



सागराः सुपन्थानः सन्तु

5th TECHINICAL PAPER COMPETITION INAUGURAL ADDRESS

Directorate General of Shipping

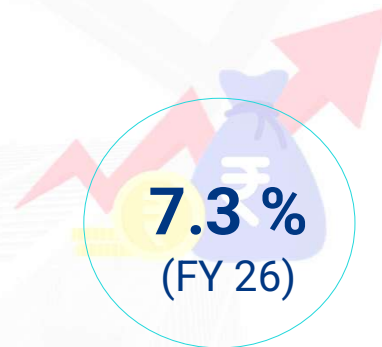
21st March 2026

India's Economic Growth and the Significance of Maritime Domain



Indian GDP

World's 4th largest economy



GDP Growth

projected 6.3–6.7% annual growth through coming years



GDP Target

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

The Maritime sector facilitates



95%

Trade by Volume

70%

Trade by Value



Maritime sector contributes to 4-5% of the GDP

Global Competitiveness



2

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

(No Indian Port in Top 30 in 2015)

0.9 days

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

(4 days in 2015)

Top 3

In trained manpower, 2025 with >3.2 Lakh Indian Seafarers

(1.2 lakh Seafarers in 2014)

2nd

Rank in global ship recycling, 2024

(3rd rank in 2017)

16th

Largest ship building sector globally with rapid capability expansion, 2024

(23rd Rank in 2016)

41st

Rank in World Competitiveness Index, 2025

14th

Rank in Liner Shipping Connectivity Index, 2024

(30th Rank in 2014)

38th

Rank in Logistics Performance Index, 2023

Contribution of the Blue Economy Towards Viksit Bharat 2047



India and its Blue Economy

95%

By trade volume

70%

By trade value

India's Infrastructure Leverages

12

Major Ports

200+

Non-major
Ports

11,098 km

Total length of
India's coastline

India's Vessel Advantage



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



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

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

Port-led
Development

Ports for
Prosperity

Policy reforms driving EoDB,
modern infrastructure and
multi-modal logistics

India's Maritime Vision



MIV 2030

Chapter 10 : Become Top Seafaring Nation with World Class Education, Research and Training

- **10.2 - By Promoting research and innovation** by establishing maritime knowledge clusters and dedicated innovation laboratories.
- **10.2 - By Strengthening maritime education and training** through continuous improvement of training programmes and expansion of career opportunities for seafarers.
- **10.3 - By Building a robust seafarer-centric ecosystem** with a focus on welfare measures, grievance redressal mechanisms, and social security.
- **10.4 - By Encouraging port-led capability development** to support skill creation, employment generation, and integrated maritime growth.

MAKV 2047

Theme 7 : Develop World Class Education, Research & Training

- **By Integrating maritime education, training, and research** through a unified innovation ecosystem.
- **By Setting up knowledge clusters, incubators, and accelerators** to drive maritime research and startups.
- **By Strengthening global partnerships and Centres of Excellence** to enhance institutional quality and faculty capability.
- **By Implementing systemic reforms** to improve efficiency, standardisation, and future readiness.

Chapter 10 of the Maritime India Vision 2030 outlines the development of a comprehensive training ecosystem aimed at enhancing maritime education, training, and skilling across the sector.

Facilitation through Legislation



Progressive policies and modernized regulations create an enabling environment for investment, ease of doing business, and global competitiveness.

Merchant Shipping Act, 2025 – Modernizes maritime regulations by broadening the definition of vessels, easing ownership norms, and aligning India’s shipping framework with global standards, thereby strengthening maritime capabilities.

Indian Ports Act, 2025 – Replaces the century-old 1908 Act, introducing a modern regulatory framework for port operations, management, and environmental safeguards. It ensures tariff transparency and mandates pollution control and disaster management plans at ports.

Coastal Shipping Act, 2025 – Enhances the role of coastal and inland shipping, promoting efficient use of waterways as a sustainable, cost-effective transport mode that reduces logistics costs and congestion.

Bill of Ladings Act, 2025 – Establishes a modern legal framework for electronic and physical bills of lading, enhancing transparency, traceability, and security in maritime trade documentation.

Carriage of Goods by Sea Act, 2025 – Updates liability and carriage rules to align with international conventions, ensuring fair, efficient, and standardized practices for transporting goods by sea.



Two Pillars Of Maritime Transformation



Technology Integration - Digital Platforms

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

Sustainability Initiatives - Green Shipping Agenda

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

Sustainability Initiatives - Key Programmes

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

INDIA'S MARITIME TECHNOLOGY TRANSFORMATION IN 2025



CLOUD - NATIVE PLATFORMS



ARTIFICIAL INTELLIGENCE



BLOCKCHAINS



MARITIME SINGLE WINDOW



SIGNIFICANT REDUCTION IN CARGO DWELL TIMES
REAL TIME VESSEL TRACKING



DIGITAL CENTER OF EXCELLENCE

INDIA'S MARITIME SUSTAINABILITY INITIATIVES



500 GW NON-FOSSIL ENERGY BY 2025



1 BILLION TONNE CARBON REDUCTION



LNG GREEN HYDROGEN VESSEL



100% RENEWABLE ENERGY PORTS



GREEN TUGS TRANSITION PROGRAMME



GREEN SHIPPING CORRIDORS



GREEN HYDROGEN



GREEN SHIPPING CORRIDORS



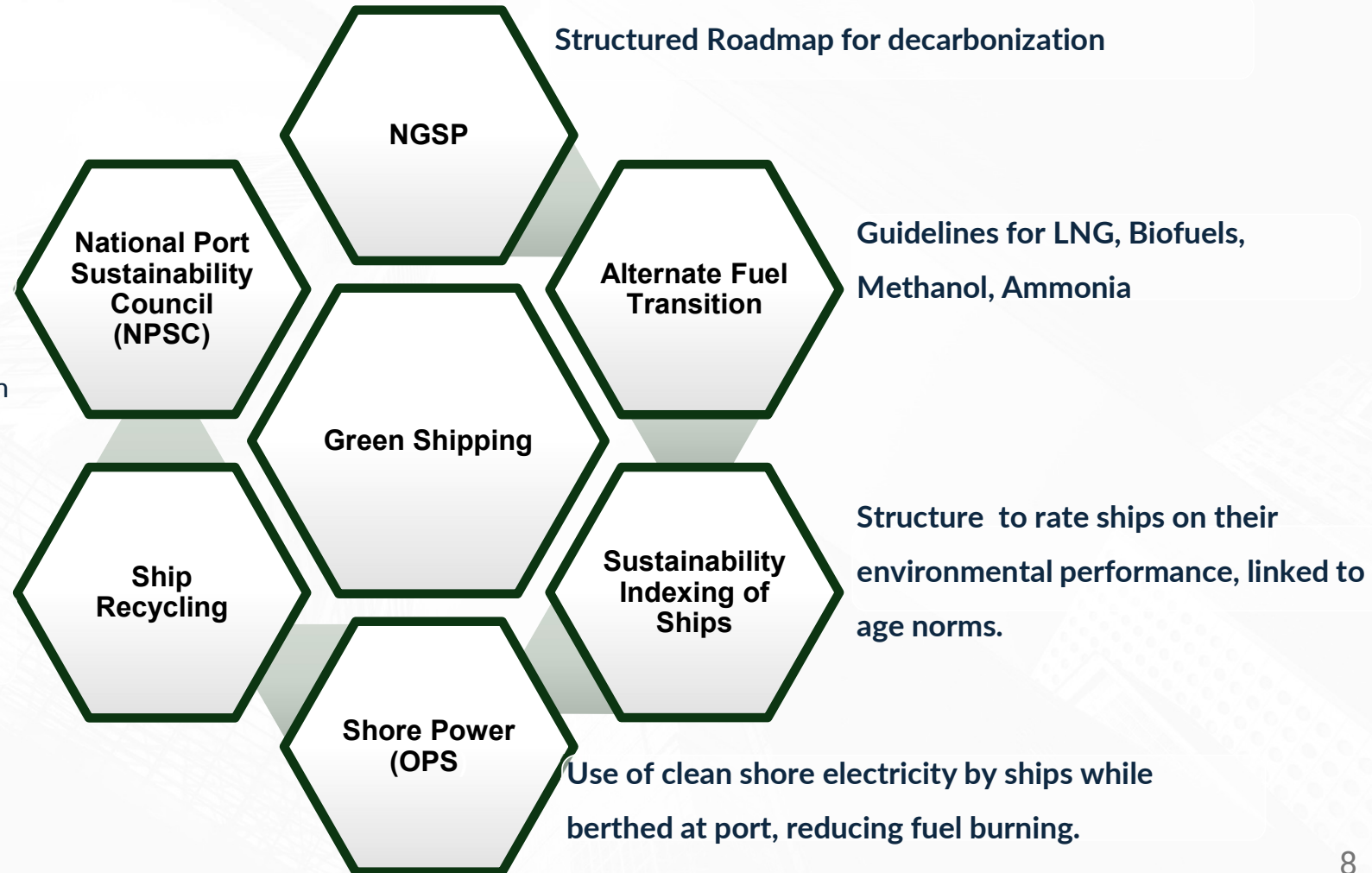
₹ 25,000 CRORES MARITIME DEVELOPMENT FUND

Sustainability : Green Shipping Initiatives



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

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



National Green Shipping Policy

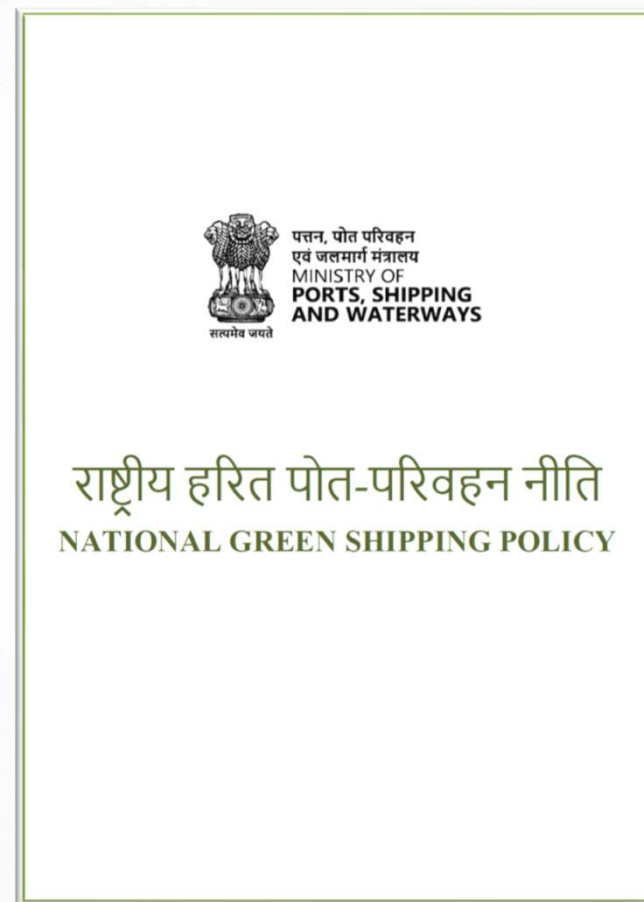


The NGSP is India's strategic response to the global decarbonisation mandate, a policy blueprint designed to secure maritime growth while transitioning towards clean energy, sustainable ships and climate-resilient ports.

Key Transition Pillars:

- Green Ships
- Green Ports
- Green Fuels
- Green Technology
- Green Recycling
- Green Financing
- Green Skill Development & Capacity Building

Maritime INDIA @ Net Zero – Multi Stakeholder Workshop convened on 14-15 January 2026 at India Habitat Centre, New Delhi



Maritime INDIA @ Net Zero



Maritime INDIA @ Net Zero was jointly organised by the Directorate General of Shipping (DGS) and NCoEGPS at TERI as a **high-level multi-ministerial action plan and governance workshop** to translate the National Green Shipping Policy (NGSP) vision into **phased, implementation-ready national pathways** aligned with India's climate commitments.

Way Forward

- **Conduct focused stakeholder webinars** to validate priority actions and implementation sequencing
- **Undertake inter-ministerial consultations** to finalise roles, timelines and coordination mechanism
- **Final submission of consolidated roadmap and action matrix to NITI Aayog** for strategic guidance and national rollout



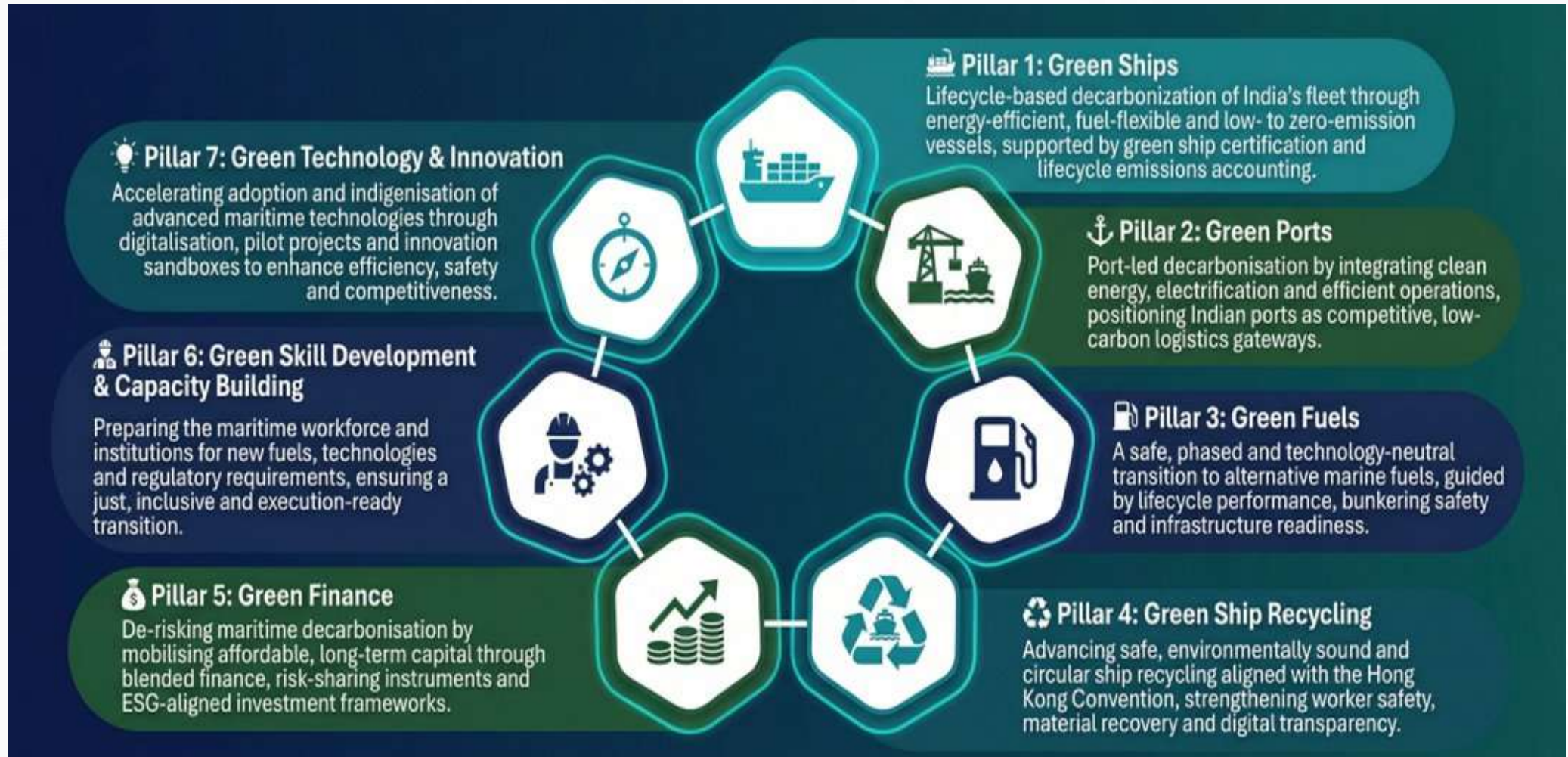
MARITIME INDIA
@NET ZERO



teri | THE ENERGY AND
RESOURCES INSTITUTE
Creating Innovative Solutions for a Sustainable Future

National Green Shipping Policy

7 Pillars



Alternative Fuels for Maritime



LNG

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

Biofuel

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

Ammonia

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

Methanol

- **Marine Use:** Dual-fuel methanol engines already ordered by global majors
- **Breakthrough:** **India's first Green Methanol Bunkering Hub** under construction at **VOC Port (Tuticorin)** – 750 m³ terminal (SOPAN Group)
- **Production Shift:** India transitioning from coal-based brown methanol to green methanol (hydrogen + CO₂ capture)
- **Maritime Suitability:** Engine-ready (Maersk, MAN ES technology) – early adopter fuel under IMO

Hydrogen

- **Port Pilot:** **VOC Port launched India's first Green Hydrogen Pilot Plant** (5 Sep 2025)
- **Use in Maritime:** Not direct – used to produce ammonia/methanol as bunkering fuels
- **Infrastructure Need:** Electrolysers, liquefaction, port pipelines
- **Long-Term Role:** Backbone fuel for synthetic maritime fuels, export market focus



India as a Net Green Energy Exporter & Bunkering Destination



From energy importer to future maritime fuel hub

Strategic Advantage

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

Fuel Export Readiness

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

Port Infrastructure Transformation

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

Economic & Diplomatic Impact

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

Policy Backing

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

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

Green Ports



Concept of Green Ports

- Ports designed & operated with minimal environmental impact.
- Integration of clean energy, efficiency, and circular economy practices.

Key Initiatives in India

- Harit Sagar Guidelines (2023): National framework for green port development.
- Proposed National Port Sustainability Council (NPSC): Metrics for emissions, energy, waste, and community impact.
- Onshore Power Supply (OPS): Cut ship emissions at berth by connecting to shore electricity.
- Waste & Plastics Management: Port reception facilities for MARPOL Annex V compliance.

Sustainable Indicators for Ports

- Green Port Index (GPI)
- Green Port Readiness Level (GPRL)
- Shore Power Readiness Indicator (SPRI)
- Environmental Ship Index (ESI)



Shore to Ship



What is Shore Power?

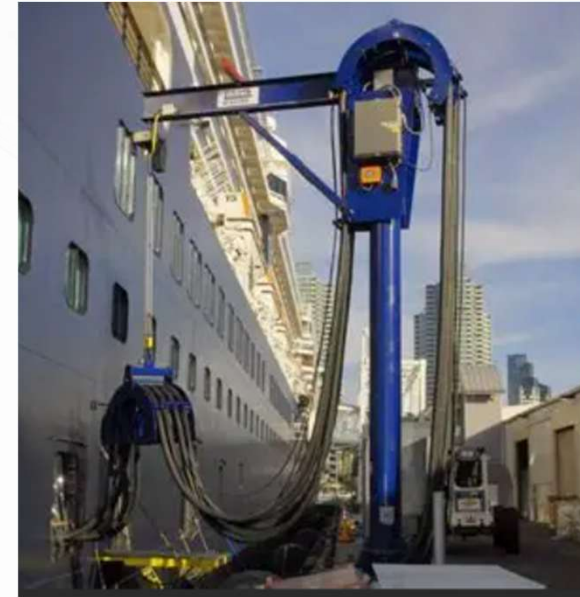
Electricity supplied from the shore to berthed ships, allowing engines to be switched off and eliminating fuel combustion while docked.

Why It Matters

- Cuts **CO₂, NO_x, SO_x and Particulate Matter** emissions in port zones
- Improves **Air Quality and ESG scores** for Indian ports
- Supports compliance with **IMO CII, GHG & Green Port Index**

Implementation Status in Indian Ports

- **Kamarajar Port** - 500 kW, 400V, 50-60 Hz in Coal Berth 1 & 2
- **VO Chidambaranar Port** - 305 kW, 400V 60Hz in VOC Berth 2 & 3
- **Jawaharlal Nehru Port Authority** - SPS used for Tugs. SPS for all terminals planned (45MVA; INR 600 crore expected)
- **Paradip Port** - Newly commissioned. Delivered full load power to MV APJ Indrani at CB1 Berth.



Possible Financing options

Blended finance → govt + MDBs + private capital.

Green/blue bonds → specifically earmarked for OPS infra.

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

Integrated Vessel Traffic Management System (iVTMS)



Regulatory Framework

Implemented in accordance with **Chapter V of SOLAS**

Compliant with relevant **IMO Guidelines & Circulars**

Ensures standardized vessel traffic monitoring and navigational safety

Coverage & Deployment

Implemented across **All Major Ports in India**

Additionally operated by **Directorate General of Lighthouses and Lightships (DGLL)** at **Gulf of Kutch**

Integrated surveillance for high-density and sensitive maritime zones

Developed by **IIT Madras – (NTCPWC)**

Integrates:

AIS

Radar

VHF

Meteorological & oceanographic data

CCTV surveillance

Centralized command and control platform for real-time situational awareness.

Strategic Significance

- Collision avoidance & Channel traffic regulation
- Emergency response coordination
- Optimized vessel sequencing
- Reduced congestion in port approaches
- Enables Just-in-Time arrival
- Supports speed optimization & Reduces anchorage emissions
- Improves incident-based environmental response

Just-in-Time & Digital Twin for Ports



Just-in-Time (JIT) Arrival

Objective:

Synchronize vessel speed with berth readiness to eliminate anchorage waiting.

Enables:

- Reduced fuel consumption at sea
- Lower port congestion
- Improved berth utilization
- Reduced emissions from idling vessels

Impact:

Speed optimization = Immediate CO₂ reduction

Integrated Operational Data Layer

Digital twins require:

- Real-time AIS, weather and berth data
- Terminal equipment data (cranes, yard, gates)
- Pilotage & tug scheduling inputs
- Hinterland (rail/truck) visibility
- As highlighted in Neugebauer et al., digital twins require **bi-directional real-time data exchange between physical and digital systems**

Reference : Digital Twins in the Context of Seaports and Terminal Facilities - Springer

Digital Twin of the Port

A virtual representation of the physical port, continuously updated through automated data exchange

Capabilities:

- Berth allocation simulation
- Crane scheduling optimization
- Yard congestion prediction
- Emission modelling
- Scenario testing (storm, delay, peak traffic)

Digital twins must provide:

- Situational awareness
 - Intelligent decision support
 - Multi-stakeholder coordination
- This transforms port management from reactive to predictive.

Digital Twin at VOCPA Tuticorin



Prestigious Digital Twin System commissioned in record 6 months

Cost: ₹24.62 Crore

Executed by: IPRCL

Inaugurated by Hon'ble Minister of MoPSW Shri Sarbananda Sonowal (23 Feb 2026)

Salient Features

Complete 3D Port Visualization

The entire port ecosystem is displayed in real-time 3D on a holographic table, enabling intuitive and immersive operational oversight.

Integrated CCTV Surveillance (~400 Cameras)

Nearly 400 CCTV cameras are mapped to their exact physical locations, allowing centralized and location-specific monitoring of port activities.

VTMS Integration – Real-Time Vessel Intelligence

The Vessel Traffic Management System is fully integrated. With a single click on a vessel image, movement details and cargo information are instantly accessible.

Integrated Weather Monitoring

Live weather systems are embedded into the platform, enabling proactive monitoring of rainfall, cyclones and other atmospheric disturbances.



Ship Recycling



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

India’s Role & Importance

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



Just Transition in Maritime



Just Transition: Putting People at the Core of Decarbonisation

Decarbonisation is not only a fuel shift. It is a workforce shift.

~**3.23 lakh** Indian seafarers (as of 2025) –
~**12 %** of global maritime workforce

- ✓ Alternative fuels introduce **new safety** risks
- ✓ New technologies demand new **competencies**
- ✓ Transition **must protect jobs, safety** and dignity



Skills & Training

- Large-scale upskilling for green fuels
- Modernised STCW standards
- Investment in maritime training infrastructure



Safety & Standards

- Health-and-safety-first approach
- Handling ammonia, hydrogen, low-flashpoint fuels
- Alignment with MLC 2006 & global labour norms



Equity & Inclusion

- Avoid widening global skills gaps
- Support developing maritime nations
- Promote diversity & gender inclusion

A green transition must also be a fair transition.

Shipbuilding Scenario in India



**30,000
GT**

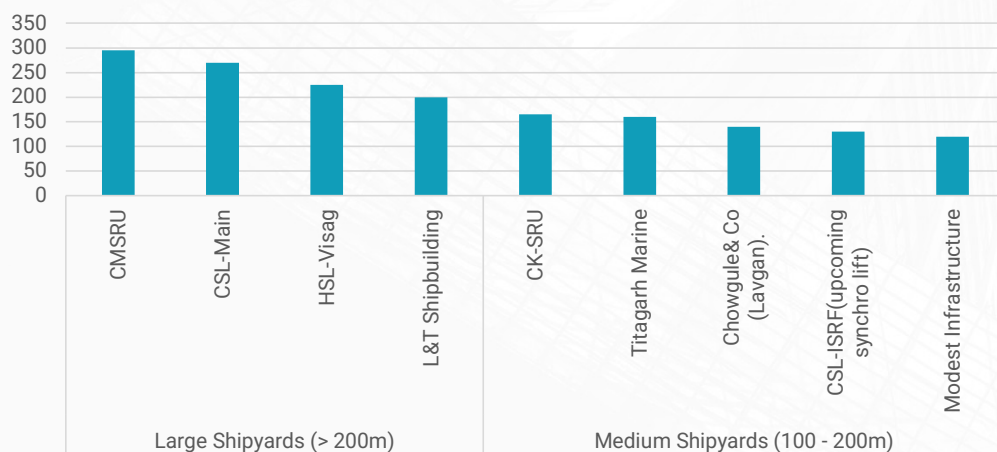
**Current Annual
Tonnage
Produced**

53*

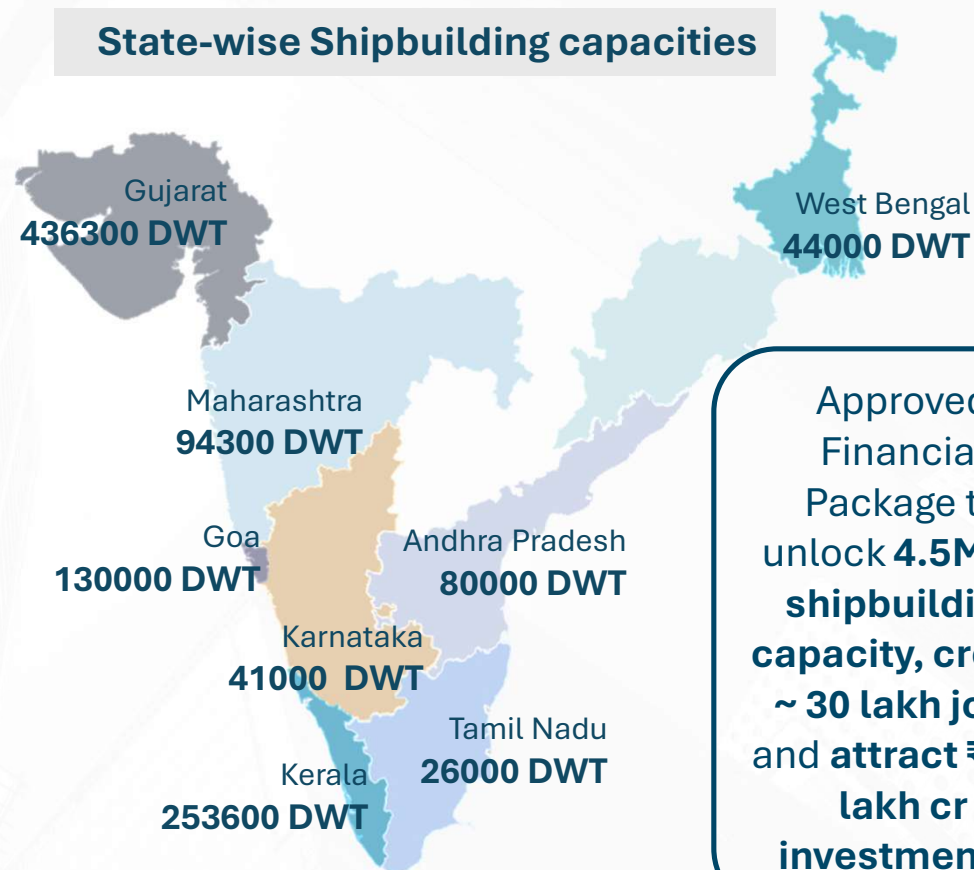
**Total Number of
Shipyards**

**Annual Report, MoPSW*

Shipyards with capacity based on Ship's length for docking



State-wise Shipbuilding capacities



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

Four Pillar Approach For Shipbuilding And Maritime Sector



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



Shipbuilding Financial Assistance scheme

Allocation: ₹24,736 crore

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



Maritime Development Fund

Allocation: ₹25,000 crore

- Enable long-term financing to maritime sector through equity & debt-based funding:
- Maritime Investment Fund
 - Interest Incentivization Fund
 - Credit Guarantee Fund



Shipbuilding Development Scheme (SbDS)

Allocation: ₹19,989 crore

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



Legal, Policy and Process Reforms

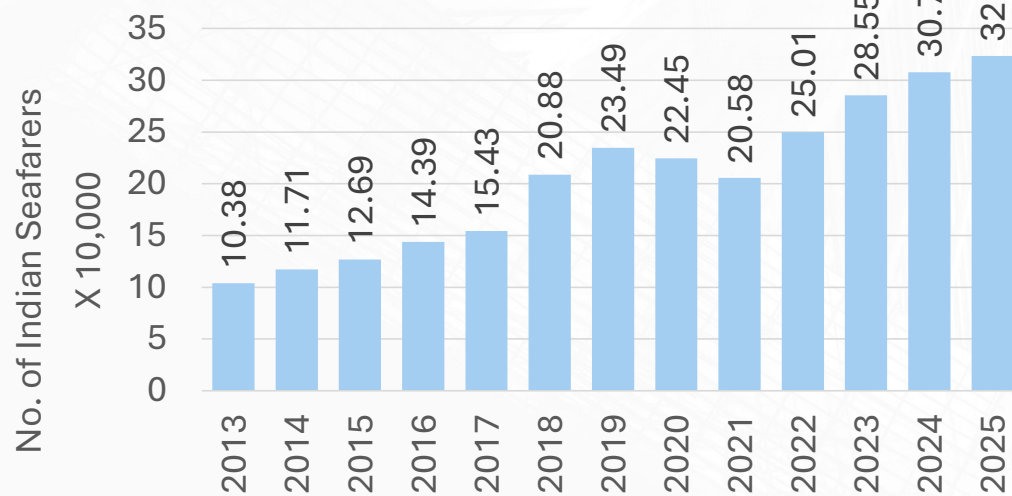
- Demand aggregation
- Large Ships as infrastructure
- Taxation issues
- Flagging reforms

India's Seafaring Scenario

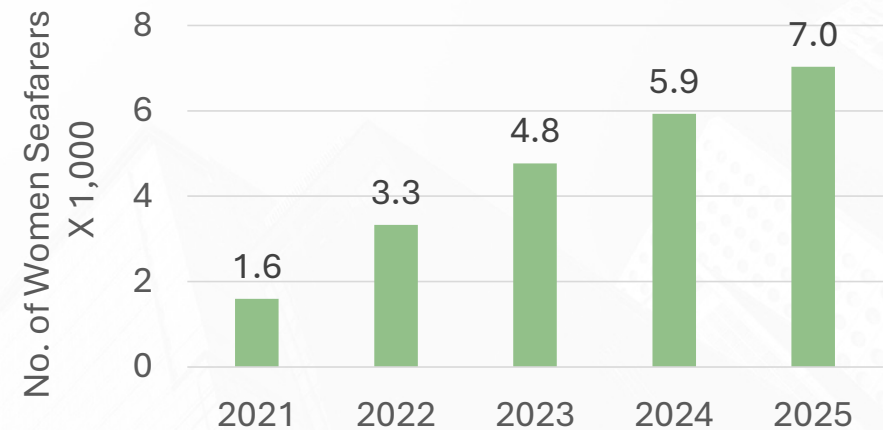


- **India among top 5 maritime nations** in seafarer supply
- **Contributes ~ 12%** of the global seafarer workforce
- **MIV 2030 target:** Increase India's share to **20%** by 2030
- Current share of women seafarers in India: < **0.5%**
- **MIV 2030 target:** Raise women participation to **2-3%** by 2030
- **Growth achieved: 339%** rise since 2021

Year on Year growth of Seafarers



Year on Year growth of Women Seafarers



Sagar Mein Yog & Sagar Mein Samman



Sagar Mein Yog

Sagar Mein Yog is a **comprehensive wellness program** built on the integration of yoga, mindfulness, emotional resilience, physical health, and spiritual well-being.

- In partnership with **NUSI** and knowledge partner Trijog
- Linked with MIV 2030 **Deliverable 10.16.3**
- A pilot 3 day ToT Programme was conducted in December with participations of ~56 trainers



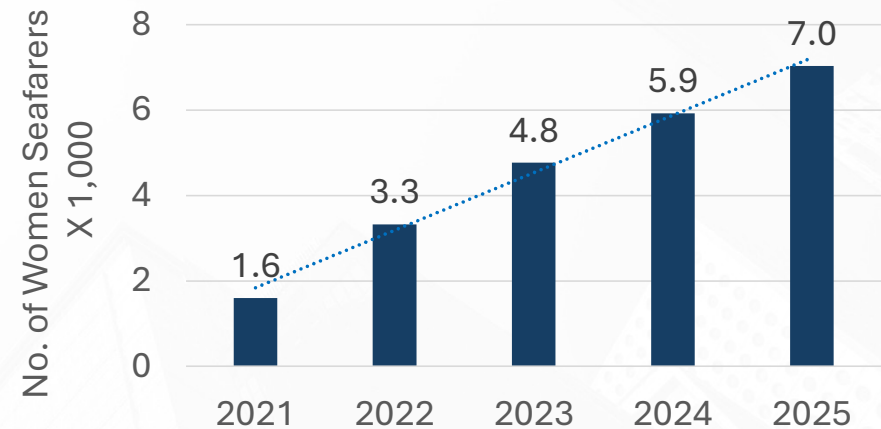
[LMS Link](#)



Sagar Mein Samman

Sagar Mein Samman (Honor at Sea) is the flagship initiative, **designed to transform India's maritime sector into a more inclusive, equitable, and aspirational ecosystem.**

Year on Year growth of Women Seafarers



- **National average:** < 0.5% women seafarers in India
- **Maritime India Vision 2030:** 2–3% women participation by 2030.

Redefining Future Maritime Training & Education



“While compliance with standards is essential for serving on board ships, the skills and competence of seafarers can only be adequately underpinned, updated and maintained through effective Maritime Education, Training, Assessment and reliable Certification of their Competency.” - (General Arsenio Dominguez - IMO Secretary)

Qualification

Medical
Fitness

Training

Sea Service

Examination

Certification



**Competent
Seafarer**

Transforming Maritime Training through Technology



Directorate General of Shipping is leveraging advanced digital technologies to enhance the **quality, safety, and efficiency** of maritime training and certification.

Web Based Simulator



- Provides **realistic bridge, engine room, and cargo simulations**.
- Enables **hands-on training** in navigation and emergency response.
- Supports **team-based** and **crisis management** exercises.
- Enhances **coordination, communication, and decision-making**.
- Bridges **classroom learning** with **real-world operations safely**.

AI & VR Integration (Immersive Reality)



- **AI, VR, AR & MR** enable immersive and intelligent maritime training.
- Provide **realistic onboard simulations** for navigation and operations.
- Support **hands-on learning** for maintenance and safety drills.
- Deliver **personalized feedback** and performance assessment.
- Enhance **decision-making** and **practical competence** of seafarers.

Maritime Training & Certification Lifecycle



Problems

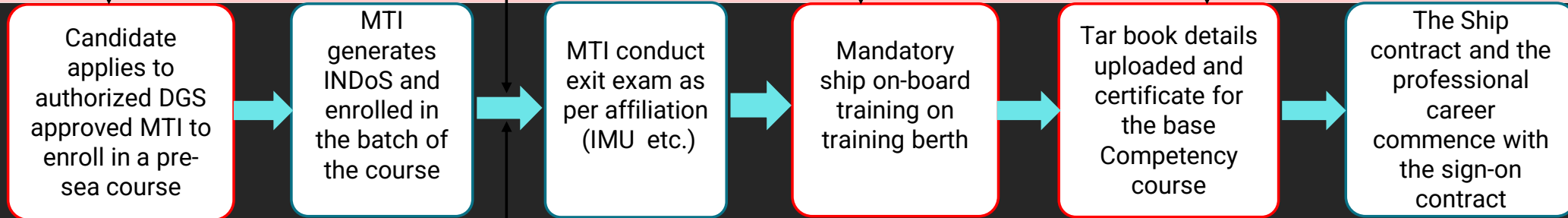
There is no single digital platform to aggregate MTI pre-sea training seats, enabling illegal institutes and unmonitored enrolments.

System is not capturing Real time attendance of the students. Attendance updated by MTI's.

There is no structured linkage between MTI pass-out students and the availability of shipboard training berths.

The Training Assessment Record (TAR) is not digitized; shipboard training completion is certified manually by MTI/RPSL/Shipping Companies, causing delays and inefficiencies in issuing completion certificates.

Maritime Training & Certification Lifecycle



Solutions

Implement a **Common Admission Portal** after IMU-CET/JEE, where only DGS-approved institutions admit candidates, with all admissions digitally approved, tracked, and certified—eliminating fake institutes.

Integration with **Centralized Attendance System**

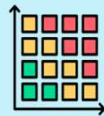
Common Job Portal
Provide preference to MTI candidates by establishing formal MoUs between MTIs and RPSLs, wherein RPSLs commit to employing and placing candidates from designated MTIs for shipboard training.

Digital Training and Assessment Record
Digitize the TAR and map it to specific shipboard berths, enabling online tracking, verification, and digital certification of shipboard training and pre-sea course completion.

Digital Initiatives(1/2)



Examination Reforms



MTI Modules- 3 + helpline and escalation matrix



Learning Management System



Web based simulation



Digitization of Training and Assessment Record (TAR)



Centralized Attendance system CAS 2.0



Online Maritime Certificate Validation System



Use of new analytics tools for insight building and effective decision making



Placement portal and authentic job portal

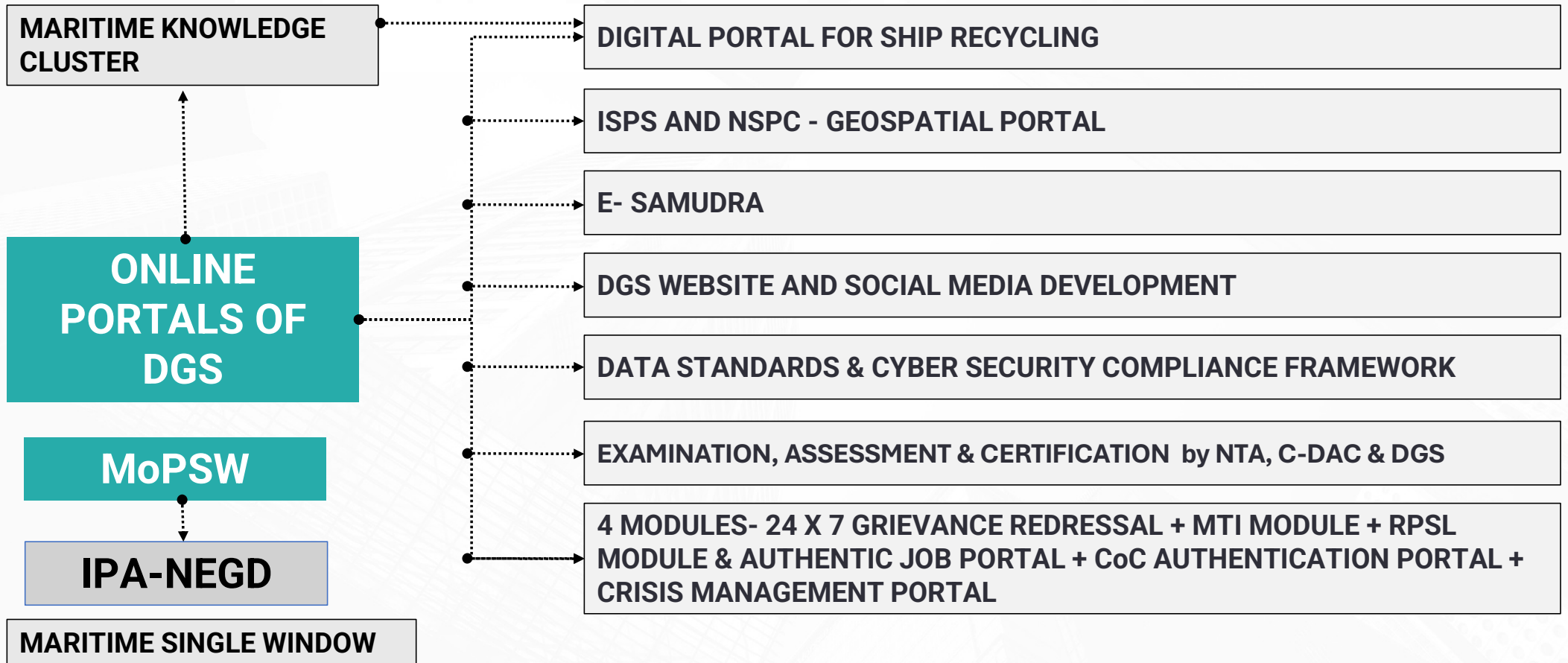


AI & Immersive technology strategy



Faculty development Program

Digital Initiatives(2/2)



Transparency and Zero Tolerance for Fraud



Raising issue over the Call/SMS/WhatsApp

Helpline between 09:00 AM – 06.00 PM

Escalation mechanism for resolving query

Follow-up
Support and right guidance

Analysis & Correction
and recurrence

Efforts to provide awareness through Social Media

For any queries on Maritime Training, course details, Guidance.
Please reach out to the Official helpline.

CONTACT: 8655798737

- ✓ Stay Informed
- ✓ Stay Compliant
- ✓ Stay Safe

Ensuring Zero Tolerance In Crewing



- DG Shipping follows a Zero Tolerance policy against fraud, cheating, and illegal recruitment of seafarers.
- A nationwide digital awareness campaign was launched through DG Shipping's social media platforms, publishing multiple videos on:
 - Fraudulent agents and fake job offers
 - Illegal payments to RPSL companies
 - Seafarers' rights
 - 24x7 Grievance redressal
- To strengthen outreach, DG Shipping conducted symposiums on seafarer recruitment and welfare.
 - Successfully held: Mumbai, Delhi
 - Planned next: Chennai, Kolkata
- The campaign combines digital engagement and on-ground awareness to protect seafarers and prevent exploitation.



DG Shipping Reaffirms Zero Tolerance Towards Fraud and...



Empowering Seafarers: Inside DG Shipping's Crew Branch & Its Vital...

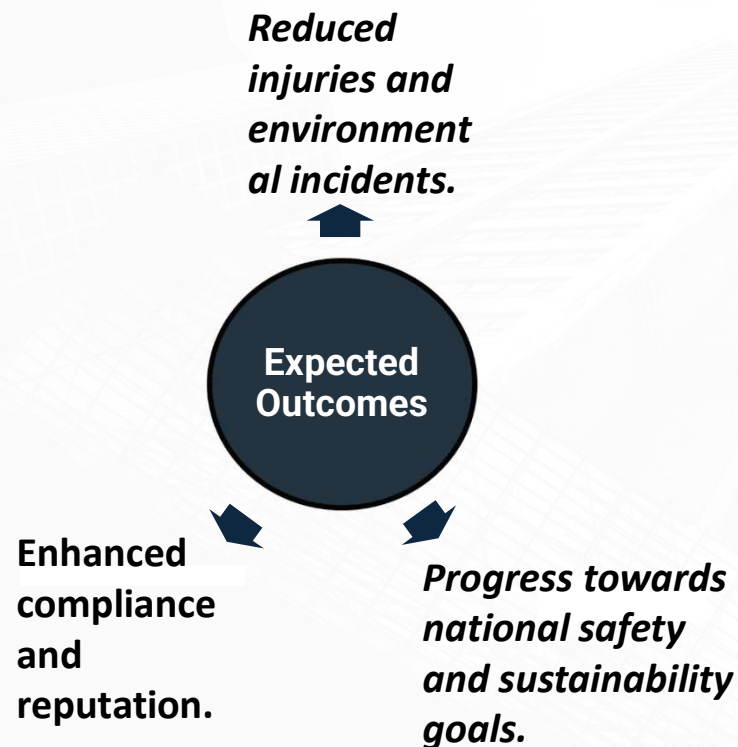


Seafarers' Rights—Know and Protect Yourself | Capt. Nitin...



झूठी भारतीय समुद्रकर्मि नौकरियों से सावधान रहें | नौवहन महानिदेशालय...

HSSE Appraisal Standard Overview



ISO 45001:2018: Occupational health & safety.

ISO 14001:2015: Environmental management..

ILO Code of Practice: Safety in shipbreaking.

OSHA Standards: Operational safeguards.

Indian Legal Framework: Recycling of Ships Act, Dock Workers Regulations, EPA.

Suraksha Sarvapratham

Safety First



DGS is focused on promoting safety on vessels and is set to launch a campaign called the Suraksha Sarvapratham, ensuring that the seafarers are able to discharge their duties in a risk-free manner.

To reduce accidents and minimize risks aboard ships.

Detailed documentation of incidents that occur at sea and during port operations.

Systematic recording and analysis of incidents will help identify patterns, understand root causes, and implement preventative strategies.

Instill a culture of safety among seafarers.

Web-based learning management systems for training.

Free online courses will be developed.

To create a safer working environment for seafarers by reducing the frequency and severity of accidents at sea and in ports.

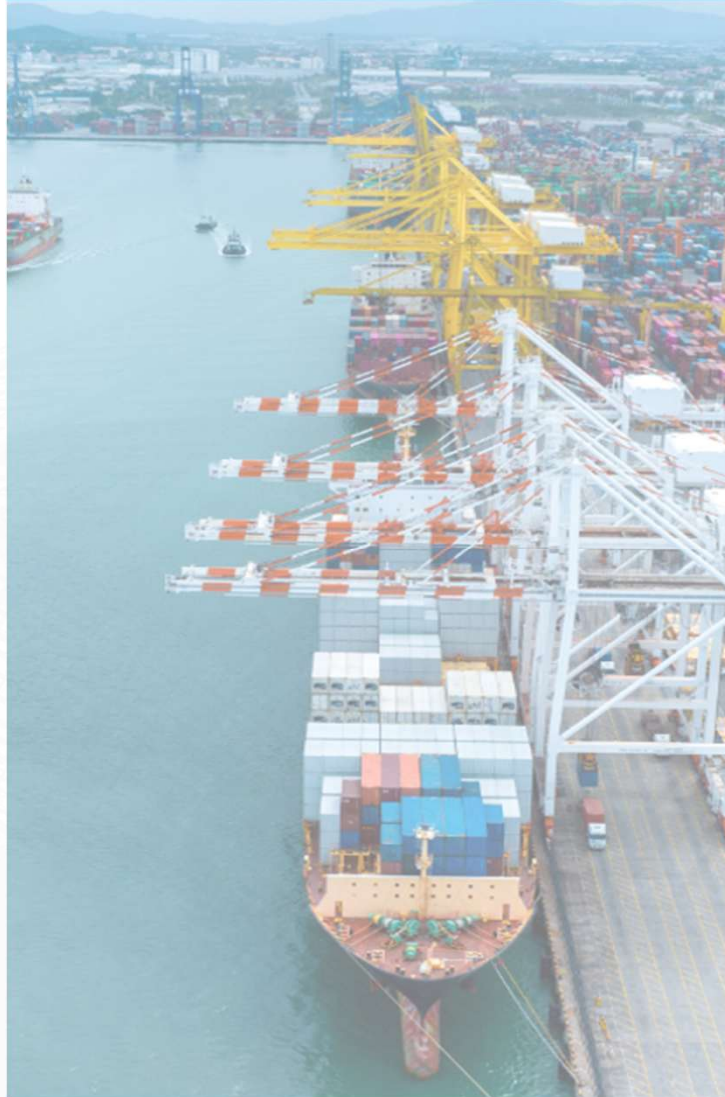
Comprehensive incident documentation, strict adherence to safety protocols, and innovative AI-based safety videos--- to establish Safety Culture

Indian Global Maritime Safety Platform



Purpose

To establish a unified digital platform that improves maritime safety, promotes risk-free professional practices, and aligns with international standards and India's maritime vision.



Objectives

- ➔ Deliver real-time safety dashboards and analytics across devices.
- ➔ A multilingual repository for circulars, advisories, and IMO guidelines.
- ➔ Host 30–40 animated safety videos over 3 years, integrated into a learning system.
- ➔ An AI-driven maritime incident database using tools like Power BI/Tableau.
- ➔ Support the “Zero Incident” vision through training, compliance, and real-time monitoring.

Humans As The Paramount Element In The Maritime Industry



Human element is of paramount importance in the maritime industry as human skills, judgement and welfare drive maritime safety.

Digital Records



Creation transparent digital records, ensuring fair accountability and reducing wrongful criminalisation

Digital Platforms



support real-time crew tracking, payroll management, and welfare monitoring, reducing the risks of abandonment

Certification and Assessment



Certification and Assessment and global data sharing detect and respond quickly to abandonment or criminalisation cases

Communication and Grievance Platforms



Support for distress situations, with human-centered policies and tech tools for a just and humane maritime ecosystem

Technology acts as an enabler for protecting seafarer rights, supporting welfare, and strengthening accountability in line with the document's focus on human-centric maritime development



**संगच्छध्वं
संवदध्वं
सं वो मनांसि
जानताम्।**

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