's diplomatic ties and influence.

i. IMO-IMLI, Malta:

IMLI is a world leader in maritime law education, focusing on training professionals to develop, implement, and enforce international maritime conventions. The fellowship will support a candidate to pursue the LL.M. in International Maritime Law, where they will be trained in areas such as shipping law, marine environmental protection, and maritime security. It is also pertinent to note that globally

ii. WMU, Malmö, Sweden:

WMU offers postgraduate education in a range of maritime and ocean governance specializations, including maritime safety, environmental protection, and sustainable development. The fellowship will support a candidate in pursuing a Master's degree in one of these fields, enabling them to contribute to global maritime sustainability and policy-making.

iii. Strategic Alignment with Indian Diplomatic Interests:

The fellowship will support India's broader diplomatic strategy to increase its influence in maritime governance, particularly through educational initiatives that enhance global maritime leadership and cooperation. By prioritizing candidates from strategically important regions, such as the Indo-Pacific and African nations, India will build long-lasting relationships that contribute to shared maritime security and development goals.

8/-



Structure of the Fellowship

i. Eligibility Criteria:

The fellowship will be open to Indian nationals or candidates from developing countries, particularly from the Indo-Pacific and African regions, with a preference for applicants from maritime professions (e.g., law, governance, administration, shipping) who have demonstrated academic Excellence and leadership potential.

Special consideration will be given to female applicants, in line with India's commitment to promoting gender equality and empowering women in the maritime sector

ii. Selection Process:

Candidates will be selected through a competitive process, based on academic merit, leadership potential, and demonstrated commitment to the maritime sector. The selection will be overseen by a committee composed of representatives from the Indian Maritime Administration, WMU, and IMLI, preferably the sponsored chair itself.

iii. Fellowship Coverage:

The fellowship will be the standard one, similar to Nippon Foundation and IMO Fellowships which covers full tuition fees, accommodation, and a stipend for living expenses for the duration of the program (typically 9 months for the LL.M. at IMLI and 14 months for the Master's program at WMU).

iv. Obligations of the Fellowship Recipient:

The Indian recipient will be required to complete the academic program in accordance with the standards of the respective institution and will be encouraged to contribute to India's maritime sector upon completion. The overseas candidates will also be expected to participate in outreach and mentorship programs aimed at inspiring future candidate to pursue maritime education. his will help to build a cohesion within countries of Indian diplomatic interest.

v. Post-Fellowship Engagement:

Upon completion of their studies, the fellowship recipient will de facto can serve as a regional Maritime Ambassador, promoting maritime education and contributing to the development of the maritime sector, both in India and globally. This will help build a network of C.P. Srivastava Fellows, fostering ongoing knowledge exchange and collaboration.

5. Anticipated Benefits to India and the Global Maritime Community

i. Strengthening India's Diplomatic Outreach:

The fellowship will enable India to build strategic alliances with developing countries through education, helping to develop a network of maritime professionals with strong ties to India. This supports India's diplomatic agenda, particularly in regions where maritime cooperation is critical for peace, security, and economic development.



ii. Building Regional Consensus through Maritime Capacity-Building and Cooperation

By sponsoring the C.P. Srivastava Fellowship at IMO-IMLI and WMU, India can foster a new generation of maritime professionals who are well-versed in international maritime law, ocean governance, and sustainable development. These fellows, hailing from developing countries, especially in the Indo-Pacific and African regions, will be equipped with the knowledge and expertise to address contemporary issues such as maritime security, environmental sustainability, and legal frameworks for ocean governance. As these professionals return to their home countries, they will carry with them India's vision of a rule-based maritime order, facilitating stronger regional collaboration on pressing maritime challenges. The network of C.P. Srivastava Fellows, supported by India's leadership, will act as a conduit for building regional consensus on contemporary maritime issues, promoting cooperative frameworks and shared solutions to enhance stability, security, and sustainable development in the region. This initiative will not only deepen India's diplomatic ties but also strengthen collective action in addressing critical maritime concerns such as climate change, marine pollution, and resource management.

iii. Promoting India's Leadership in Maritime Education:

By sponsoring the fellowship, India will promote its maritime influence, expertise and enhance its standing as a global leader in maritime education. Fellowship recipients will act as ambassadors of Indian maritime vision, advocating for sustainable maritime practices and international cooperation.

iv. Capacity-Building for Developing Nations:

The fellowship will contribute to capacity-building in maritime law and ocean governance, providing crucial knowledge and skills to professionals from developing countries. This aligns with India's diplomatic efforts to support capacity-building initiatives in Africa and the Indo-Pacific.

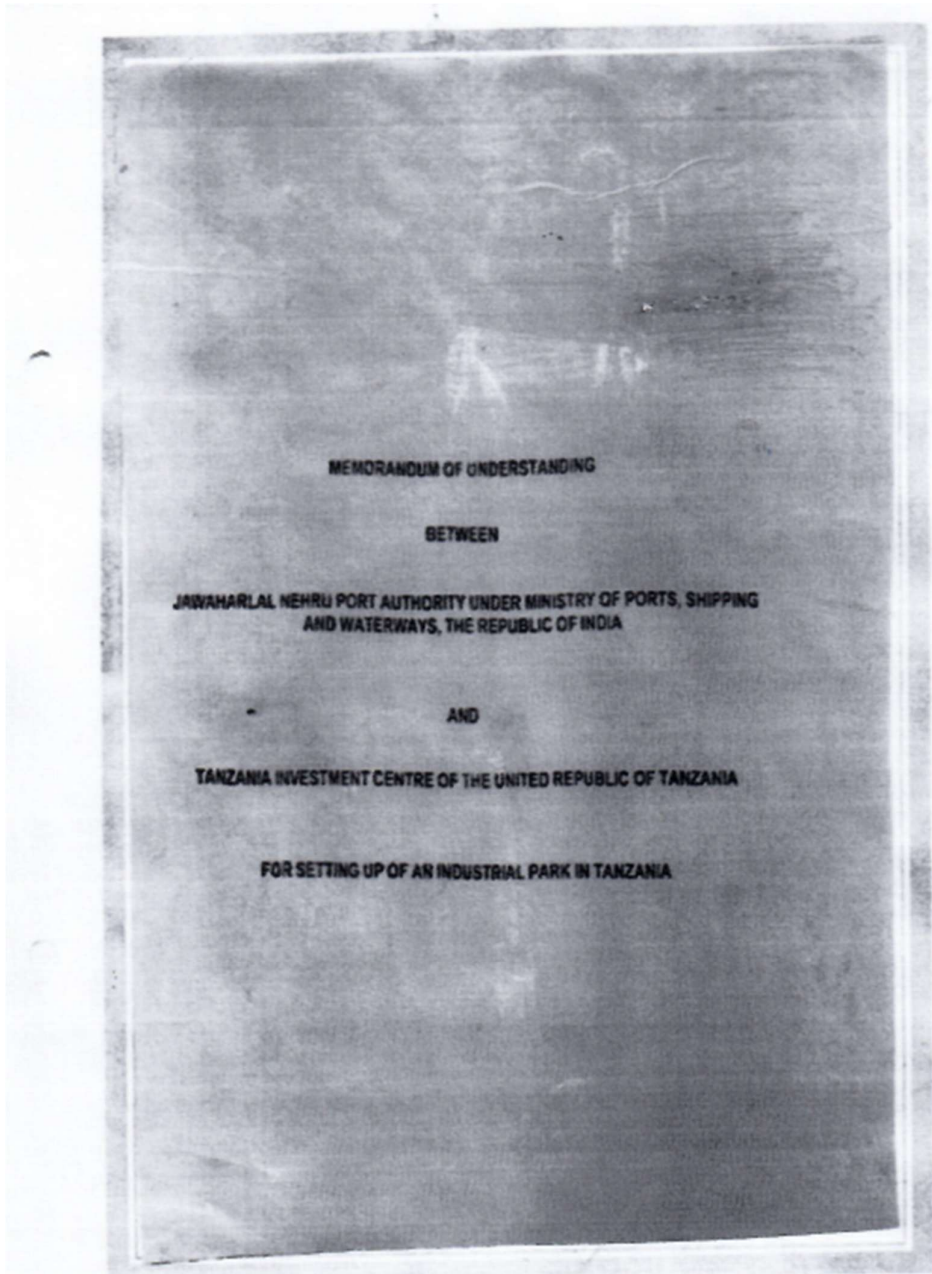
v. Promoting Sustainable Development and Gender Equality:

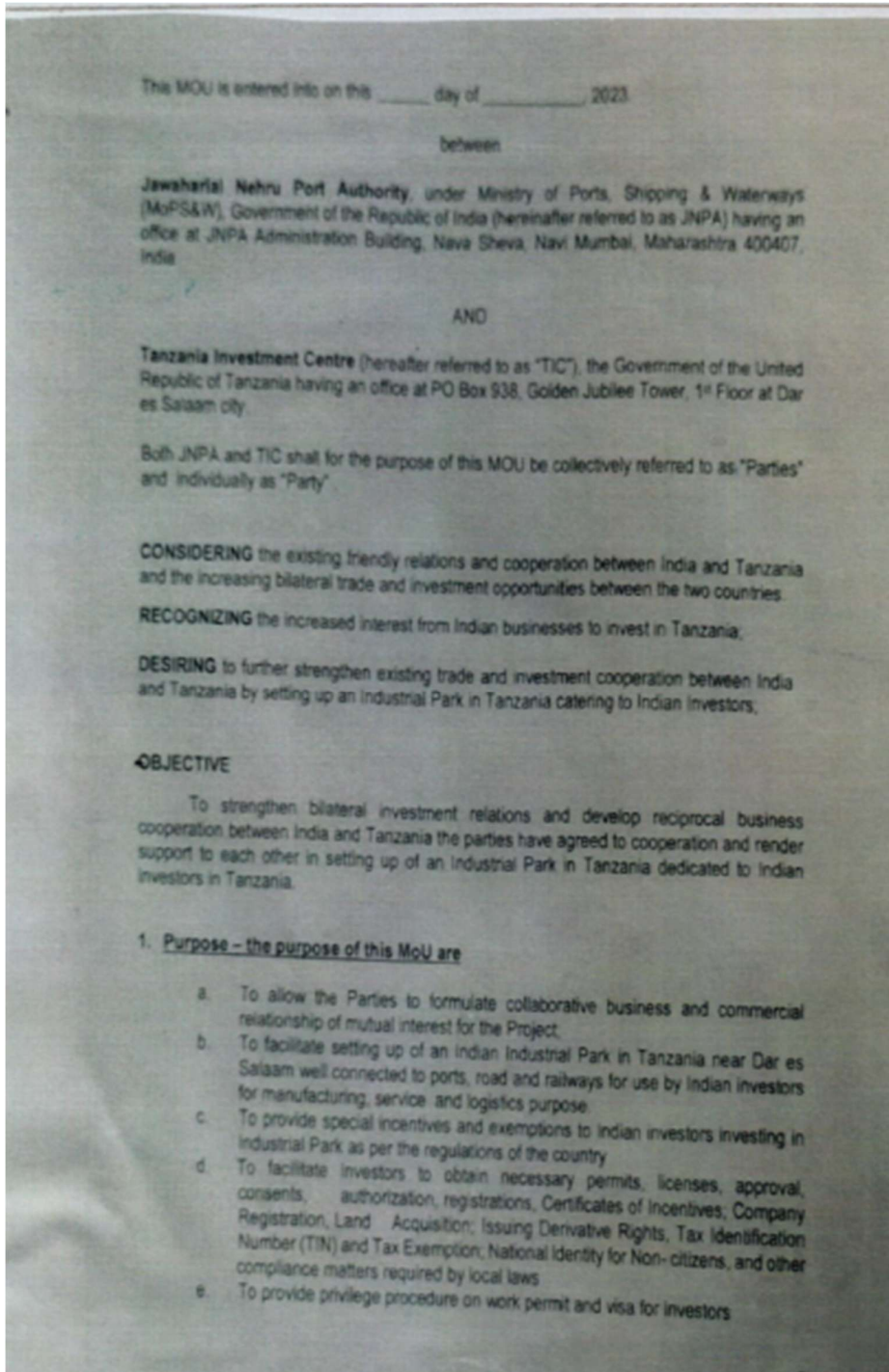
The fellowship will further India's commitment to sustainable development and gender equality in the maritime sector by supporting both male and female candidate from underrepresented regions and sectors.

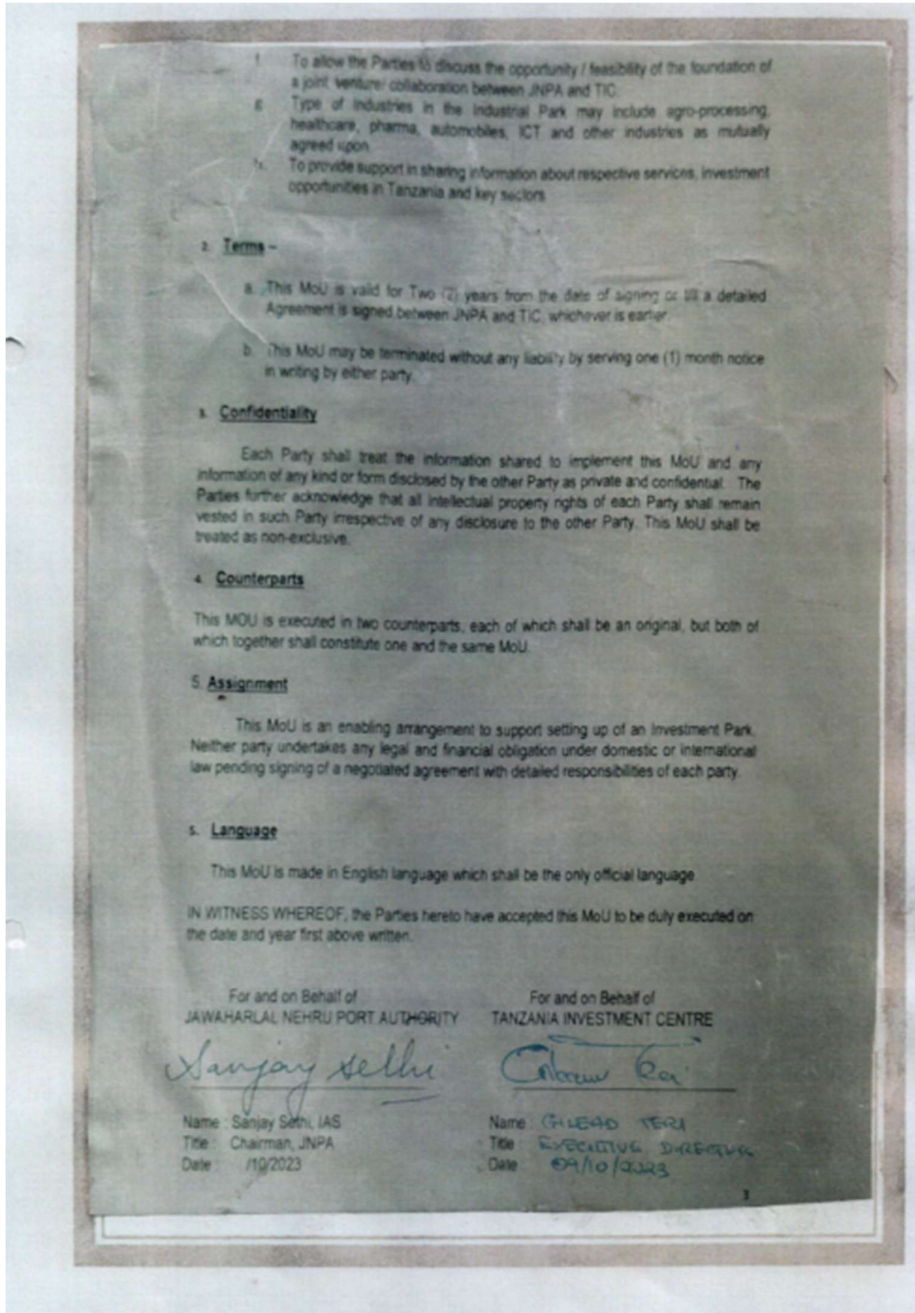
10/-



G. MoU between Republic of India and Republic of Tanzania for the Development of Tanzania Industrial Park







H. Country dossiers





PASSION

for providing solutions to help clients achieve their goals

RESPECT

for all and alternate viewpoints

INTEGRITY

of thoughts and actions

MASTERY

of our chosen subject to drive innovative and insightful solutions

US

representing the Primus collective, where each individual matters

STEWARDSHIP

for building a better tomorrow



PRIMUS PARTNERS®

Solutions for Tomorrow

Primus Partners has been set up to partner with clients in 'navigating' India, by experts with decades of experience in doing so for large global firms. Set up on the principle of 'Idea Realization', it brings to bear 'experience in action'. 'Idea Realization'— a unique approach to examine futuristic ideas required for the growth of an organization or a sector or geography, from the perspective of assured on ground implementability.

Our core strength comes from our founding partners, who are goal-oriented, with extensive hands-on experience and subject-matter expertise, which is well recognized in the industry. Established by seasoned industry leaders with extensive experience in global organizations, Primus Partners boasts a team of over 250 consultants and additional advisors, showcasing some of the finest talent in the nation.

The firm has a presence across multiple cities in India, as well as Dubai, UAE. In addition, the firm has successfully executed projects across Africa, Asia Pacific and the Americas.



Bengaluru

91 Springboard Business Hub 175, 176 Bannerghatta Rd, Dollars Colony, Bengaluru - 560076



Chandigarh

2nd Floor, Netsmartz, Plot No. 10, Rajiv Gandhi Chandigarh Technology Park, Chandigarh - 160019



Chennai

147, Pathari Rd, Door #3, WorkEz Hansa Building, RK Swamy Centre, Thousand Lights, Chennai, TN - 600006



Delhi

1 to 7, UG Floor, Tolstoy House, Tolstoy Road, Connaught Place New Delhi - 110001



Kolkata

Siddhartha Apartments 4th Floor, 188/2, Block J, New Alipore, Kolkata - 700053



Mumbai

601, 6th floor, Raheja Centre, Nariman Point, Mumbai, MH - 400021

www.primuspartners.in

info@primuspartners.in

Primus Partners India

@partners_primus

@primuspartners7128