



NAVAL ARCHITECTURE WING



**DIRECTORATE GENERAL OF
MARITIME ADMINISTRATION**

CORE TECHNICAL LEADERSHIP

Shri Pradeep Sudhakar

Chief Ship Surveyor cum Jt. Director General (Tech)

Shri Nebu Oommen

Dy. Chief Ship Surveyor-cum-Sr. DDG (Tech.)

Shri Yogesh Jaisinghani

Ship Surveyor-cum-Deputy Director General (Tech.)

Shri Nishant Bhaskaran

Ship Surveyor-cum-Deputy Director General (Tech.)

Shri Ravi Kumar M

Ship Surveyor-cum-Deputy Director General (Tech.)

Shri Shitesh Ranjan

Ship Surveyor-cum-Deputy Director General (Tech.)

Shri Nikhil Kumar

Ship Surveyor-cum-Deputy Director General (Tech.)

Shri Ankur Anal

Junior Ship Surveyor-cum-Assistant Director General (Tech.)

ABOUT US

THE TECHNICAL BACKBONE OF MATITIME INFRASTRUCTURE AND DEVELOPMENT

STATUTORY ROLES



Vessel Safety & Technical Compliance

- Structural and Fire integrity & stability verification
- IMO convention implementation & compliance
- Approval of ship designs and modifications



Safety Systems & Onboard Arrangements

- Fire protection, ventilation and evacuation
- Damage stability, crew accommodation provisions
- Surveys and certification



Regulatory Enforcement & Statutory Oversight

- Issuance of statutory certificates
- Monitoring of ROs
- ISM Code audits for companies and ships
- Implementation of IP and SPS Code



International Engagement & Implementation

- Participation in IMO committees
- Member State Audits scheme of IMO
- Representation in international events

OTHER KEY ROLES



Shipbuilding Scheme Implementation

- Implementation of Shipbuilding Schemes
- Maritime Cluster Development
- Indigenization of Maritime Equipment



Digital Systems, Strategy Development

- Development and of centralized digital platforms for shipbuilding
- Structured strategy development to strengthen national shipbuilding capacity

ASSOCIATED BRANCHES

SHIPPING DEVELOPMENT



The Shipping Development Branch drives policies to enhance the competitiveness of Indian-flagged vessels, expand seafarer opportunities, and modernize maritime infrastructure. Through targeted incentives and regulatory alignment, it strengthens India's presence in global shipping and supports a resilient, future-ready maritime sector.

COASTAL SHIPPING



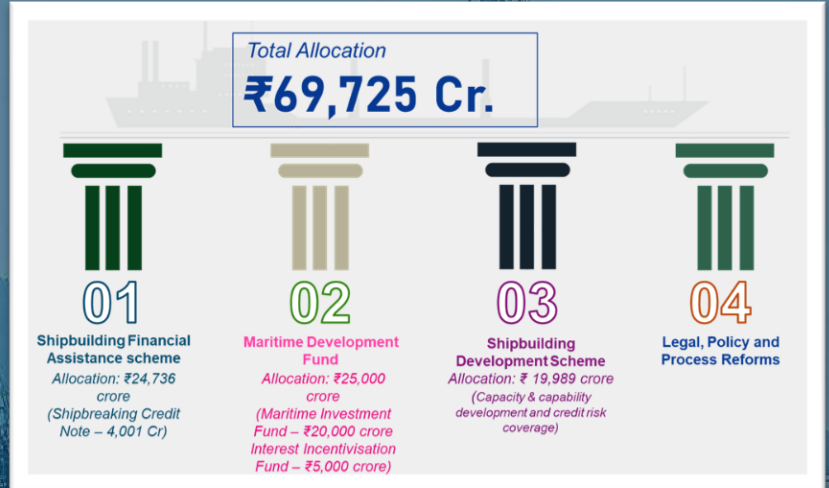
The Coastal Shipping Branch manages regulatory and policy functions for sailing and fishing vessels, coastal trade, and maritime welfare. By strengthening safety oversight, streamlining processes, and enabling regional cooperation, it supports a secure, efficient coastal ecosystem central to India's maritime growth.

SHIPBUILDING

ACCELERATING DOMESTIC SHIPBUILDING FOR A STRONGER MARITIME ECOSYSTEM

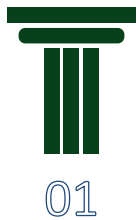
FOUR PILLAR APPROACH FOR SHIPBUILDING

- Strengthens India's shipbuilding capacity to support national maritime self-reliance goals.
- Drives innovation, financing, and reforms essential for a globally competitive shipbuilding ecosystem.
- Accelerates Blue Economy growth through expanded shipyard capabilities and modern vessel production.



SHIPBUILDING FINANCIAL ASSISTANCE SCHEME

₹ 24,736 Cr.



- 01 ₹20,554 Cr.
- 02 ₹4,001 Cr.
- 03 ₹181 Cr.

- Extension of shipbuilding financial assistance scheme
- Shipbreaking credit note
- Establishment of National Shipbuilding Mission

Shipbuilding Financial Assistance Scheme

- Small vessels receive 15% assistance for construction up to ₹100 crore.
- Large vessels get 15% initially, rising to 20% beyond ₹100 crore.
- Specialized vessels supported at 15%, increasing to 25% for higher value.

SHIP RECYCLING CREDIT NOTE

- A Shipbreaking Credit Note (SCN) equal to 40% of the Fair Scrap Value is issued for vessels scrapped in India, valid for 3 years
- It can be used for building new vessels at Indian shipyards under SBFAS, with redemption capped at the lower of SCN value or 5% of the new vessel's price
- Applicable to Indian/foreign vessels recycled at HKC-compliant facilities
- SCN is issued digitally with a unique ID
- Partial use, transfer, and multi-vessel utilization are allowed

SHIPBUILDING



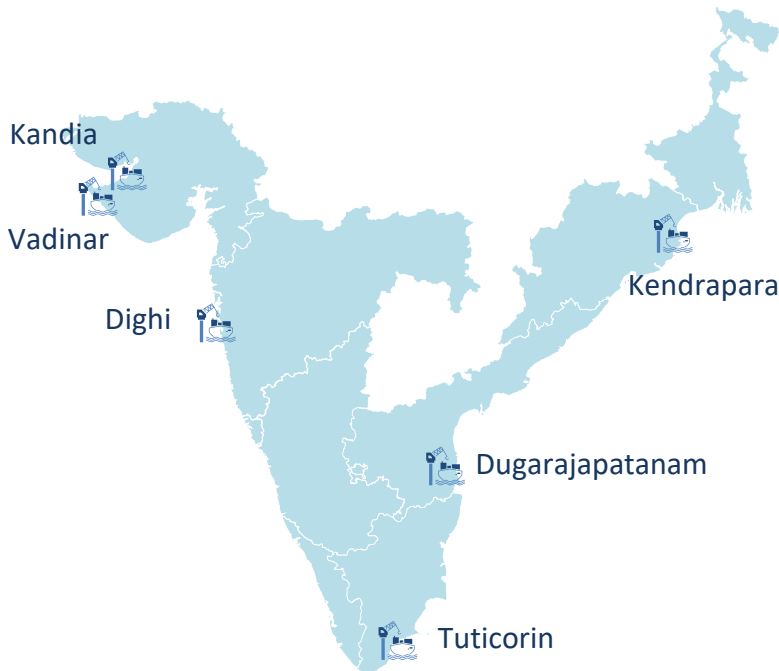
Scan for the portal

<https://shipbuilding.dgshipping.gov.in>

SBFAS AND SBDS PORTALS

The Directorate General of Shipping has launched the unified SBDS–SBFAS digital portal, enabling seamless online submission, processing, and real-time tracking of applications for shipbuilding assistance, brownfield expansion and greenfield cluster development. The platform enhances transparency, streamlines workflows, and strengthens India’s vision of building a modern, globally competitive shipbuilding ecosystem.

SHIPBUILDING CLUSTER DEVELOPMENT



INDIGENIZATION OF MARINE EQUIPMENT

The Directorate General of Shipping is leading an initiative to strengthen domestic manufacturing of shipbuilding equipment. A negative list of 75 items has been finalized, draft categorization guidelines (A–C) preparation in progress, and multi-stakeholder committee meetings are underway to advance India’s indigenization strategy.

DGS has undertaken preliminary site visits across coastal states to assess locations identified for greenfield shipbuilding clusters. SPV formation for Tuticorin (Tamil Nadu) and Dugarajapatnam (Andhra Pradesh) is now complete, with development and infrastructure funding proposed through the Shipbuilding Development Scheme (SbDS).

SHIPBUILDING DEVELOPMENT SCHEME

₹ 19,989 Cr.



Shipbuilding Development Scheme
(Capacity & capability development and credit risk coverage)

01

₹ 9,930 Cr.

Capital support for greenfield capacity expansion

02

₹ 8,261 Cr.

Capital assistance to existing/ brownfield shipyards towards the expansion of production capacity

03

₹ 305 Cr.

Capability development initiatives: set up the India Ship Technology Centre (ISTC)

04

₹ 1,443 Cr.

Shipbuilding risk coverage: Pre-Shipment Insurance, Post-shipment Insurance and Vendor Default Insurance

05

₹ 50 Cr.

Administrative Expenses



Scan for Guidelines

BROWNFIELD EXPANSION



₹ 8,261 Cr.

Eligible for shipyards operational ≥ 3 years; expansion supported with capital assistance up to 25% of fair assessed project cost.

GREENFIELD CLUSTERS



₹ 9,930 Cr.

Minimum 0.5M GT anchor capacity; SPV-led development with 100% upfront grant for eligible infrastructure components.

SHIPPING DEVELOPMENT



Promotion of Indian Tonnage

- **Implementation of RoFR:** Ensuring Indian-flag vessels receive priority through effective implementation of the Right of First Refusal, strengthening national tonnage and supporting Indian operators in global and coastal trades.
- **End-to-End Digital Licensing:** A fully digitized licensing platform enables seamless, transparent, and efficient issuance of charter and coastal trade permissions—reducing turnaround time and enhancing ease of doing business.



Policy Reforms for Competitiveness & Sectoral Growth

- **Age Norms for Sustainable Fleet Renewal:** Introduction of revised age norms, with a five-year transition window, to promote a safer, younger, and more energy-efficient Indian-flag fleet aligned with global standards.
- **Withdrawal of General Orders 1, 2 & 3 of 2018:** Reversal of legacy General Orders to restore competitiveness of Indian-flag container vessels and strengthen India's maritime logistics ecosystem.
- **Rectification of Taxation Anomalies:** Addressing long-pending tax inconsistencies to create a level playing field for Indian ships, reduce operational cost disadvantages, and promote sustainable fleet expansion.



Coastal Shipping Act & Rule Framework

Formulation of supporting rule framework under the Coastal Shipping Act 2025 and to streamline regulatory provisions, including licence-exemption for Indian-flag vessels, enabling faster deployment, reduced compliance burdens, and greater operational flexibility.

CHARTERING AND LEASING PORTAL

The digital Charter Permission portal streamlines implementation of RoFR and licensing for foreign-flag vessel charters through a unified, paperless system. It enables seamless applications, real-time status tracking, role-based workflows, and transparent approvals. The platform enhances ease of doing business, accelerates turnaround time, and strengthens data-driven governance in India's maritime trade ecosystem.



Scan for
the portal

COASTAL SHIPPING



The Coastal Shipping Act, 2025

The Coastal Shipping Act, 2025 aims to boost India's coastal cargo movement to 230 million tonnes by 2030, supporting Atmanirbhar Bharat and Viksit Bharat. It simplifies licensing for Indian-flagged vessels and integrates coastal and inland waterways for a seamless multimodal network. The Act also establishes a national coastal shipping database for real-time decision-making and mandates a biennial National Coastal & Inland Shipping Strategic Plan to guide efficient, sustainable sectoral growth



Coastal Cargo Promotion Scheme

The Coastal Cargo Promotion Scheme aims to shift freight transport from road and rail to India's waterways by strengthening sustainable, cost-efficient logistics, improving long-term infrastructure, and advancing climate commitments. Positioned as a key driver of a cleaner logistics ecosystem, the scheme targets increasing the modal share of coastal shipping to 12% by 2047, leading to lower carbon emissions, reduced fuel usage, and significant savings in logistics costs.



Coastal State Workshop

The Coastal Governance Workshop, organized by the Directorate General of Shipping (DGS), will bring together government authorities, ports, maritime agencies, and industry stakeholders to discuss priority coastal and maritime issues. The workshop will facilitate focused dialogue across key pillars such as maritime safety, shipbuilding and recycling, training and employment, sustainability, coastal shipping, and multimodal connectivity. It aims to strengthen coordination, address operational challenges, and support national maritime goals.

NATIONAL DATABASE FOR COASTAL SHIPPING

- The NDCS is a legal requirement designed to transform India's maritime data from a fragmented liability into a unified strategic asset. It addresses priorities in economic growth, security, and compliance monitoring
- It will be the central, authoritative data repository and public web portal for all coastal shipping activities, including licensing, voyage reporting, and services providing end-to-end visibility
- The NDCS is proposed to be built on a modern, cloud-native, and resilient architecture
- The system will enable a data-driven maritime ecosystem, enhancing supply chain efficiency, mitigating critical safety risks, and providing the analytical foundation for future economic planning



IMW 2025

India Maritime Week saw 28 MoUs signed, representing ₹8,260+ crore in commitments. A major share targets shipyard infrastructure development, strengthening capacity, modernizing facilities, and accelerating India's emergence as a competitive global shipbuilding destination.



EVENTS, DIALOGUES & ENGAGEMENT HIGHLIGHTS





Directorate General of Shipping, 9th Floor
Beta Building, i-Think Techno Campus,
Kanjurmarg (East),
Mumbai - 400 042