



पत्तन, पोत परिवहन
एवं जलमार्ग मंत्रालय
MINISTRY OF
PORTS, SHIPPING
AND WATERWAYS
सत्यमेव जयते



63rd National Maritime Day Celebration (NMDC) 2026

**Shri Shyam Jagannathan | IAS | Director General of Shipping
Directorate General of Maritime Administration**

01st April 2026 | Mumbai



India's Economic Growth and the Significance of Maritime Domain

**\$4.3
Trillion**

Indian GDP

World's 4th largest economy

**7.3 %
(FY 26)**

GDP Growth

*projected 6.3–6.7% annual growth
through coming years*

**\$5
Trillion
by 2027-28**

GDP Target

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

**The
Maritime
sector
facilitates**



95%
Trade by
Volume

70%
Trade by
Value



**Maritime sector
contributes to 4-
5% of the GDP**



Global Competitiveness



Ministry of Ports,
Shipping & Waterways
Government of India

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

(71st Rank in FY 2015)

14th

Rank in Liner Shipping Connectivity Index, 2024

(30th Rank in 2014)

38th

Rank in Logistics Performance Index, 2023

(54th Rank in 2014)



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

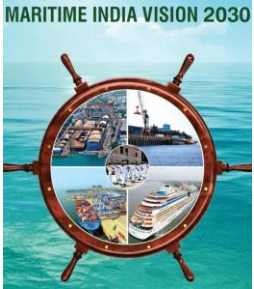
Policy reforms driving EoDB,
modern infrastructure and
multi-modal logistics



India's Vision for the Maritime Sector



Maritime India Vision (MIV) 2030



- Position India Globally in the Top 10 Shipbuilding, repair nations
- Production Targets: Increase from current 30k GT to 500k+ GT annually by 2030
- Investment: INR 20,000+ Crores
- Employment Generation: 1,00,000+ additional jobs (direct and indirect)

Maritime Amrit Kaal Vision 2047



- Advanced phase targeting Top 5 global position in shipbuilding and maintaining 1 position in ship recycling
- 69% Indian-Built Ships Share (up from current 5%)
- 300+ Strategic Initiatives across 11 key maritime areas
- Financial Assistance: 20-30% assistance for green vessels (including retrofitting)

Budget 2026 — MoPSW Highlights

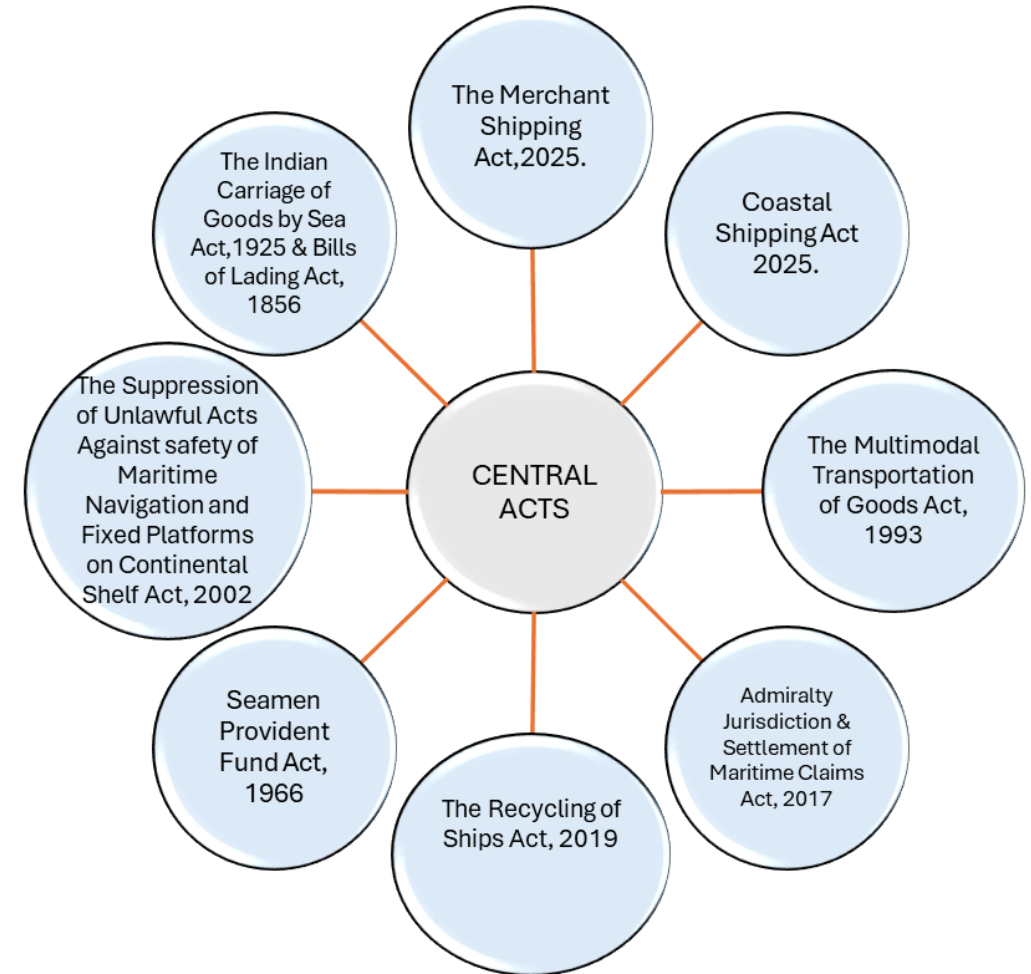
- **₹5,164.8 crore total allocation to MoPSW** for FY27 (**48% increase** from ₹3,470.6 crore in FY26).
- **₹1,000 crore** allocated to the Maritime Development Fund (MDF) for FY27; part of a ₹25,000-crore long-term corpus.
- ₹515 crore for the Shipbuilding Financial Assistance Scheme + National Shipbuilding Mission.
- ₹250 crore for capacity development under the India Shipbuilding Development Scheme (SbDS).
- **₹10,000 crore allocated for the Container Manufacturing Scheme** (target: 1 million TEUs domestic capacity).
- **20 new National Waterways** to be operationalised in the next 5 years, beginning with NW-5.
- Number of **operational waterways** to rise from 32 → 52.
- **Coastal Cargo Promotion Scheme** aims to increase coastal/IWT cargo share from 6% → 12% by 2047.



National Regulatory and Facilitative Framework



New Maritime Legislative Reforms - 2025



Directorate General of Shipping → Transitioning to Directorate General of Maritime Administration



Seafarers are the “Key Workers” to drive global supply chains and keep the global economy moving



India aims to achieve the vision under Maritime India Vision (MIV) 2030 of provisioning 20% of the world’s seafaring pool.

Over 90% of world trade is carried by sea and is powered by seafarers’ expertise and resilience. They ensure the uninterrupted movement of essential goods, fuel, and raw materials.

About the Seafaring Profession

- *Recent changes to the Maritime Labour Convention (MLC) with seafarers now officially recognised as ‘key workers’ by the International Labour Organization (ILO)*
- *A report by the International Chamber of Shipping and BIMCO state that there will be a shortfall of 89,510 STCW-certified officers by 2026*
- *This presents a unique opportunity for India as it is one of the largest suppliers of seafarers globally*

India is aiming to build a future-ready maritime workforce through training and well-being measures

Who is a Competent seafarer?



“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”

-Koji Sekimizu, ex-Secretary-General of the International Maritime Organization (IMO)

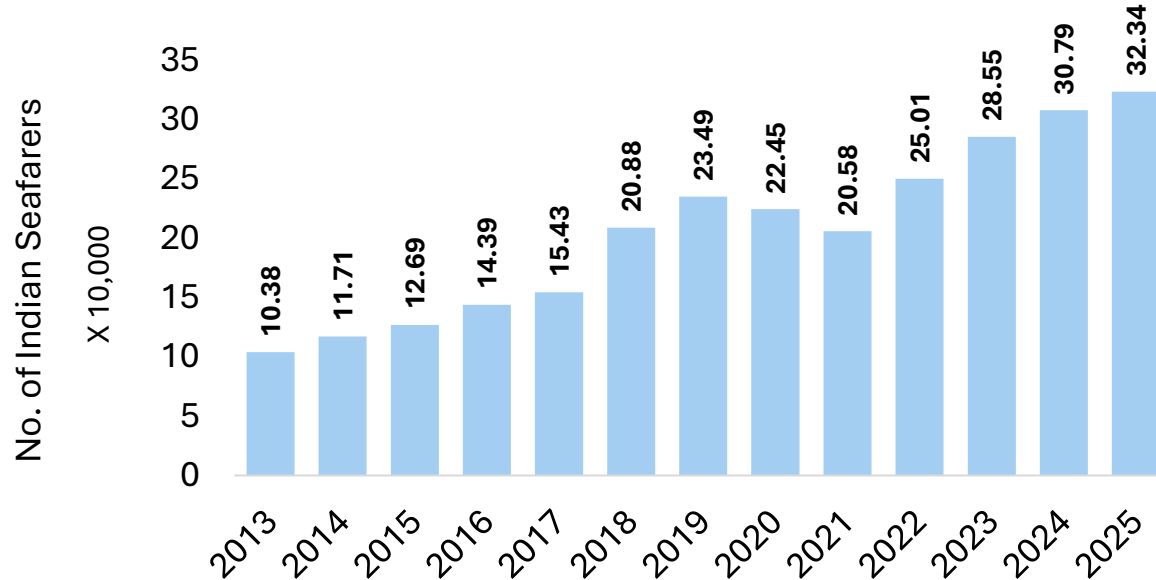


Charting India's Maritime Rise: Increasing Seafarers & Driving Gender Inclusion

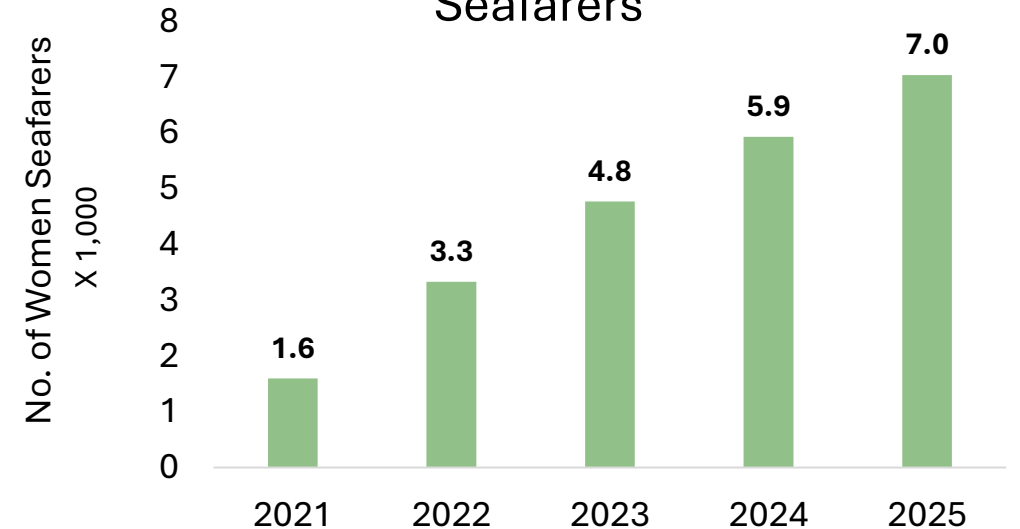


- **India among top 5 maritime nations** in seafarer supply
- **Contributes ~ 12%** of the global seafarer workforce
- **MIV 2030 target:** Increase India's share to **20%** by 2030
- Current share of women seafarers in India:
 - **< 0.5%**
 - **MIV 2030 target:** Raise women participation to **2-3%**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

Year on Year growth of Seafarers



Year on Year growth of Women Seafarers



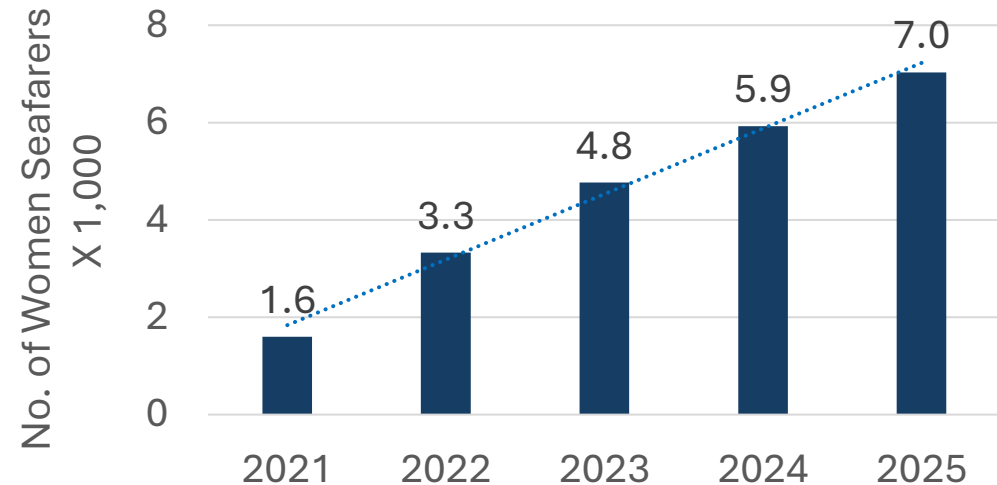


Gender Inclusivity

Sagar Mein Samman

- Introduced under **DGS Order 18 of 2024** to promote gender-inclusive maritime workforce.
- Establishes **policy-backed norms** for women's safety, equal opportunity, and career advancement.
- Strengthens governance through industry-wide compliance standards and workplace reforms aligned with **MIV 2030 Deliverable 10.15** and **UN SDG-5** and **SDG-8**.
- Implemented in collaboration with MUI, supporting a joint framework to empower and protect women seafarers.
- National average: < 0.5%** women seafarers in India
- Maritime India Vision 2030: 2–3%** women participation by 2030.

Year on Year growth of Women Seafarers



Sagar Mein Samman enhance India's maritime regulatory framework by setting structured standards for inclusivity, and safety across the crewing ecosystem



Findings Reveal Persistent Barriers Hindering Women's Inclusion in Maritime Roles



The SMS Task Force (R&D Sub-Committee) surveyed five key stakeholder groups - women cadets, women seafarers, management personnel, and MTI heads. Key findings are as follows-

Systemic & Cultural Barriers

- <2% women in global workforce
- Deep-rooted **gender bias**, stereotypes & limited institutional support
- High **societal resistance** while choosing career at sea
- **Bias, exclusion** & lack of respect during training

Safety, Harassment & Trust Gap

- High incidence of Gender-Based Challenges
- Verbal harassment & discrimination remain prevalent
- **Low Psychological Safety**: Only few feel completely safe at sea
- **Low trust in reporting systems**; fear of retaliation

Infrastructure & Facility Gaps

- **Insufficient women-specific spaces** and provisions
- Gaps in menstrual hygiene, fitness and healthcare support
- Limited or inadequate **onboard facilities**
- Need for gender-responsive **wellness and privacy measures**

Career & Work-Life Challenges

- **Restricted** access to roles & **slower progression**
- Limited mentorship & placement bias
- Reconsider training due to **family responsibilities** conflict
- Stress, isolation & inadequate **mental health support**



MIV 10.15 stresses on the inclusion on women in the seafaring sector



The Maritime India Vision (MIV) 2030 stresses on the need to have women in the seafaring sector and build a dignified and respectable workspace with ample opportunities for growth.

Awareness and Marketing

- Increasing awareness regarding women seafarer roles through career counselling / marketing campaigns
- Publicize women seafarer success stories to improve sentiment

Incentivization

- Supply: Leverage scholarships and promote participation through waving tuition fees
- Demand: Evaluate mandating domestic shipping companies to hire women seafarers

Promoting gender sensitization

- Promoting gender sensitization and zero tolerance gender discrimination
- Include gender sensitivity and workplace ethics modules in maritime education and officer training programs.

Buddy programs and counselling

- Buddy Programs pairing new women recruits or cadets with experienced officers to ease their transition into maritime work environment
- Confidential counselling services both online and in-person



Multiple concerns remain in the seafaring industry



While the seafaring career may seem very lucrative with international exposure and high-salaries, multiple concerns remain.

Long periods away from home

- Seafarers may spend 6 – 9 months at sea, without reliable communication and shore leave, leading to isolation and homesickness

Bullying and Harassment

- Bullying and harassment are rampant on ships and may include verbal abuse, sexual abuse or even fatal outcomes

Physical and Mental Fatigue

- Vessels operate in harsh weather conditions and unforgiving environment with risks of piracy, limited rest and chronic fatigue

Gender and Inclusion Barriers

- Women have typically not been involved in merchant shipping due to cultural barriers, lack of role models, gender discrimination etc.

On-shore Job Opportunities

- Limited on-shore job opportunities that pays equivalently
- Limited skills to handle on-shore chores competently

Cultural Barriers

- Differences in terms of languages, religions, social backgrounds etc.
- Hierarchies among the crew leading to conflicts



Institutionalizing Seafarer Wellness

Wellness

Sagar Mein Yog

- Introduced under DGS Order 19 of 2024, focusing on mental, physical, and emotional well-being of seafarers.
- Standardizes wellness practices across training institutes via MoU with NUSI.
- Helps reduce stress, fatigue, and medical emergencies enhancing safety compliance.
- Integrates structured wellness modules into Pre-Sea, At-Sea, and Post-Sea stages
- A pilot 3 day ToT Programme was conducted in December with participations of ~50 trainers



[LMS Link](#)



Sagar Mein Yog enhances India's maritime regulatory framework by setting structured standards for wellness across the crewing ecosystem



Challenges of life at sea lead to a large number of death cases (including natural death) as well as missing cases



DEATH CASES											
	2012 - 17	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
Closed	0	0	0	0	0	5	3	3	0	0	11
Pending	6	1	3	7	6	5	3	3	21	16	71
Settled	0	5	6	33	61	48	58	49	48	0	308
	6	6	9	40	67	58	64	55	69	16	390
MISSING CASES											
	2015 - 17	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
Closed	0	0	1	0	1	0	0	6	1	0	9
Desertion	1	2	7	2	4	2	2	23	0	0	43
Pending	0	6	0	6	4	12	13	6	6	4	54
Settled	18	6	10	6	10	14	8	15	11	0	101
	19	14	18	14	19	28	23	50	18	4	207

Closed	Closed from ship-owners / P&I without compensations
Pending	Under progress and pending
Settled	Case settled by ship-owners / P&I with compensations



सत्यमेव जयते

Abandonment Scenario in Indian Seafaring



SUMMARY AS ON DATE		Vessels (Nos.)	Seafarers (Nos.)
30.03.2026			
Cases Resolved (Seafarers Repatriated)	01.01.25 to 31.12.25	108	988
	01.01.26 to till date	30	240
Active Cases Details		Vessels (Nos.)	Seafarers (Nos.)

Key Challenges

- Large number of fraudulent and illegal agents are operating, and this leads to illicit extraction of money from seafarers, illegal deployment on vessels, fake CDC endorsement etc.
- Many agents often disappear after receiving the money
- Many seafarers are often left abandoned. India tops the nations with the highest number of seafarer abandonments.

Active Cases Details	Vessels (Nos.)	Seafarers (Nos.)	Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6	
			Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer
Cat. 1: P&I Valid	13	83	0	0	2	7	0	0	0	0	9	62	2	14
Cat. 2: P&I Expired	16	151	0	0	7	66	2	11	0	0	6	68	1	6
Cat. 3: Disputed	25	184	0	0	0	0	0	0	1	7	21	155	3	22
Cat. 4: Arrest/Jail/Detention	23	92	1	5	2	2	0	0	4	4	16	81	0	0
TOTAL	77	510	1	5	11	75	2	11	5	11	52	366	6	42



Key interventions taken by DG Shipping



DG Shipping is on a mission mode to address the issue of large number of abandonment of seafarers.

As on 30th March 2026, there are **77** Vessels with **510** seafarers abandoned/ arrested.

Repatriation Summary (Jan–Dec 2025) **988** Seafarers Repatriated | **108** Vessels

Root Causes of Abandonment

Inexperienced New Shipowners

Delayed Reporting by Seafarers

Invalid or Expired P&I Insurance Cover

Fraudulent RPS Agencies

Flags of Convenience (FoC) and Weak Oversight

Form 1 Shows Vessel Mismatch

Course Corrective Measures Taken by DG Shipping

Regulatory Strengthening

- Strengthened RPSL compliance (MS Notices 11/2024, 10/2025; DGS Circular 43 & Order 09/2025)
- Statutory powers introduced under Merchant Shipping Act (2025) for abandonment cases

Continuous Coordination with MEA & Indian Missions

- Structured coordination for repatriation, welfare access, and time-bound case resolution

Enforcement & Deterrence

- Immediate blocking of RPSLs on abandonment reports
- 51 fraudulent RPSLs withdrawn (since Apr 2025)
- Proposal to blacklist repeat-offender vessels, flags & insurers

Awareness & Capacity Building

- Anti-fraud advisories and revised Form-1 (Circulars 55 & 56/2025)
- Online training and upgraded learning modules

Monitoring & Oversight

- Regular audits, surprise inspections, and enhanced field monitoring

Operational Controls & Verification

- Vessel verification in seafarer profiles
- Public RPSL status visibility
- Crew engagement capped to lifesaving appliance capacity (Circular 57/2025)

Financial Safeguards

- Proposal to enhance RPSL Bank Guarantees (₹10L–40L → ₹25L–₹1 Cr)
- Faster repatriation and stronger RPSL accountability

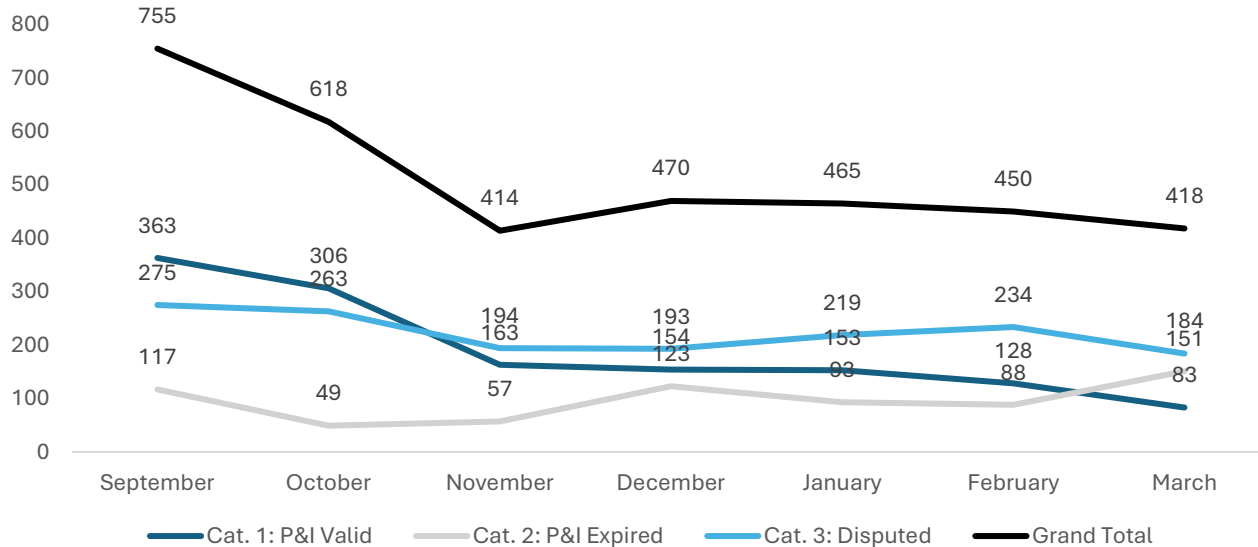


Declining Abandonment Cases



Month	September		October		November		December		January		February		March	
Category	Vessels	Seafarers	Vessels	Seafarers	Vessels	Seafarers	Vessels	Seafarers	Vessels	Seafarers	Vessels	Seafarers	Vessels	Seafarers
Cat. 1: P&I Valid	29	363	25	306	17	163	19	154	19	153	17	128	13	83
Cat. 2: P&I Expired	14	117	8	49	5	57	10	123	11	93	10	88	16	151
Cat. 3: Disputed	28	275	27	263	26	194	25	193	27	219	27	234	25	184
Grand Total	71	755	60	618	48	414	54	470	57	465	54	450	54	418

Decline in Abandoned Seafarer Cases (Last 6 Months)



Abandoned Seafarers have declined significantly from ~755 in September 2025 to ~418 in March 2026

- **Category 1 (P&I Valid):** 363 → 83
- **Category 2 (P&I Expired):** remains low, but saw a slight uptick in March (88 → 151)
- **Category 3 (Disputed):** remains the most persistent category, declining gradually (275 → 184)
- **Consistent policy enforcement and inter-agency coordination are yielding measurable results.**



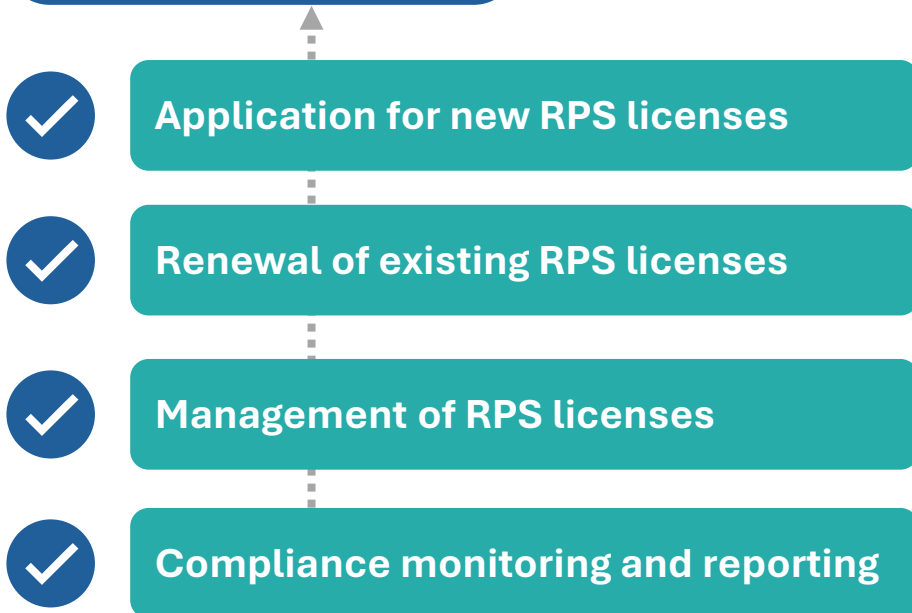
Strengthening Crewing Compliance Digitally (1/3)

RPSL Module

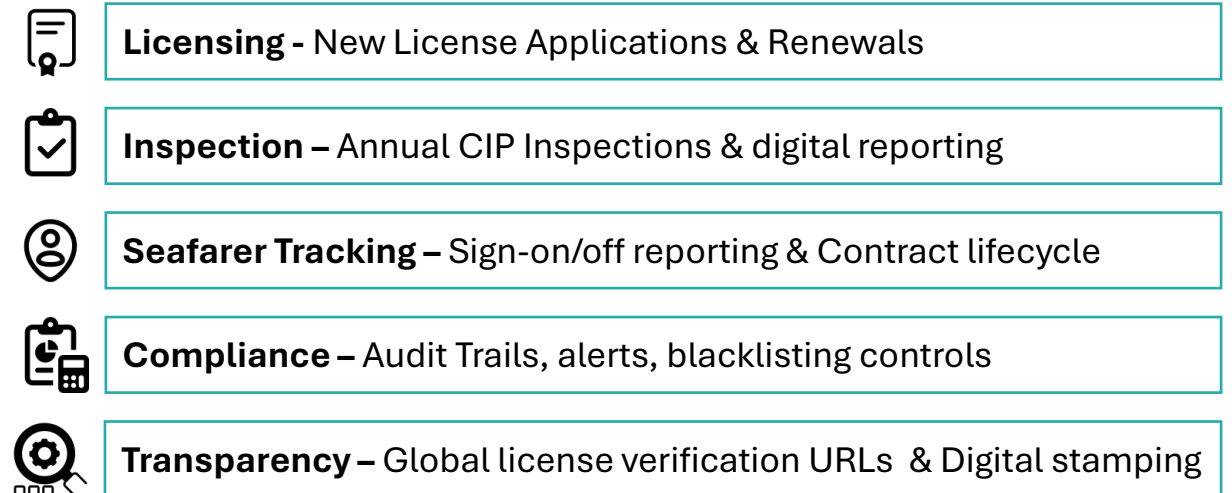
A module designed to streamline the application, renewal, and compliance management of Recruitment and Placement Services Licenses for DG Shipping.

- License Application & Renewal Management
- Compliance & Regulatory Monitoring
- Seafarer Data Management
- Digital Tracking & Communication

Key Functions



5 Key Pillars of RPSL Module





Strengthening Crewing Compliance Digitally (2/3)

Grievance Redressal Module

Aims to provide a single digital platform for **24x7** effective lodging, tracking, and resolution of seafarer grievances.

- Streamlined and transparent grievance management
- Enhanced accountability and efficiency
- Timely redressal of issues
- Centralized database for analytics and improvement

Key Functions

- ✓ Lodging and categorization of grievances
- ✓ Automated routing to concerned officers
- ✓ Investigation and resolution tracking
- ✓ Communication and feedback mechanism
- ✓ Real-time monitoring and reporting



Users

Registered

- Complainants (seafarers)
- Helpline users (register on behalf of others)
- DGS Nodal Officer
- Administrators
- DGCOMM Officials

Unregistered

- Next of kin, friends, relatives
- Seafarer unions
- Shipping companies



Crisis Module

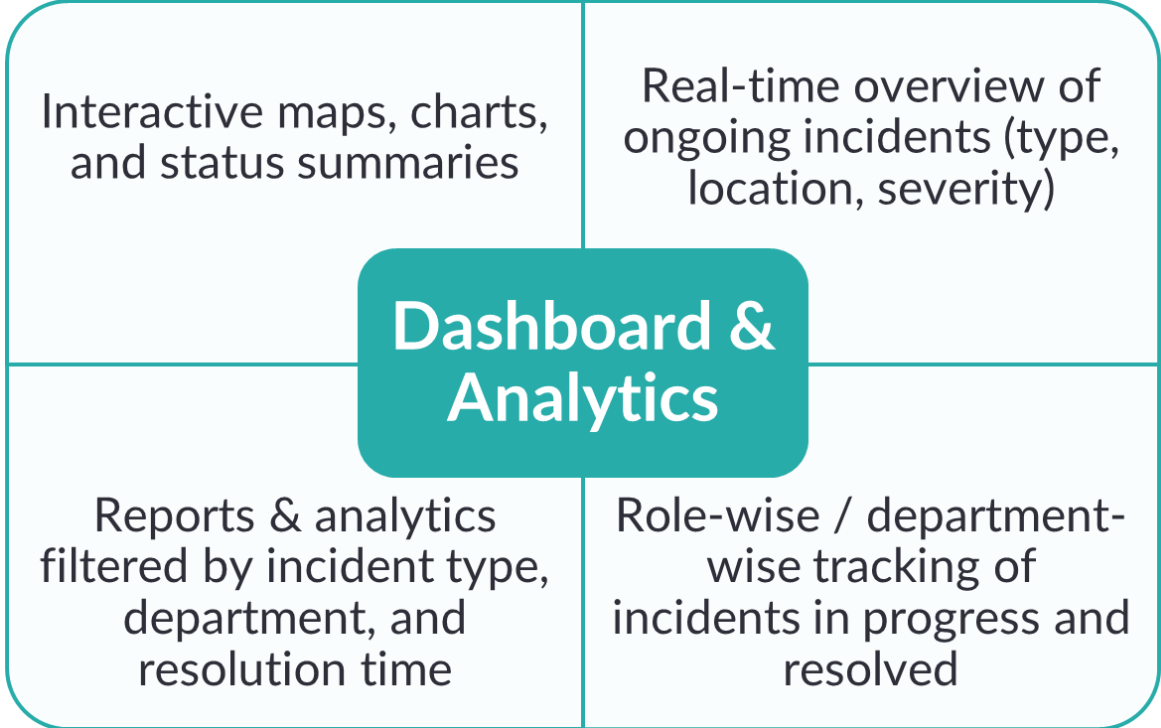
Aims to ensure a **rapid, coordinated, and technology-enabled response** to maritime crisis through an integrated digital platform.

Core Objectives

- ✓ Enable real-time reporting and tracking of maritime incidents.
- ✓ Facilitate coordination among multiple stakeholders (DGS, MoPSW, MEA, Navy, Coast Guard, etc.). Ensure incident management from initiation to resolution.
- ✓ Provide live updates, alerts, and analytics.
- ✓ Generate post-crisis reports for evaluation and policy improvement.

Key Enablers

- ✓ Digital incident reporting & categorization.
- ✓ Automated action plans with assigned tasks and deadlines.
- ✓ Resource mobilization tools for quick response.
- ✓ Real-time communication and discussion boards for stakeholder collaboration.
- ✓ Analytics dashboards with role-wise data and trends.





Towards Stronger Social Security for Seafarers



Seamen's Provident Fund Organisation

Long-Term Financial Security

- **SPFO** manages provident fund contributions made by both seafarers and employers, which are accumulated and paid out as benefits upon retirement, completion of service, or in cases of disability or death.
- Improves the **quality of life of seafarers** by providing financial security, social protection, and long-term stability throughout their working life and after retirement.
- **Vision:** To Provide for an institution of a Provident Fund to the Seamen as an old age retirement benefit to them and to their family members in the event of death.





Towards Stronger Welfare for Seafarers



Seafarer Welfare Fund Society (SWFS)

Welfare & Immediate Support

- The **SWFS** welfare schemes are designed to support seafarers and their families through initiatives focused on health, education, welfare infrastructure, and various financial assistance measures.
- **Welfare Schemes:** A total of **12** schemes covering active seafarers, retired personnel, women seafarers, families of deceased seafarers, and children of seafarers
- **Infrastructure Projects under welfare initiatives:** SWBAT – ₹ 35 Cr/-
- **Insurance Coverage** for seafarers by supporting insurance premium payments through a structured and equitable system.





Steps are being taken by the DG Shipping, Government of India for the welfare of seafarers



The **Seafarers' Welfare Fund Society (SWFS)** is an autonomous body under the administrative control of the MoPSW, dedicated to the welfare of Indian seafarers and their families. It administers welfare schemes, financial assistance, and gratuity funds to provide social security and support to active and retired seafarers.

Schemes for Active Seafarers; Schemes for Specific Category of Seafarers; Schemes for Family of Seafarers; Schemes for Deceased Seafarer; Medical Assistance/Insurance

Survivors' Benefit Scheme (SBS): Financial assistance to the family of a deceased Indian seafarer	₹ 6,00,000 (w.e.f. 01.01.2026)	Death on Board Benefit Scheme (DBBS): Support in cases of death or presumed death occurring on board	₹ 2,00,000 (w.e.f. 01.01.2026)
Invalidity Benefit Scheme (IBS): Support for Indian seafarers declared permanently unfit for the sea	₹ 6,00,000 (w.e.f. 01.01.2026)	Old Age Benefit Scheme (OABS): Assistance for seafarers who attain the age of 65 years on/after 01.01.2019 and age 75 on/after 01.01.2026	₹ 50,000 (Age 65) ₹ 1,00,000 (Age 75)
Maternity Benefits Scheme (MBS): Financial assistance for Indian women seafarers during maternity (Max: 2 deliveries)	₹ 50,000 <i>Per delivery</i> (w.e.f. 01.01.2026)	Ex-Gratia Support Benefit Scheme (ESBS): Additional financial aid for specific cases of abandoned / stranded seafarers.	₹ 20,000/m (Max: 12 months) (w.e.f. 01.01.2026)
Family Benefit Welfare Scheme (FBWS): Provides support to dependent families of Indian Seafarers	₹ 1,00,000 (Pre-Sea Training Completion) ₹ 50,000 (Postgraduate Degree Completion)	Award to Meritorious Child of Seafarers (AMCS): Educational incentives for children of Indian Seafarers	₹ 25,000 (w.e.f. 01.01.2026)

3 new schemes: ->

Medical & Term Insurance Premium: Assistance - Reimbursement of 50% premium for Indian CDC holders meeting sea-service criteria	Up to ₹ 5,000
Medical Support (Critical / Terminal Illness): One-time support; govt/recognised hospital certification	₹ 2,00,000
CoC Career Progression (Rating → Officer): One-time assistance after successful issue of Indian CoC by DG Shipping.	₹ 2,00,000

DG Shipping has taken multiple steps for the welfare of seafarers, including provisioning of welfare schemes, development of seafarers welfare infrastructure, and other welfare initiatives.



Seafarer Welfare Schemes: Reach, Impact, and Disbursement Overview



Welfare Schemes are Effective When We Engage

No.	Welfare Schemes	No. of Benef.	Amt. (01.04.2024 - 16.03.2026)
1	Survivor's Benefit Scheme (SBS)	92	₹ 3,52,00,000
2	Invalidity Benefit Scheme (IBS)	2	₹ 8,00,000
3	Maternity Benefit Scheme (MBS)	2	₹ 50,000
4	Family Benefit Scheme (FBS)	34	₹ 16,25,000
5	Old Age Benefit Scheme (OABS)	263	₹ 1,31,50,000
6	Death on Board Benefit Scheme (DBBS)	58	₹ 1,16,00,000
7	Azadi ka Amrut Kal Scheme	259	₹ 64,75,000
8	MEMA One time Lumpsum Closure Assistance	76	₹ 9,50,000
9	Seamen's Gratuity Scheme	897	₹ 9,86,87,169
	Total	1,683	₹ 16,85,37,169



Be Informed. Be Empowered.

- Seafarers are encouraged to actively explore the welfare schemes available to them through Seafarers Welfare Fund Society (SWFS).
- Greater awareness and participation will ensure that more eligible beneficiaries avail the support they deserve.

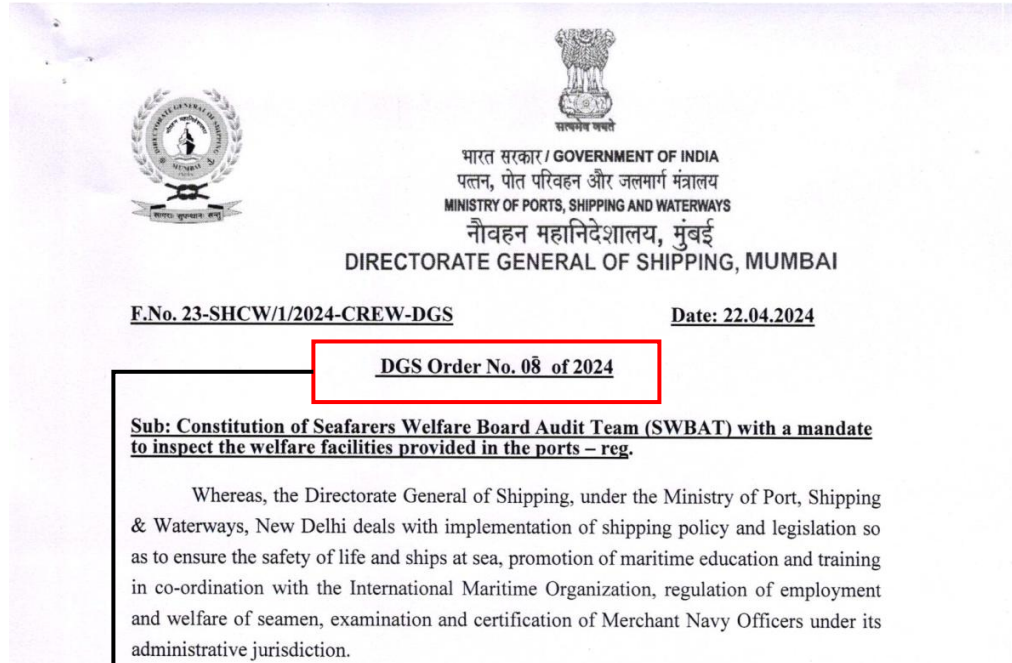


Seafarer Welfare Infrastructure – SWBAT (1/2)



To ensure that seafarers calling at Indian ports have access to adequate and easily accessible welfare facilities, the Seafarers Welfare Board Audit Team (SWBAT) is constituted under the Directorate General of Shipping in accordance with the provisions of the Merchant Shipping Act, 1958 (as amended). SWBAT functions as a structured inspection and evaluation mechanism to monitor, assess, and enhance welfare facilities across all ports in the country.

Ports shall be required to create, maintain, and continuously improve the necessary infrastructure to provide comprehensive welfare support for seafarers



F.No. 23-SHCW/1/2024-CREW-DGS

Date: 22.04.2024

DGS Order No. 08 of 2024

Sub: Constitution of Seafarers Welfare Board Audit Team (SWBAT) with a mandate to inspect the welfare facilities provided in the ports – reg.

Whereas, the Directorate General of Shipping, under the Ministry of Port, Shipping & Waterways, New Delhi deals with implementation of shipping policy and legislation so as to ensure the safety of life and ships at sea, promotion of maritime education and training in co-ordination with the International Maritime Organization, regulation of employment and welfare of seamen, examination and certification of Merchant Navy Officers under its administrative jurisdiction.

Formation of Seafarers Welfare Board Audit Team



F. No. 23-SHCW/1/2024-CREW-DGS

Date: 22.04.2024

DGS Crew Circular No. 10 of 2024

Subject: Guidelines for providing seafarers on ships that are in Indian ports with access to adequate welfare facilities and services - reg.

Whereas, the Directorate General of Shipping, under the Ministry of Port, Shipping & Waterways, Government of India deals with implementation of shipping policy and legislation so as to ensure the safety of life and ships at sea, promotion of maritime education and training in co-ordination with the International Maritime Organization (IMO), regulation of employment and welfare of seafarers, examination and certification of Merchant Navy Officers under its administrative jurisdiction.

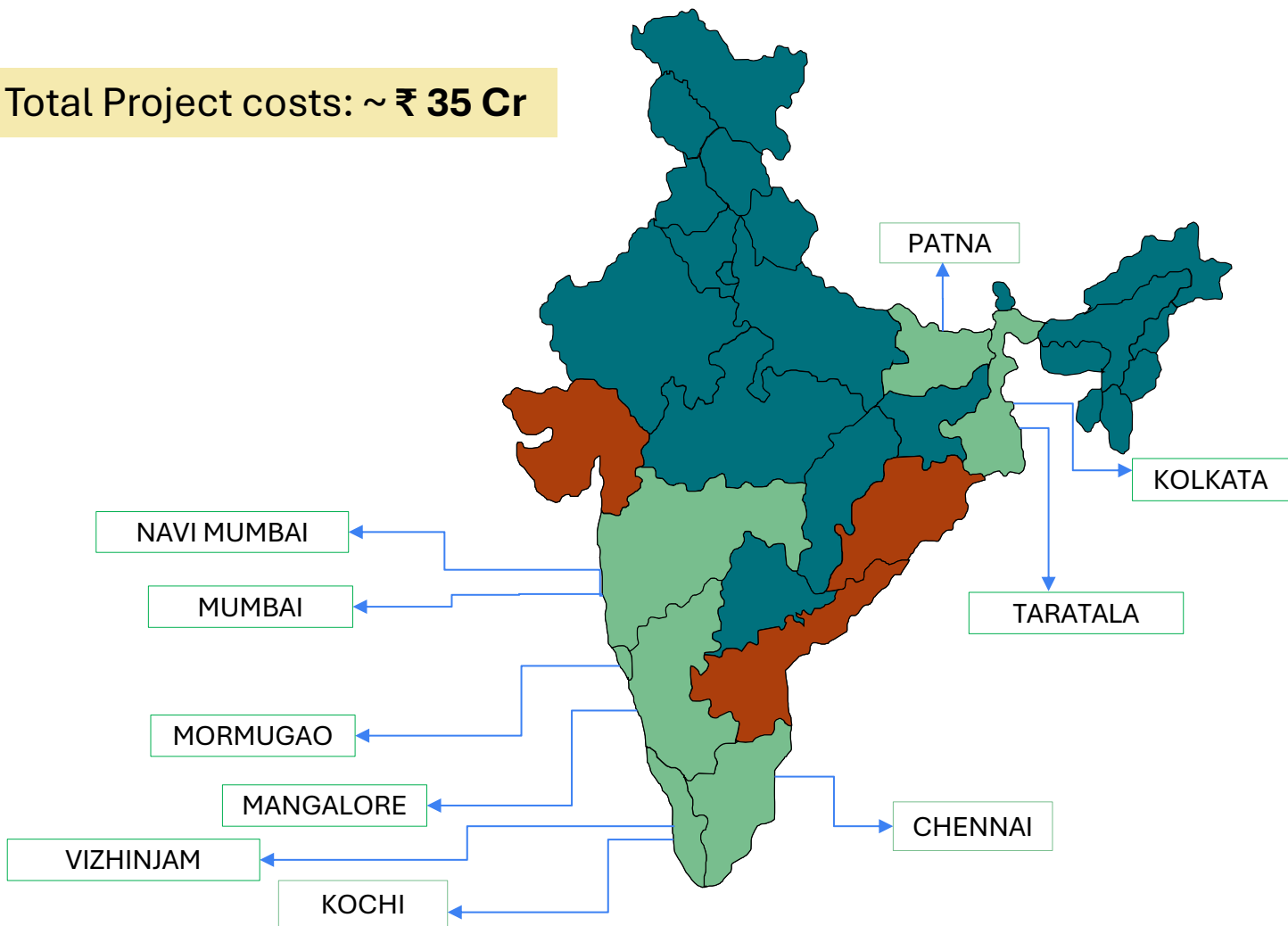
Guidelines for port welfare facilities



Seafarer Welfare Infrastructure – SWBAT (2/2)



Total Project costs: ~ ₹ 35 Cr



S. N.	State Detail	Port Name	Project Name
1	West Bengal	Kolkata port	Mariners Club
2		Taratala	Nabik Griha Samity
	Odisha	NIL	
	Telangana	NIL	
	Andhra Pradesh	NIL	
3	Tamil Nadu	Chennai port	Seafarers Club & Officers' Lounge
4		Chennai Port	Seafarers Club (I/P)
5		Kamarajar Port	Seafarers Club
6	Kerala	Vizhinjam Port	-
7		Kochi	Seafarers Club
8	Karnataka	Mangalore	New Club
9	Goa	Mormugao Port	Seafarers Club Project
10	Maharashtra	JNPA Port	Seafarers Club
11		-	Royal Bombay Seamans Society
	Gujarat	NIL	
12	Bihar	Patna	Seafarers Club

● Coastal states with Projects ● Coastal states with no Projects ● Non Coastal States



Pranaam – Seafarers Assistance & Facilitation Counter



Aim: On-ground assistance at the Pranaam helpdesk to support seafarers with documentation and immigration, reducing fraud, legal issues, and emergency cases while ensuring smooth airport entry.

Problem Statement

- UK visa-free entry for Indian seafarers is reportedly being misused by asylum seekers posing as crew.

Potential Solution

- It was agreed that DGMA-trained teams at Pranam helpdesk would vet seafarers and alert airlines to prevent misuse.

Other Benefits

- The process prevents undocumented seafarers from UK entry, avoiding arrests and distress to families.

The inauguration of the PRANAAM Seafarers Assistance Counter successfully conducted on 21st January 2026 at Chhatrapati Shivaji Maharaj International Airport, Terminal 1, Mumbai.

PRANAAM Seafarers Assistance Counter at Mumbai Airport to Strengthen Welfare and Facilitation Support



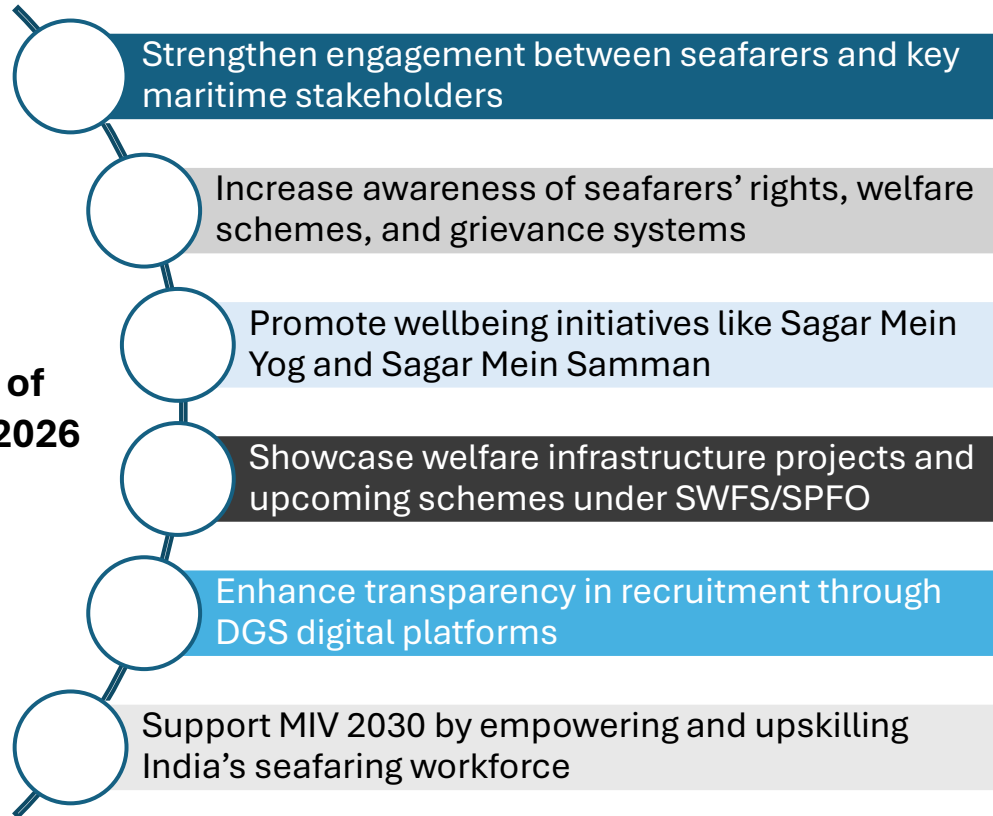


Sagar Milap 2026



Sagar Milap 2026 is a national-scale engagement platform bringing seafarers and maritime stakeholders together to promote welfare, rights, safety, training, and digital reforms. The 3-day **conference** and **exhibition** aim to empower seafarers through direct interaction, knowledge-sharing, and exposure to initiatives shaping the future of India’s maritime workforce.

Objectives of Sagar Milap 2026



During this event, DG Shipping shall focus on promoting awareness by sharing information on key seafarer initiatives, including the Seafarers’ rights, welfare, safety & grievance redressal, Maritime Labour Convention & MS Act 2025, Welfare infrastructure & SWBAT projects, Seafarers’ Welfare Fund Society (SWFS) welfare schemes, Seamen’s Provident Fund Organisation (SPFO), *Sagar Mein Yog (SMY)* LMS and Wellness Modules, *Sagar Mein Samman (SMS)* Digital reforms: RPSL module, grievance portal, ERP rollout, to familiarise seafarers with recent initiatives and actions undertaken for their welfare.



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...



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



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

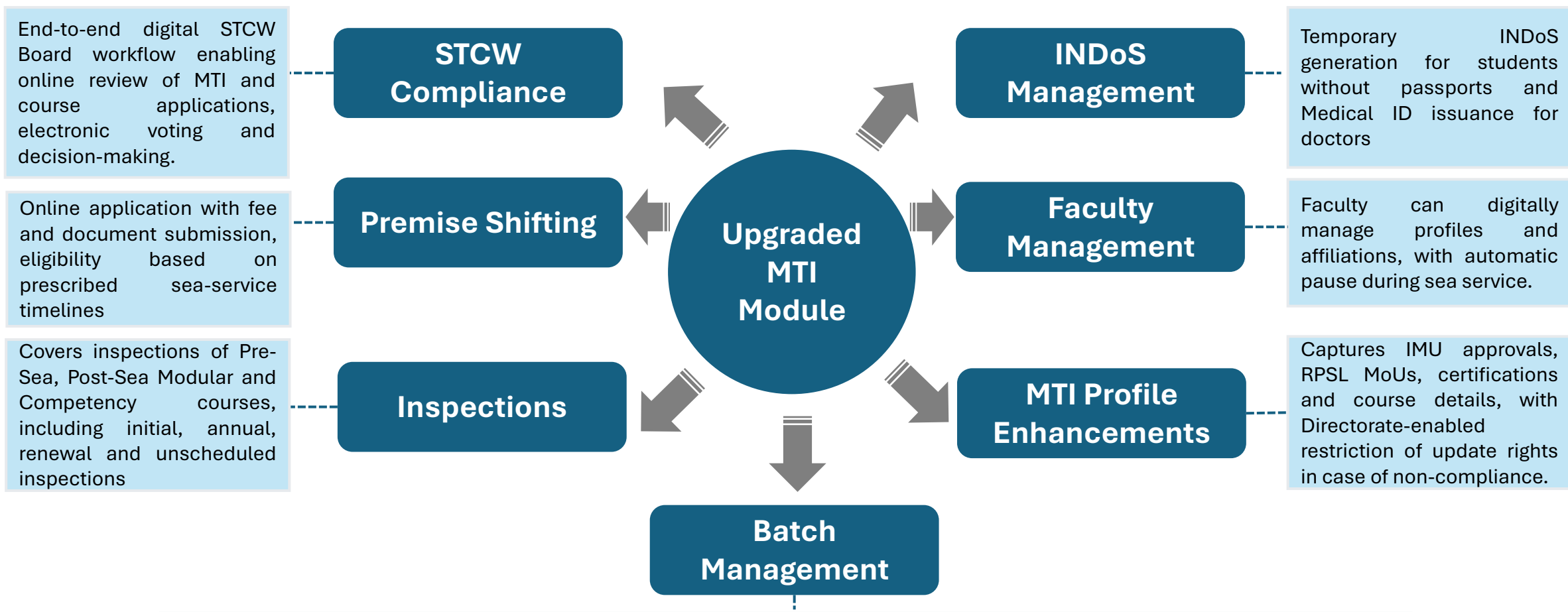


झूटी भारतीय समुद्रकर्मि नौकरियों से सावधान रहें | नौवहन महानिदेशालय...



Strengthening Training Compliance Digitally

MTI Module



Enforced minimum 25% batch upload limit with dynamic batch size and intake control, along with online correction request facility.



Examination Reform



Objective

- To create a secure, transparent, fully digital examination system for the competency assessment and certification of seafarers



Scope

- Covers the full examination lifecycle: from registration to certificate issuance
- Includes both written and oral examinations in hybrid or CBT mode



Core Features

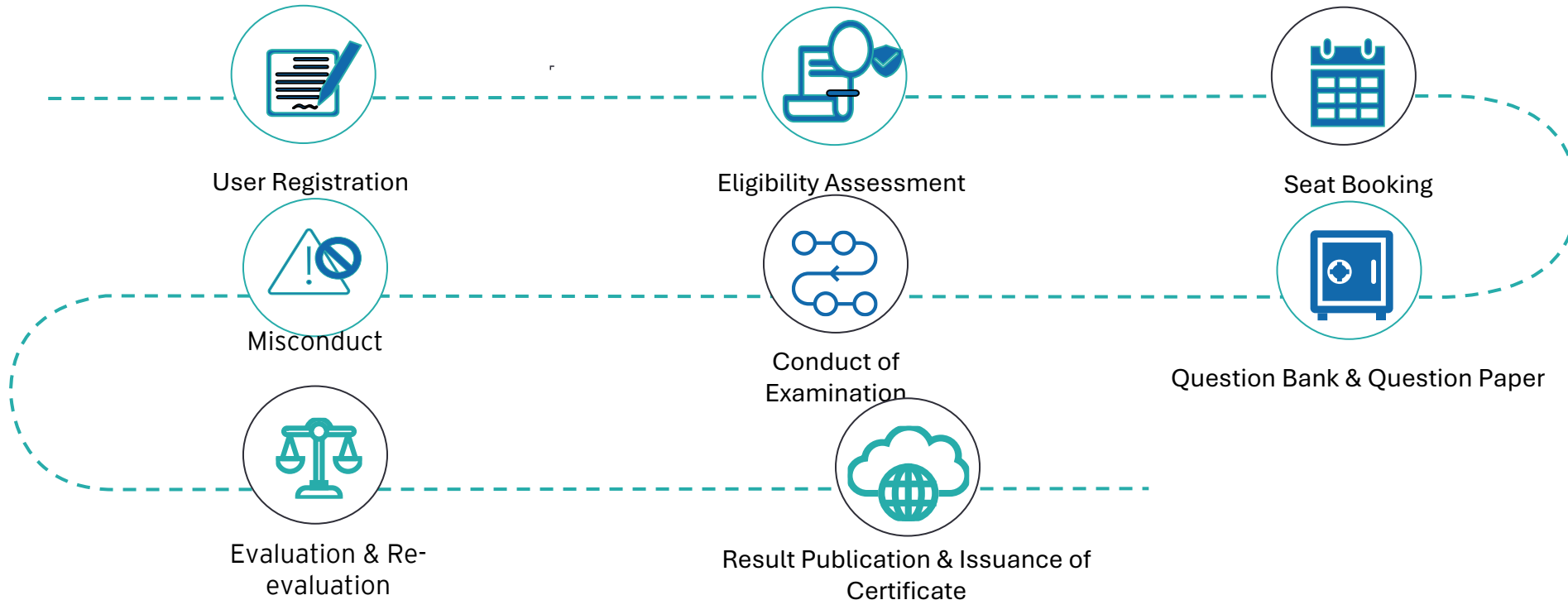
- Biometric verification, CCTV surveillance, online proctoring
- Encrypted question papers & scanned answer scripts and grievance redressal & feedback mechanisms from candidates



Impact

- Uniform candidate experience across all MMDs
- Improved exam integrity, operational efficiency, and transparency

End-to-end Digitized Examination Process



Training Ecosystem Vision is to create a unified, cloud-based digital platform to regulate and modernize maritime training, certification, and skill development.

Key Features

- Integration of 7 critical modules (e.g., Faculty Development, LMS, Web-Based Simulators) into one cohesive system.
- Real-time oversight and advanced technology for secure, transparent processes.

Objectives

- Strengthen training delivery and assessment integrity.
- Enhance transparency in certification services.

Impact

- Transition from paper-based to secure digital platforms.
- Eliminate fraud, bridge academia–industry gaps and align with modern shipboard technologies.
- Ensure Indian seafarers remain globally competitive.


Implementation


- Available as an integrated solution with modular approach.
- Represents a strategic shift toward modernized maritime education and continuous professional development.








Components of Training Ecosystem


- **1. Learning Management System**

The LMS is a secure, DGS-compliant e-learning platform for standardized maritime training which ensures training integrity through real-time tracking, anti-cheating controls, and assessment access only after full course completion.
- **2. Faculty Development Program (FDP)**

A Faculty Development Program (FDP) is a structured initiative designed to upgrade teaching skills, subject expertise, and professional competencies of faculty members through continuous learning and assessment.
- **3. Digital TAR Book**

The Training and Assessment Record (TAR) Book is a mandatory document that records and verifies a seafarer's structured onboard training and practical competencies.
- **4. Centralized Attendance System (CAS)**

The Centralized Attendance System (CAS) uses facial biometrics to securely verify the presence of candidates, faculty, and administrators across Maritime Training Institutes.
- **5. Web-Based Simulator**

A web-based simulator provides an immersive, interactive platform that replicates real-world maritime scenarios for effective learning and assessment.
- **6. Online Marine Certificates Verification (OMCV)**

Online Marine Certificates Verification (OMCV) is a digital platform that enables secure upload, verification, and digital stamping of maritime certificates to ensure authenticity.



STCW-Comprehensive Review



- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (1978), amended in 1995 and 2010 (Manila Amendments)
- The STCW Compliance Board in India was formally established in January 2024 under the Directorate General of Shipping (DG Shipping), Ministry of Ports, Shipping and Waterways.

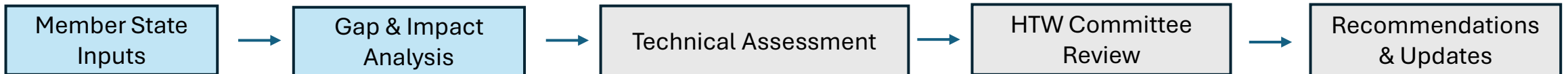
Purpose

- Ensure STCW remains relevant to modern shipping
- Address technological advances (digitalization, automation, ECDIS, cyber risk)
- Improve human element, safety, and environmental protection
- Enhance consistency and uniform implementation of conventions

Key Focus Area

- Emerging technologies & autonomous systems
- Fatigue management & rest hours
- Leadership, teamwork & human performance
- New ship types & alternative fuels
- Alignment with other IMO instruments

Review Process



Outcome Expected

- The comprehensive review aims to identify gaps, evolving challenges, and future competency requirements. Based on the outcomes, the IMO may issue new guidance or propose amendments to the STCW Convention and Code.



Transparency and Zero Tolerance for Fraud



DG Shipping's campaign against Fake Maritime Institutes

Raising issue over the
Call/SMS/WhatsApp

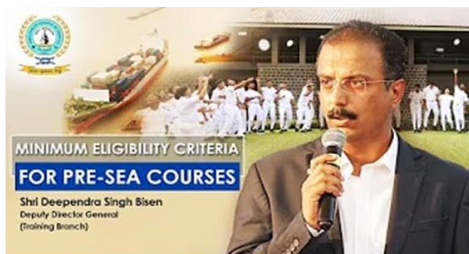
Helpline between 09:00
AM – 06.00 PM

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





Merchant Navy Career Promotion Campaign



सत्यमेव जयते
Ministry of Education
Government of India

• Ministry of Education

- The introduction of merchant shipping and other maritime topics in the schools of coastal states.
- Under “10 Bagless Days in Schools” for classes 6 to 8 the curriculum will include hobby-based activities to familiarize students with maritime aspects, contributing to their overall educational experience.



Skill India
कौशल भारत - कुशल भारत

• Ministry of Skill Development And Entrepreneurship (MSDE)

- Development of a premium course for the candidates studying in school.
- To initiate mapping of local ITIs and institutes to the nearest Maritime Training Institutes (MTIs) for supporting and enhancing the skill development and capacity-building efforts of these local institutions.



- Engagement of professional Event Management Firm – 3 BEES Research Foundation to organize a series of exposure trips to educational institutions nationwide



E-Samudra



Objectives

The primary objective of this envisaged project is to undertake an IT transformation exercise and enable all the processes in the DGS through the implementation of a Comprehensive e-governance solution.

- 1 **Transition to paperless system for improved transparency and faster service delivery.**
- 2 **Automate shipping and seafarer operations, internal administration, and maintenance.**
- 3 **Integrate with Ministry of Ports, Shipping, and Waterways' IT systems for unified dashboards.**
- 4 **Enhance e-Governance operations, user interactions, and ease of doing business.**

Modules and Processes

Coastal Branch

- Sailing Vessel Seamen

IT and e-governance

- Common Processes (Profile Creation and Availing Services)
- Common Processes for Departments

Crew Branch

- Seafarer-Related Processes & Available Services

Engineering Branch

- Service Providers
- Auditors for ISM Audits
- Recognized Organization
- Survey & Certification
- Ports

Nautical Branch

- Ship Registration
- Shipping Entity Profile & Available Services

Commercial Matter




- Multimodal Transport Operators
- Ship Chartering

F.A.A.P.P

- Budget Preparation
- Accounts
- Audits
- Public Procurement

15 modules and 62 sub-processes

Project Features

-  **Streamlined Document Accessibility**
-  **Compliance monitoring**
-  **Data Sharing**
-  **Audit and Administrative Process**
-  **Operational Efficiency**
-  **Data analysis**
-  **Cloud DC & Server Security Services**
-  **Cloud Network Security Services**
-  **Mobile App for e-Samudra users**



International Ship and Port Facility Security (ISPS)

This integration of geospatial technology aims to **enhance maritime security by providing a comprehensive, real-time view of port operations and potential security threats**, ensuring a proactive approach to managing and mitigating risks.

- Integrate geospatial technology to enhance the efficiency and effectiveness of ISPS Code implementation.
- Improve the monitoring and management of security measures at ports through geospatial data.
- **National Single Window System (NSWS)**: ISPS checklists and forms have been incorporated into the NSWS platform, ensuring streamlined data entry and management.
- **Gati Shakti Platform**: Geospatial integration on this platform aids in real-time monitoring, spatial analysis, and visualization of security-related data

Navigational Safety AT Port Committee (NSPC) (Geospatial platform)

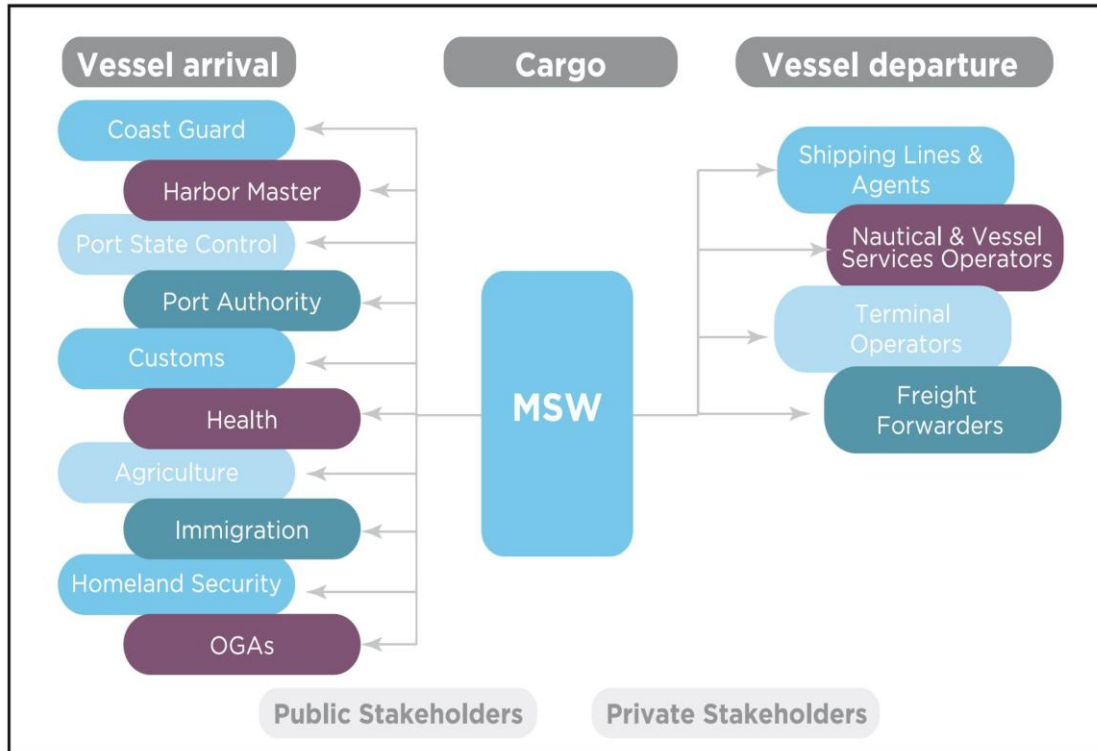
The NSPC is an essential component in the maritime safety framework, dedicated to ensuring safe navigation and promoting a culture of safety within ports. The Navigational Safety at Port Committee (NSPC) is established to ensure the safety of vessel navigation within port areas. It focuses on enhancing maritime safety, reducing risks, and improving operational efficiency in ports.

- The NSPC contributes to safer and more efficient port operations by reducing navigational risks and enhancing overall maritime safety.



Maritime Single Window

A Maritime Single Window (MSW) is a digital platform that allows ship owners, operators, and agents to submit all necessary documentation electronically in a single-entry point to various authorities (customs, port health, immigration, and other regulatory bodies) involved in maritime operations.



Stakeholder		Integrated
Designated Ports	85 Exim Ports	Yes
Immigration		Technical Integration for Immigration is under way
Customs		Email notification for customs integration has been deployed.
PHO		Yes

Benefits

- Reduction in Cargo Clearance Time
- Port Turnaround Time Improvement
- Savings on Documentation and Compliance



Scope of the Project

For the real time feed monitoring from various applications of DGS has envisaged a Command control Centre. The implementation will be phase wise -

Phase I: Deployment of Command Control Centre Infrastructure

- Installation of a Video Wall and Computing Hardware.
- Provision of technical support and training.

Phase II: Business Intelligence (BI) and Analytics System

- Development and deployment of BI tools.
- Implementation of real-time dashboards and analytics.



Figure is indicative only.

This infrastructure will enable real-time visualization, analysis, decision-making, and monitoring of maritime operations. Additionally, this will enable maintaining a Business Intelligence (BI) & Analytics System to support data-driven decision-making, incident management, and policy formulation for maritime activities under DGS.



Extensive Website



Government of India | Skip To Main Content | Search for information and services here... | Search | Sitemap | -A | A | +A | हिन्दी

नीवहन महानिदेशालय
Directorate General of Shipping
Ministry of Ports, Shipping and Waterways
Government of India

75
अज्ञातीत
अमृत महोत्सव

Home | About Us | Coastal Shipping | Crew Branch | Engineering Wing | International Cooperation | IT & E-Governance | Mercantile Marine Law | Multimodal Transport Operation | Nautical Wing | Naval Architecture | Shipping Development | Training Branch

Highlights | Any Latest Notification or update link | Any Latest Notification or update link | e-Coffee Table Book | Any Latest Notification

Smt. Droupadi Murmu
Hon'ble President of India

Shri Narendra Modi
Hon'ble Prime Minister of India

Shri Sarbananda Sonowal
Hon'ble Cabinet Minister
Ministry of Ports, Shipping and Waterways

Shri Shantanu Thakur
Hon'ble Minister of State
Ministry of Ports, Shipping and Waterways

Wings / Branches

- Administration
- Co-ordination
- Coastal Shipping
- Crew
- DGS Secretariat
- IT & E-Governance
- Engineering
- Finance, Accounts, Audit & Public Procurement
- Hindi Branch
- International Cooperation
- Mercantile Marine Law
- Multimodal Transport Operator
- Nautical
- Naval Architecture
- Personnel
- RTI
- Shipping Development
- Training
- Vigilance

Modules

- Survey & Certification
- Seafarer's Welfare Fund Society
- Seamen's Provident Fund Scheme
- Grievance Redressal
- Maritime Training Institute

Key Features of DGS Website



SECURE WEBSITE - STQC, GIGW, CERT, SSL.



GALLERY - HISTORY TREE OF DG SHIPPING (LAST 75 YEARS)



POWERFUL SEARCH ENGINE and RESPONSIVE AND FAST



SEPARATE MENU AND GALLERY FOR EACH DEPARTMENT





Comprehensive Ship Building Portal



The comprehensive shipbuilding portal will serve as a centralized digital hub, bringing together industry capabilities, stakeholder collaboration, technical resources, and innovation for India's shipbuilding and repair sector

Modules



Objectives



1. Increase global competitiveness of Indian shipbuilding industry



2. Enhanced collaboration between stakeholders (design agency, shipyards, ancillaries and equipment suppliers, regulators etc.).



3. Workforce development through training and certification.



4. To promote R&D and innovation.



5. To provide centralized access to technical information, standards, and guidelines.



6. To provide assistance on financial schemes.



IMO Strategic Engagement Platform- Shadow Committee Module

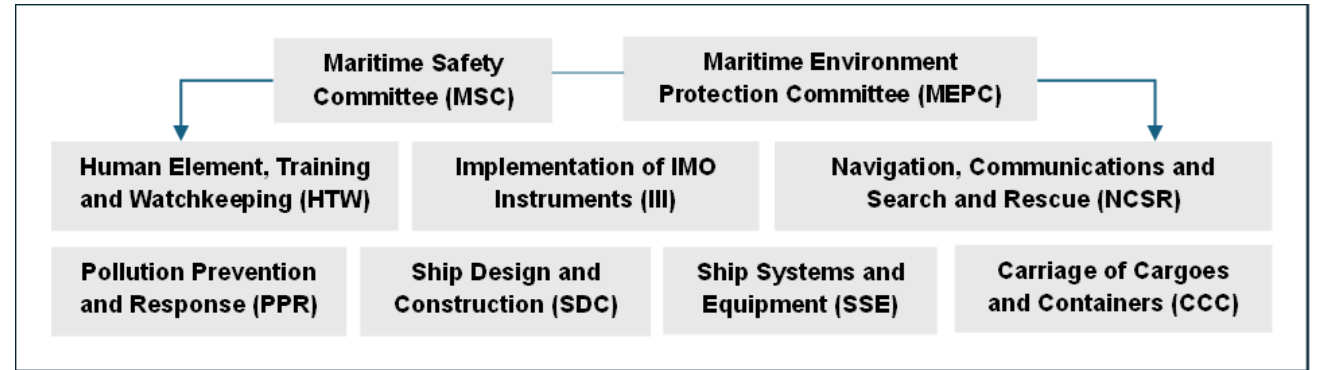
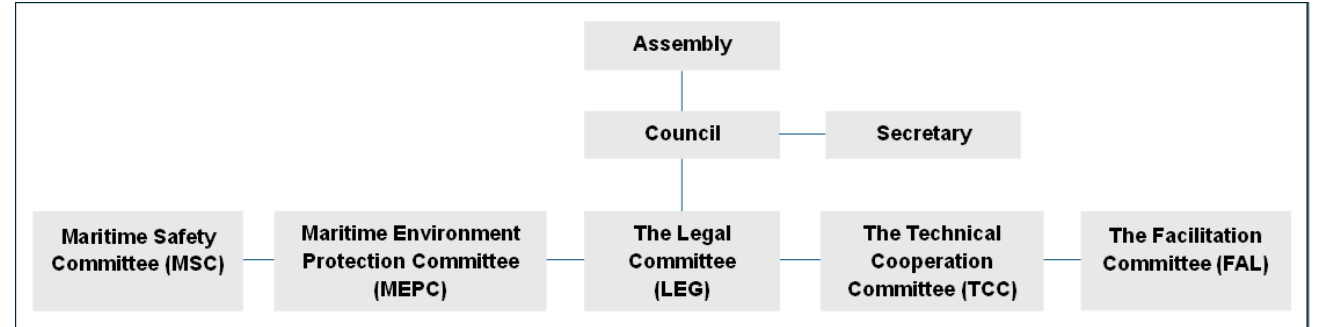


Key Objectives

Web-based portal for managing IMO shadow committee activities.

1. Facilitates structured collaboration and document review.
2. Supports group formation for committee members.
3. Enables assigning roles and permissions.
4. Upload, access, and manage meeting-related documents.
5. Review agenda items and associated materials.
6. Consolidate feedback from multiple users.
7. Create and assign tasks to committee members.
8. Provide structured feedback on agenda items.
9. Compile feedback for streamlined decision-making.
10. Admin dashboard for managing users and documents.
11. Real-time collaboration among committee members.

Structure of IMO





Extensive Social Media Engagement



The Directorate General of Shipping is introducing **four strategic national campaigns** focused on protecting seafarers, strengthening compliance, and building awareness across India’s maritime ecosystem. These initiatives use digital platforms to drive safety, transparency, and informed decision-making.

Zero Tolerance for Crewing

- Builds awareness on fraudulent recruitment practices
- Educates seafarers on verifying RPSL licence numbers and avoiding sub-agents
- Aims to protect seafarers from exploitation and strengthen industry compliance.

24x7 Grievance Redressal

- Dedicated 24x7 grievance mechanism for all seafarer issues.
- Provides unique ticket IDs, real-time status tracking, and digital audit trails.
- Ensures time-bound resolution with automatic escalations across defined layers.

Join Merchant Navy

- Educates youth about the Merchant Navy, career paths, and India’s maritime heritage.
- Explains global supply chains and the Merchant Navy’s role in world trade.
- Explains global supply chains and the Merchant Navy’s role in world trade.

Zero Tolerance for Fraud in Maritime Training

- Warns aspirants about fake training centres, fake CDCs, and unauthorized placement schemes.
- Trains students to verify DG-approved MTIs via official portal before enrolling.
- Promotes safe, legitimate maritime pathways aligned with STCW & DGS standards.

Major Maritime Incidents Response, Salvage & Environmental Management (2024–2025)



MAERSK FRANKFURT Fire

The MAERSK FRANKFURT fire (19 July 2024, 33 NM off Goa) was addressed through coordinated **deployment of ICG surface and aerial assets**, dispatch of ETV *Water Lily*, aerial DCP drops, and **mobilisation of a 19-member salvage team**. **Gas monitoring, dewatering, and pollution surveillance** were undertaken with **no marine spill reported**, alongside Port of Refuge planning and inter-agency coordination



MSC ELSA 3 Sinking

The MSC ELSA 3 sinking (May 2025, 13 NM off Kerala) involving 643 containers and 367 MT HFO triggered immediate SOP-led coordination by DGS, with ICG deployment, **spill containment**, and a three-pronged **salvage plan**. **~720 MT of nurdles were recovered**, multi-state **shoreline impact was managed**, and **oil removal operations were completed under coordinated oversight**.



WAN HAI 503 Fire

The WAN HAI 503 **fire and underdeck explosion** (09 June 2025, 44 NM off Kerala) involving **1,754 containers, including 143 IMDG units** and ~2,000 MT HFO, was managed through SOP-led DGS coordination, ICG **firefighting and aerial surveillance**, **salvage mobilisation**, and **dual tow operations**, preventing pollution and **securing Port of Refuge at Jebel Ali**.



Outcomes of Prompt and Coordinated Response by Directorate General of Shipping (DGS)

1. Effective Containment of Marine Pollution Risk

Prevented any oil sheen or slick from reaching the coastline

2. Limited Shoreline Impact

Ensured that no hazardous cargo washed ashore

3. Preservation of Marine Environmental Quality

No water pollution was observed within territorial waters or coastal zones

4. Advancement of Safety Standards

To be informed to IMO for improvement in regulatory standards and enhance global maritime safety protocols



Directorate General of Shipping (DGS) Responsibilities as per ISPS Code and BoPS



Objective of ISPS

ISPS Code Enforcement: Ensures compliance of ships and port facilities with ISPS regulations.

Security Certification: Issues International Ship Security Certificates (ISSC) to Indian-flagged ships.

Approval of Security Plans: Reviews and approves Ship Security Plans (SSPs).

Monitoring & Audits: Conducts audits and inspections of ships and ports for security compliance.

Training & Awareness: Facilitates training and promotes security awareness across maritime stakeholders.

Incident Investigation: Investigates maritime security incidents and recommends corrective actions.

Objectives of BoPS

To establish a regulatory framework for security of ships and Ports in India.

To lay down security standards for various category of ports.

To establish procedures for audits of ships and ports.

To ensure timely collection and exchange of security-related information.

To provide a methodology for security assessments so as to have in place plans and procedures commensuration with changing security levels.

To ensure adequate and proportionate maritime security measures in place.

To establish and adopt best practices in immigration, cargo/container security scanning etc.

To be the nodal agency for all existing coordination mechanisms for Coastal, Offshore Security and Port Security-related issues including at international level for which India is a signatory.

The integration of the Bureau of Port Security (BoPS) with the International Ship and Port Facility Security (ISPS) Code



The integration of the Bureau of Port Security (BoPS) with the International Ship and Port Facility Security (ISPS) Code under the Directorate General of Shipping (DGS) marks a pivotal advancement in India's maritime security framework. This strategic centralization streamlines oversight and enforcement, fostering uniformity in security protocols across all ports. With DGS's regulatory expertise and authority, India is better positioned to manage complex security challenges while adhering to international standards set by the International Maritime Organization (IMO).



This unified structure enhances collaboration among port stakeholders, including port authorities, shipping companies, and security agencies, enabling a proactive and coordinated response to emerging threats. It eliminates bureaucratic redundancies and ensures a more agile and responsive regulatory environment. Ultimately, this integration not only fortifies national maritime security but also supports sustainable growth in the sector by aligning safety imperatives with economic and operational efficiency.

DGS Initiatives for Maritime Safety and Casualty Response



Coastal State Advisory Framework

Overview of Marine Incident Response, Liability, and Compensation Frameworks for coastal States, roles of Maritime Boards, and coordination aspects between State-Centre during salvage and casualty cases.

Marine Incident and Emergency Response Plan/SOP

It standardizes procedures for incident reporting, assessment, escalation, inter-agency coordination, deployment of emergency resources, and post-incident review.



MS Notice for Mandatory deployment of Tugs by Ports

Requires ports to keep tugs ready for immediate emergency use. It strengthens response capability along the coastline.

Mandatory Tie-up with Salvors & MPROs

Ensures ships calling Indian ports have pre-arranged support for salvage and oil-spill response. This enables faster, more reliable emergency action



Cooperation with State Governments & Workshops

Collaboration with States through workshops, joint training, and shared mechanisms to strengthen regional salvage response.

Development of Maritime Compensation Fund

A focused funding setup to strengthen national salvage capacity to ensures sustainability of maintaining resource around the Indian coast for emergency support.





MoUs with International Group P&I (IG P&I) Club



IGP&I International
Group of
P&I Clubs

The MoU establishes a non-binding framework between DGS and the International Group of P&I Clubs to enhance preparedness and coordinated response to major maritime casualties, including pollution and wreck removal, through joint training and operational coordination in line with statutory responsibilities.

Priority Capacity Building Areas



Marine Insurance Fundamentals

- Hull and Machinery and P&I insurance, roles and responsibilities during maritime casualties.



Liability and Compensation

- Applicable liability regimes, claims procedures and coordination with IOPC Funds and national authorities.



Legal and Regulatory Framework

- Nairobi Wreck Removal Convention 2007 and Salvage Convention 1989, linked with the Merchant Shipping Act, 2025.



Casualty Response and Coordination

- Salvage contracts, SCOPIC provisions, places of refuge decision-making and inter-agency coordination.



P&I Operations

- Structure and role of P&I Clubs, scope of cover, limits of liability and issuance of Blue Cards.



Claims Handling and Post-Incident Review

- Documentation, evidence collection, case studies and integration of lessons learnt into SOPs.



HSSE Appraisal Standard Overview



Importance: Critical role of shipbuilding, repair, and recycling in national maritime capability and employment.



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.



Safety First - Suraksha Sarvapratham



DGS is focused on promoting safety on vessels and is set to launch a campaign called the Suraksha Sarvpratham, 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



सत्यमेव जयते

Ministry of Ports,
Shipping & Waterways
Government of India

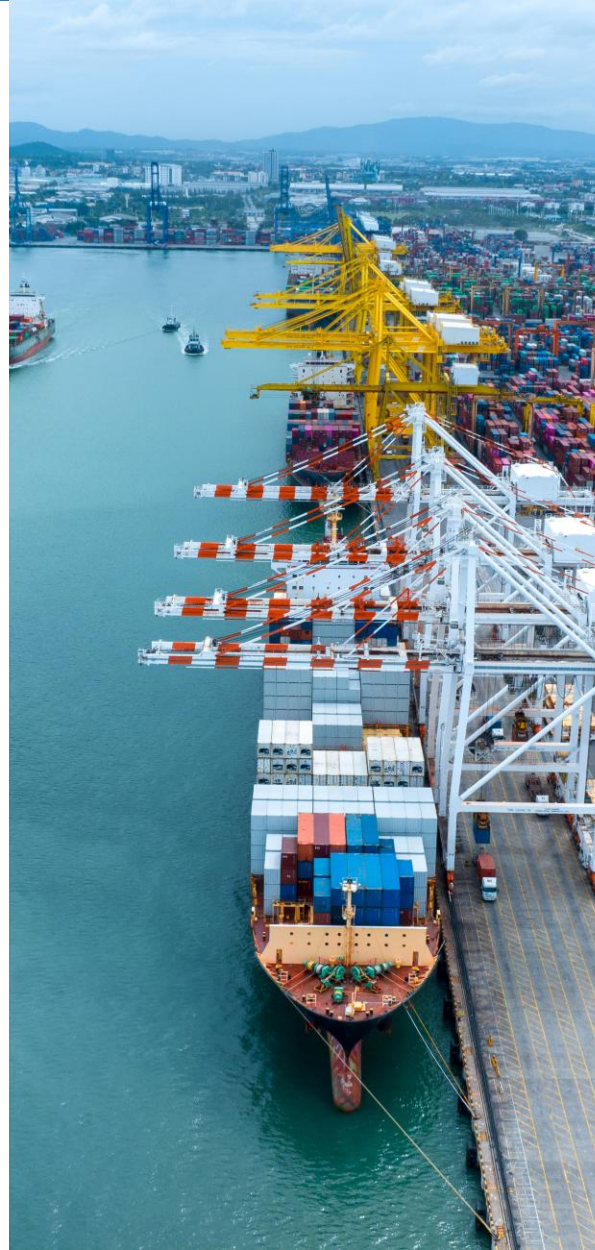
Indian Global Maritime Safety Platform









VISION & KEY OBJECTIVES – INDIAN GLOBAL MARITIME SAFETY PLATFORM (IGMSP)

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.



-  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.
-  Create a central knowledge hub with safety reports, infographics, and lessons learned.



LRIT (LONG-RANGE IDENTIFICATION AND TRACKING)



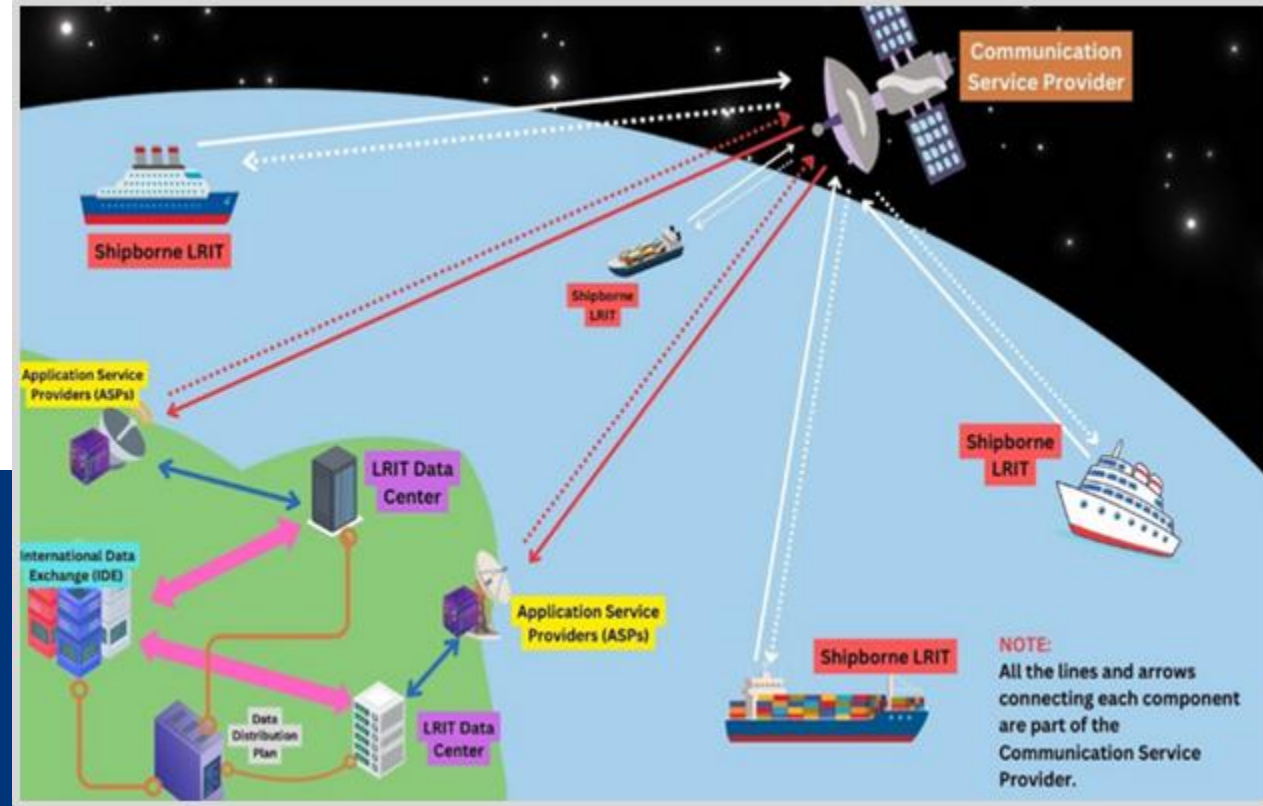
LRIT extends a nation's maritime vision beyond the coastline, enabling secure and intelligent oversight of global vessel movements.

Global Vessel Tracking

Maritime Domain Awareness

Security & Compliance

Search & Rescue





सत्यमेव जयते

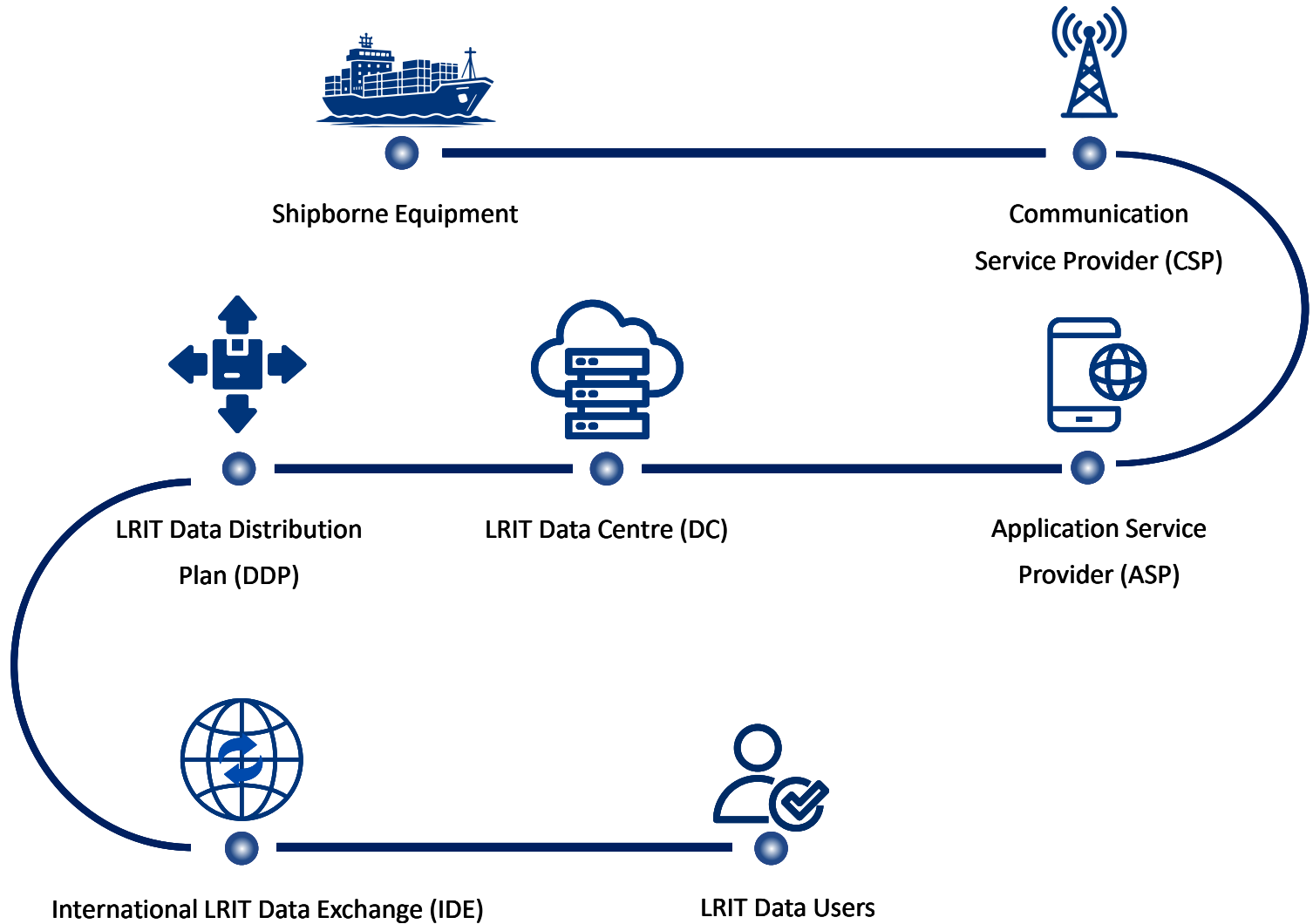


Functions of LRIT

The LRIT system transmits a vessel's identity, position, and timestamp via satellite from shipborne equipment.

This data is routed through Communication and Application Service Providers to dedicated Data Centres.

Distribution is controlled by a Data Distribution Plan, while global routing is handled by the International Data Exchange.





Proposed Enhancements for LRIT



Develop SSAS Module through C-DAC

Objective:

Develop a Ship Security Alert System (SSAS) module in collaboration with the Centre for Development of Advanced Computing (C-DAC).

Outcome:

A robust and reliable SSAS module integrated into the LRIT system, enhancing the security of maritime operations.



Node from NMDA Project (Indian Navy):

Objective:

Real time LRIT data is shared with the National security Agencies. Further, the NDC will be part of the NMDA and will receive relevant information through a dedicated node as part of whole of India network architecture

Outcome:

Seamless integration that enhances maritime domain awareness and tracking capabilities.



Safety Videos



[MV ULUSOY-11 | Enclosed Space Fatality](#)



[ITT Puma - Capsizing](#)



[Proteus Harvonne - Man Overboard](#)



[MV Magic Striker - Enclosed space entry incident](#)



[DCI Dredge XVII - Hopper Tank Casualty](#)



[Tug Alliance - Capsizing](#)



Scan the QR Code for
**Safety Video Series-
Directorate General
of Shipping**



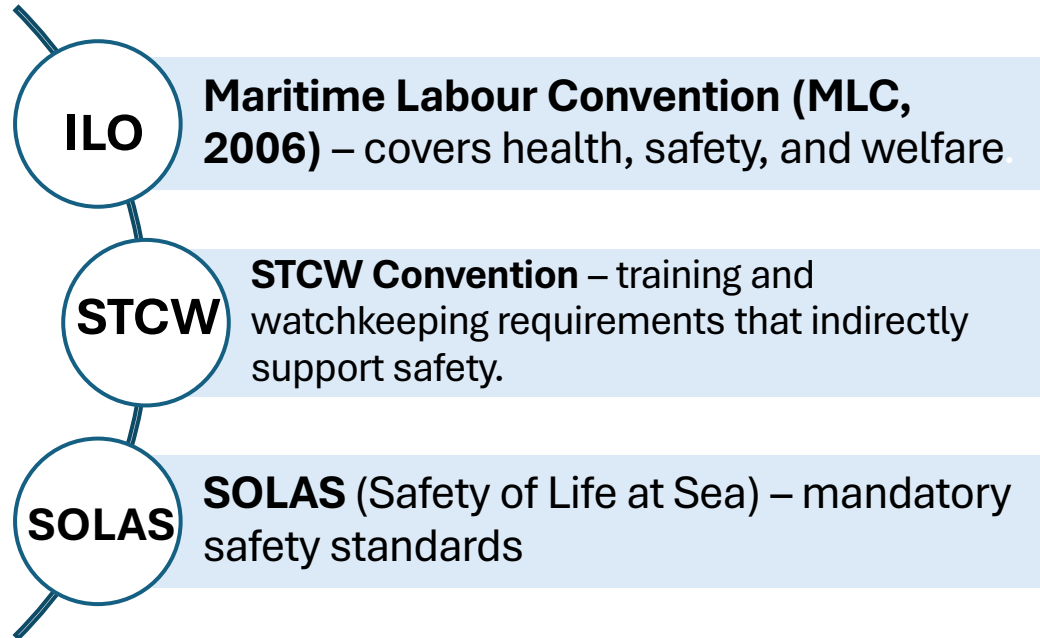
Occupational Safety And Health



Importance of OSH in Maritime

Seafarers face **hazardous working and living conditions**: confined spaces, heavy machinery, extreme weather, long hours, and isolation.

Ensures **compliance** with international conventions like:



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.



Overview on Coastal Shipping



Coastal shipping forms an essential part of domestic logistics, drawing on the nation's extensive coastline.



Strategic Importance of Coastal Shipping for India

- Cost-effective for bulk and long-haul cargo, especially over >500 km distances.
- Lower unit transport cost vs. road; reduced fuel consumption per tonne-km.
- Significantly lower GHG emissions, making it a greener logistics option

National-Level Benefits

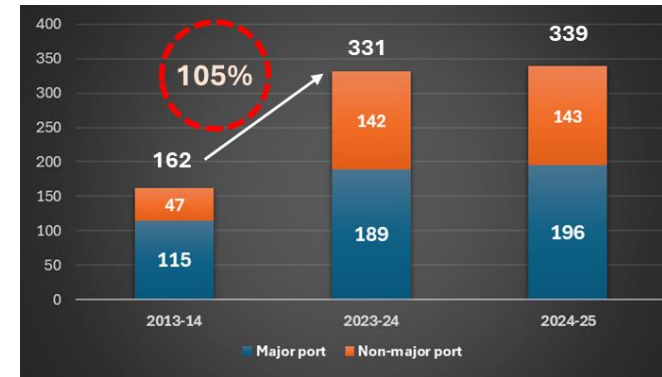
- Helps reduce India's high logistics costs.
- Eases congestion on saturated rail corridors and national highways.
- Improves energy efficiency and lowers the carbon footprint of freight.

Alignment with India's Climate Goals

- Maritime transport emits far less CO₂ per cargo unit than road transport.
- Coastal shipping acts as a key lever for green logistics and decarbonisation.

Growth and Progress in India's Coastal Shipping Ecosystem

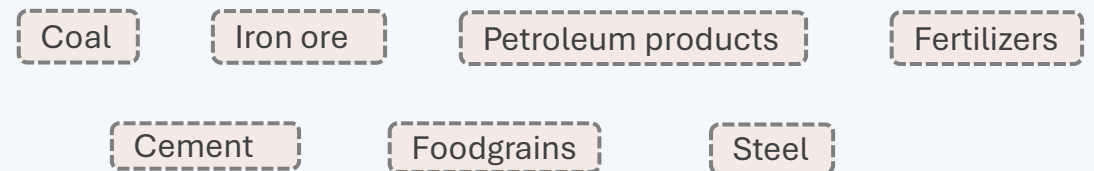
Coastal Cargo growth at Indian Ports



- Coastal cargo throughput reached **339 MT** in FY **2024-25**, continuing the steady upward trajectory seen over the last decade.
- Volumes have more than doubled (**+110%**) from 161 MT in FY 2013-14 to 339 MT in FY 2024-25, reflecting a robust CAGR of **~7%**.

India's coastal shipping sector handles a broad spectrum of cargo types including bulk, break-bulk, liquid bulk, and limited containerized cargo.

Key commodities transported through coastal routes include:





The Coastal Shipping Act, 2025



*It aims increasing coastal cargo share to 230 million metric tonnes by 2030, while strengthening the maritime sector's contribution to **Aatmanirbhar Bharat** and **Viksit Bharat**.*

Details about Coastal Shipping Act (2025)



1. Simplified licensing

Moves the requirement for **Indian-flagged vessels** to obtain a general trading license for coastal operations, easing compliance burdens and promoting domestic participation.



2. Integration of Coastal and Inland Waterways

Integrating **coastal and inland waterways** to create a **seamless multimodal transport network**, reducing transshipment needs and improving efficiency.



3. Database of coastal shipping

A **national database** is planned to be created for better real time information and support in better decision-making pertaining to coastal trading.



4. Strategic plan

Creation of **National Coastal and Inland Shipping** Strategic Plan biennially, aiming to improve route planning, forecast traffic, and foster sustainable growth

The **Directorate of Shipping's** initiatives for the act focus on modernizing regulations, promoting efficiency, and supporting sustainable growth in India's maritime sector.

Key initiatives include

- Establishing a **National Coastal and Inland Shipping Strategic Plan**.
- Creating a **National Database of Coastal Shipping** for greater transparency and efficiency.
- **Eco-friendly** measures and promoting Indian ownership and operations.

The Act promotes the use of Indian-built vessels and supports the domestic shipbuilding and repair industries, fostering self-reliance in the maritime sector



National Database for Coastal Shipping

Critical Project mandated by the Coastal Shipping Act, 2025



- 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 Solution (What)



- 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.

The Impact (Vision)



The Mandate (Why)

- 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.



The Blueprint (How)

- The NDCS is proposed to be built on a modern, cloud-native, and resilient architecture

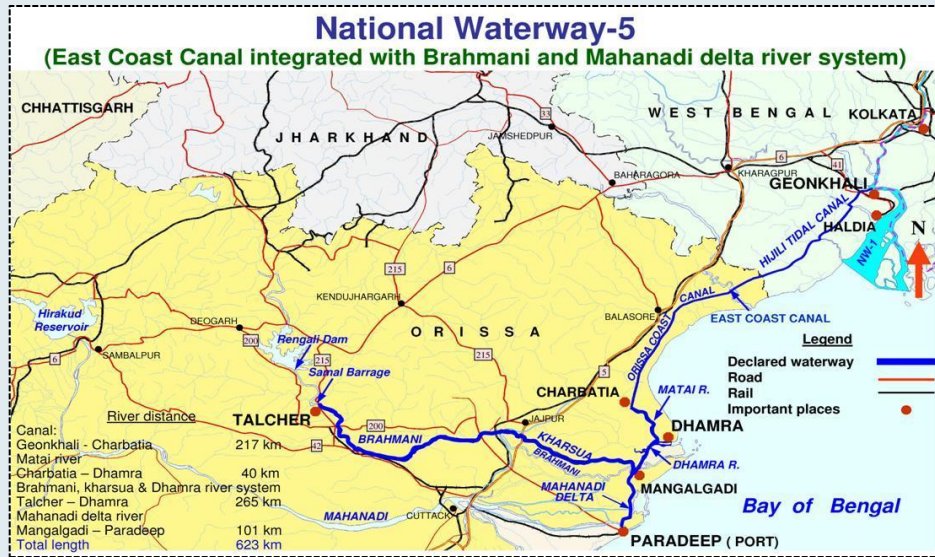


Union Budget 2026–27: Strategic Measures for Coastal Shipping



- Budget 2026 positions India’s maritime sector as a strategic growth engine for **logistics efficiency, trade competitiveness, and economic resilience**.
- Focus on strengthening ports, inland waterways, and coastal shipping as part of a long-term vision for **Viksit Bharat 2047**.

Development of National Waterway–5
(Mahanadi River System) Focused Budget
Priority: National Waterway–5 identified for
major development in Odisha.



Strategic Connectivity: Links mineral-rich regions of Talcher and Angul with industrial hubs like Kalinga Nagar and key ports Paradip and Dhamra



- Major Terminals to be developed at Karuki, Kurunti and Pankapal
- Primary Cargo: Designed for high-volume movement of **coal, coking coal, and limestone**.
- Cargo Potential: **~10 million tonnes** by 2032, **~20 million tonnes** by 2047
- Projected Investment: Approximately **₹13,000 crore** for full corridor development.



Union Budget 2026–27: Strategic Measures for Coastal Shipping



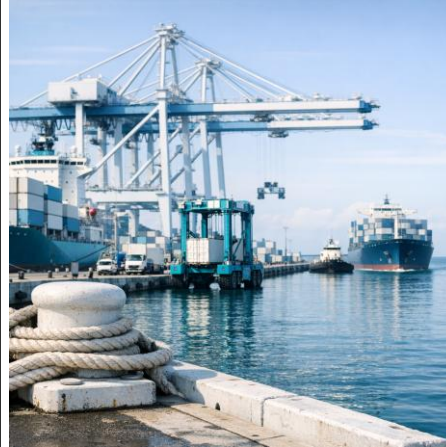
Ministry of Ports,
Shipping & Waterways

Government of India



Promotion of Indian flag shipping and Coastal Shipping

- Policy thrust to expand **Indian-flagged tonnage** and reduce dependence on foreign-owned vessels for overseas and coastal trade.
- Coastal cargo promotion scheme to encourage movement of bulk and container cargo from road and rail to **coastal shipping**.
- Integration of coastal shipping with inland waterways to enable seamless **coastal–river cargo corridors**.
- Support for creation and expansion of **Indian-owned container** and bulk shipping capacity.



Ports and Port Infrastructure

- Continued investments under **Sagarmala** for port modernisation, mechanisation and capacity expansion.
- Focus on port-led development including last-mile rail and road connectivity and **port-linked industrial clusters**.
- Development of **deep-sea ports** and transshipment hubs to retain Indian cargo within domestic ports



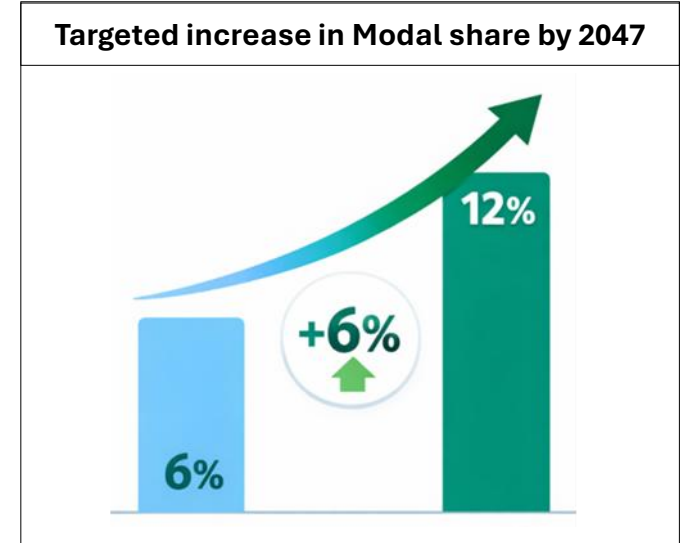
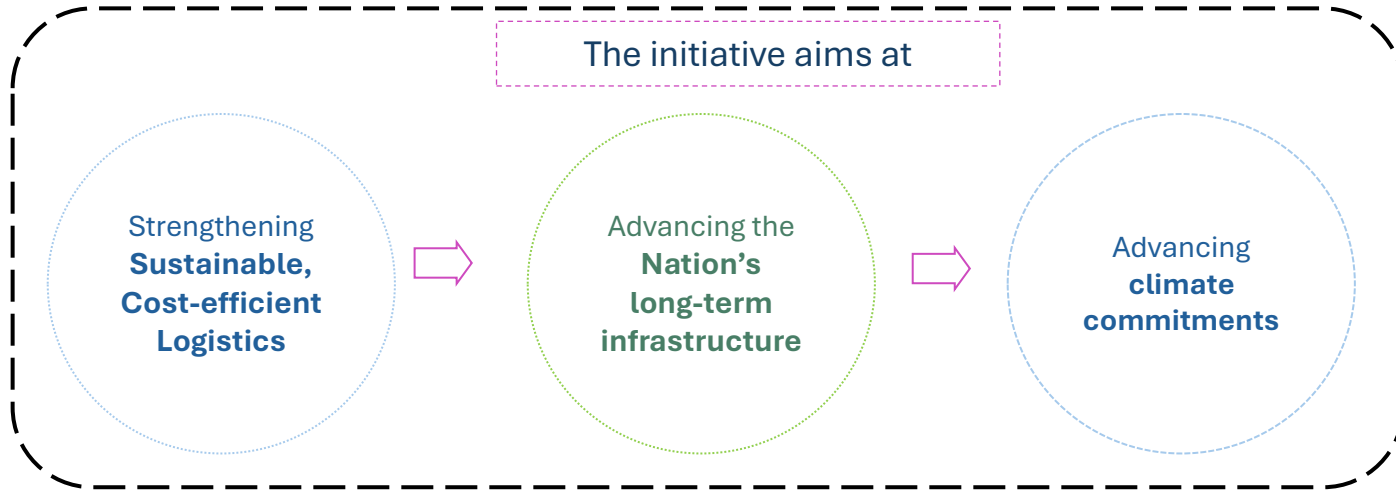
Inland Water Transport

- Operationalisation of **additional national waterways** to expand riverine cargo movement and modal shift.
- **Jalvahak incentive scheme** to reimburse part of operating costs for long-distance cargo movement on inland waterways.
- Development of **multimodal terminals** linking inland waterways with ports, rail and highways.



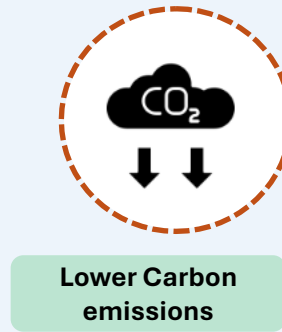
Coastal Cargo Promotion Scheme

The Union Budget 2026–27 introduces a dedicated **Coastal Cargo Promotion Scheme** to accelerate the shift of freight movement from road and rail to India’s extensive network of waterways



The scheme positions **water-based transport** as a central pillar of India’s future logistics ecosystem

Expected outcomes for marking a transformative move towards a cleaner and efficient cargo movement across the country



Lower Carbon emissions



Reduced Fuel usage



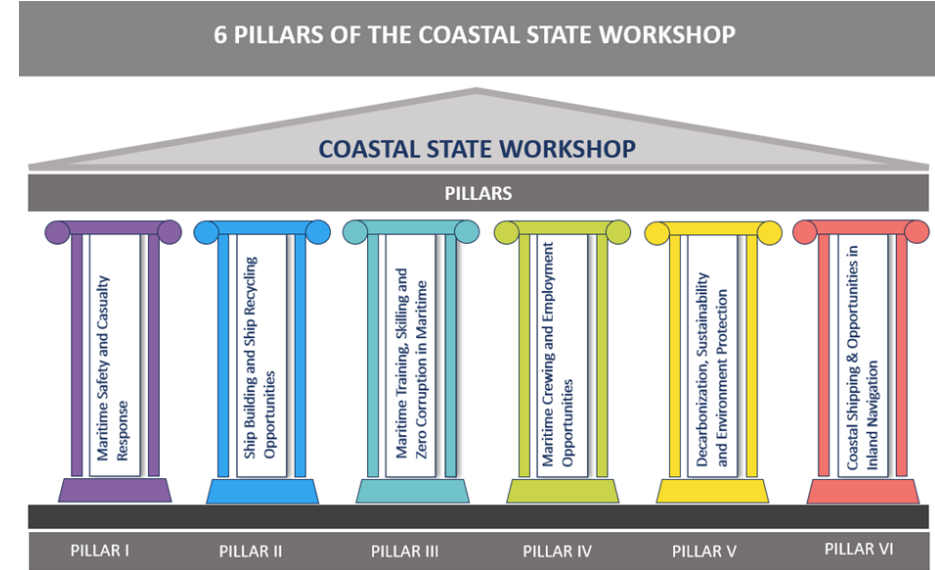
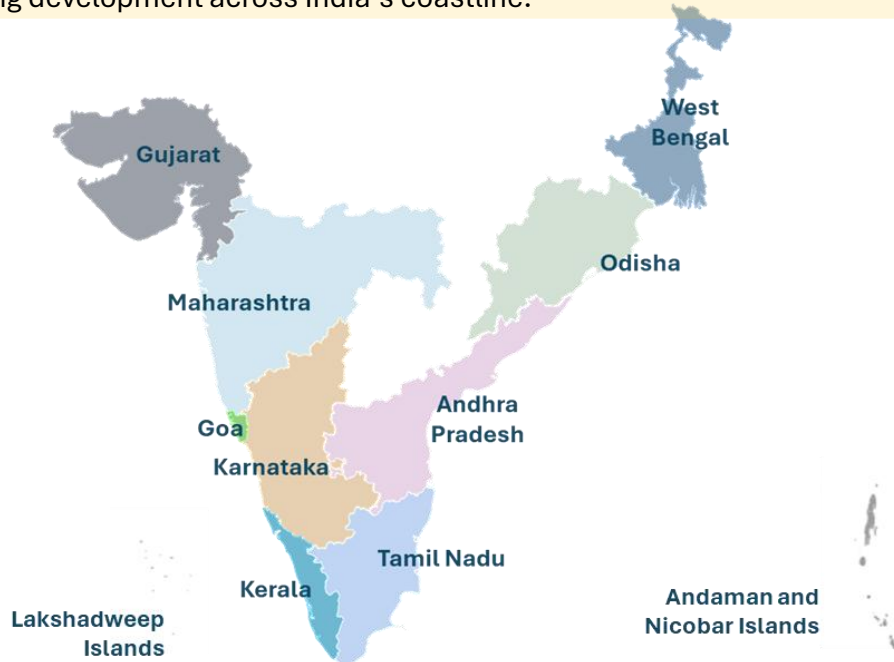
Savings in Logistics Costs



Coastal State Workshops



- The Coastal state workshop is an annual platform engaging all 11 coastal states on maritime and coastal shipping development.
- Structured around six key pillars:
 - Maritime Safety and Casualty Response
 - Ship Building and Ship Recycling Opportunities
 - Maritime Training, Skilling & Zero Corruption in Maritime
 - Maritime Crewing and Employment Opportunities
 - Decarbonization, Sustainability & Environment Protection
 - Coastal Shipping & Opportunities in Inland Navigation
- Enables states to identify gaps, opportunities, and priority actions under each pillar.
- Physical workshop held once every year for deep-dive discussions and stakeholder alignment.
- Online follow-up every six months to review progress and maintain implementation momentum.
- Establishes a continuous, collaborative mechanism to accelerate maritime growth and coastal shipping development across India's coastline.



- The first Coastal State Workshop was successfully held in Goa on 2 March 2026 in physical mode.
- Attended by a wide range of stakeholders including the State Ministry, coastal state departments, ports, maritime boards, industry bodies, and training institutions.
- Discussions centred on the six pillars of the Coastal State Workshop, focusing on state-specific priorities and opportunities.
- Established the foundation for an annual physical workshop, supported by six-monthly online follow-ups to track progress across all 11 coastal states.



Green Shipping Initiatives



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

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



Structured Roadmap for decarbonization

Guidelines for LNG, Biofuels, Methanol, Ammonia, Hydrogen

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

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



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

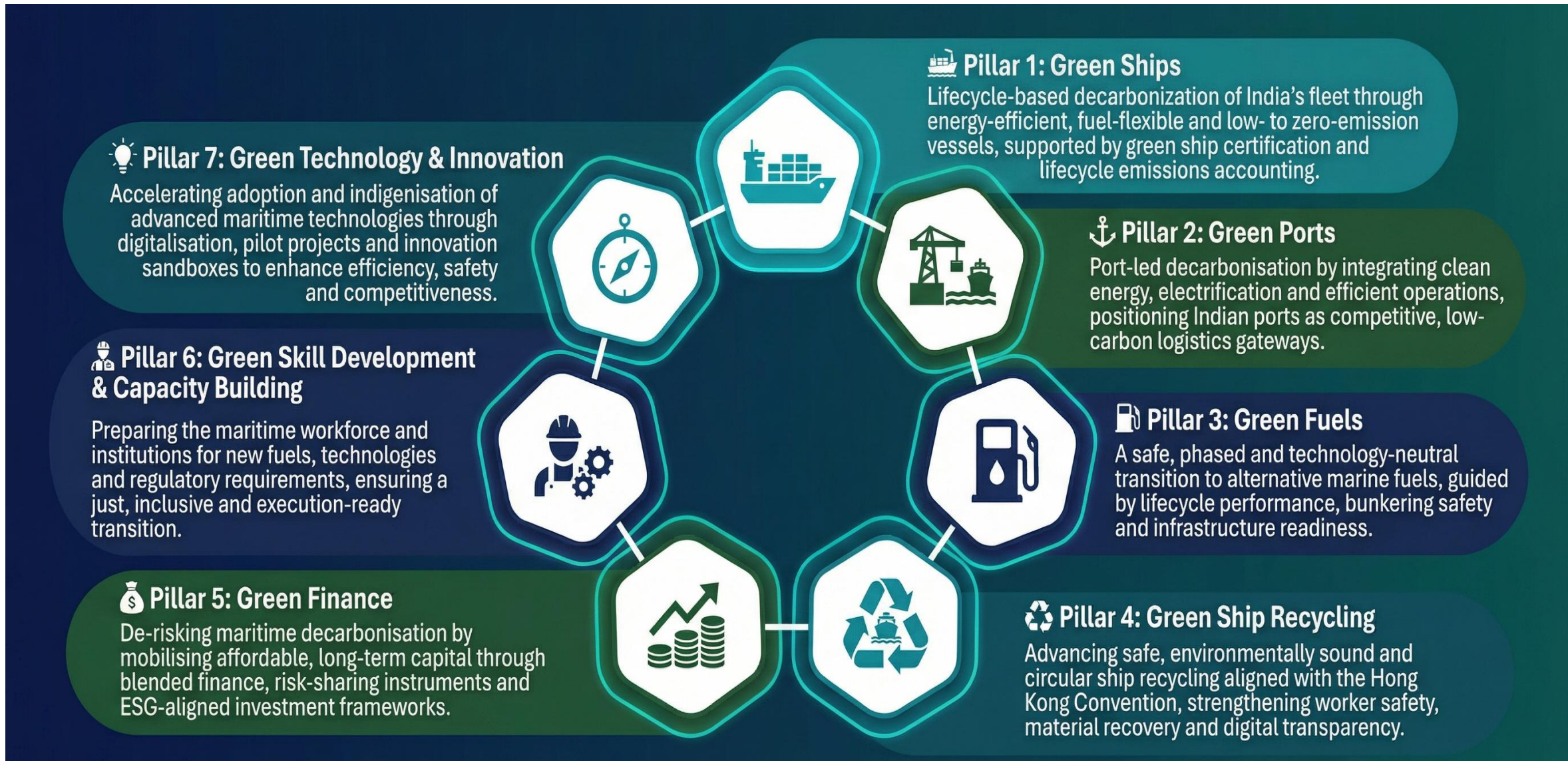


MARITIME INDIA
@NET ZERO





National Green Shipping Policy – The 7 Pillars



Pillar 1: Green Ships
Lifecycle-based decarbonization of India’s fleet through energy-efficient, fuel-flexible and low- to zero-emission vessels, supported by green ship certification and lifecycle emissions accounting.

Pillar 2: Green Ports
Port-led decarbonisation by integrating clean energy, electrification and efficient operations, positioning Indian ports as competitive, low-carbon logistics gateways.

Pillar 3: Green Fuels
A safe, phased and technology-neutral transition to alternative marine fuels, guided by lifecycle performance, bunkering safety and infrastructure readiness.

Pillar 4: Green Ship Recycling
Advancing safe, environmentally sound and circular ship recycling aligned with the Hong Kong Convention, strengthening worker safety, material recovery and digital transparency.

Pillar 5: Green Finance
De-risking maritime decarbonisation by mobilising affordable, long-term capital through blended finance, risk-sharing instruments and ESG-aligned investment frameworks.

Pillar 6: Green Skill Development & Capacity Building
Preparing the maritime workforce and institutions for new fuels, technologies and regulatory requirements, ensuring a just, inclusive and execution-ready transition.

Pillar 7: Green Technology & Innovation
Accelerating adoption and indigenisation of advanced maritime technologies through digitalisation, pilot projects and innovation sandboxes to enhance efficiency, safety and competitiveness.



Naval Architecture Initiatives

Four Pillar Approach

Total Allocation

₹69,725 Cr.



Shipbuilding Financial Assistance scheme

Allocation: ₹24,736 crore

(Shipbreaking Credit Note – 4,001 Cr)



Maritime Development Fund

Allocation: ₹25,000 crore

(Maritime Investment Fund – ₹20,000 crore
Interest Incentivisation Fund – ₹5,000 crore)



Shipbuilding Development Scheme

Allocation: ₹ 19,989 crore

(Capacity & capability development and credit risk coverage)



Legal, Policy and Process Reforms



Ship Recycling



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

India’s Role & Importance

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





Ship Recycling Credit Note



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

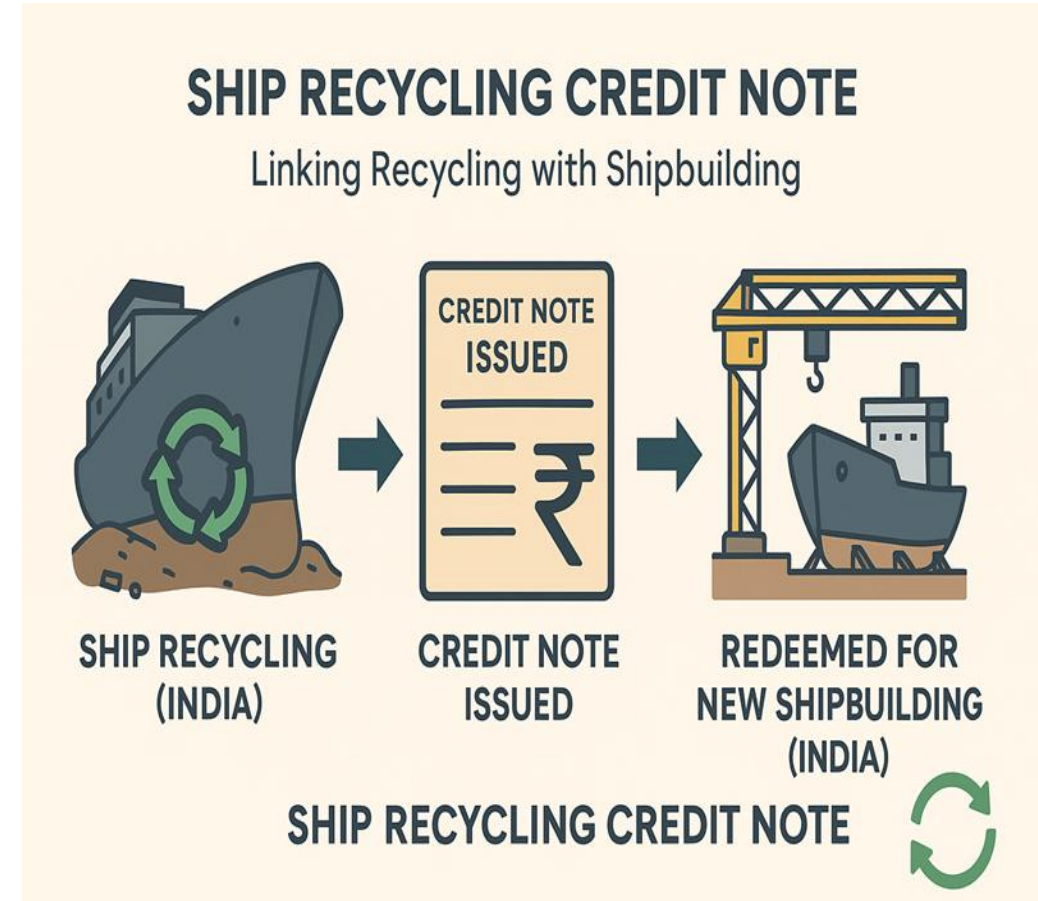
Allocation of : ₹ 4,001 crore
(under SBFA)

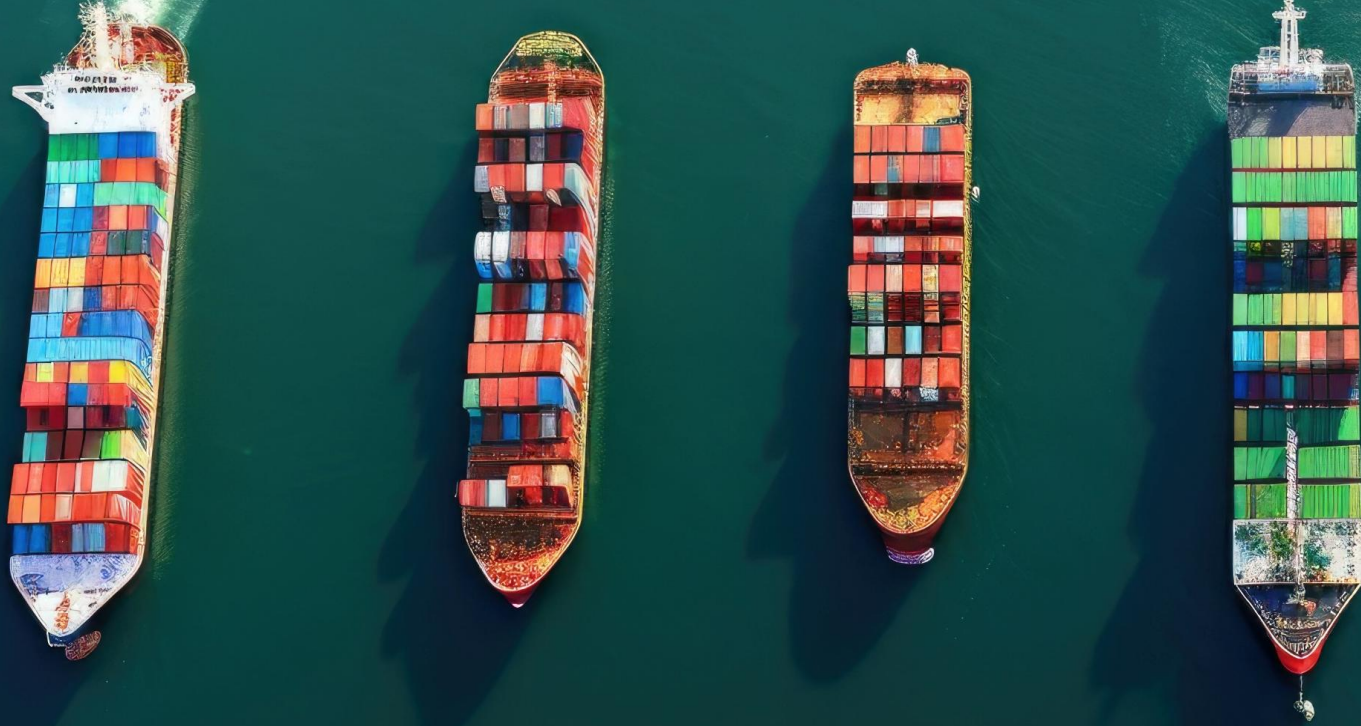
How It Works

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

Expected Benefits

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





**संगच्छध्वं
संवदध्वं
सं वो मनांसि
जानताम्।**

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