

MINUTES OF THE 31ST MEETING OF NATIONAL SHIPPING BOARD (NSB) NEW DELHI HELD ON 16TH APRIL 2026 AND 17TH APRIL 2026 AT 09:30 HRS IN THE CONFERENCE HALL OF INDIAN REGISTER OF SHIPPING (IRS), POWAI, AT MUMBAI

The 31st Meeting of National Shipping Board (NSB) New Delhi was held on 16th April 2026 and 17th April 2026 at 09:30 Hrs. onwards in the Conference Hall of the Indian Register of Shipping, Powai at Mumbai.

The list of participants/attendees (including online attendees) is as follows:

Attendees

Board Members:

1. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi
2. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai, President, Indian Coastal Conference Shipping Association, Mumbai
3. Shri Rahul Modi, President, Coastal Containers Transporters Association, President, Coastal Containers Transporters Association
4. Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India, Mumbai
5. Shri Pankaj Verma, DIG, Coast Guard Headquarters, New Delhi
6. Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai
7. Shri Shantanu Kalita, Advisor, Indian Ports Association, New Delhi
8. Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai
9. Captain Vikas Anand, Indian Navy, New Delhi
10. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai
11. Capt. Savio Ramos, General Secretary, Maritime Union of India, Mumbai

Board Member absent with prior leave of absence:

Nil

Board Member absent without prior leave of absence:

12. Ms. Esha Srivastava, Joint Secretary (IC), Ministry of Petroleum & Natural Gas
13. CMD, Cochin Shipyards Limited, Kochi
14. Dr. K. Murali, Professor, IIT Madras, Chennai
15. Shri Mandeep Singh Randhawa, In-charge Maritime Administration Division, Ministry of Ports, Shipping and Waterways, New Delhi

Board Member yet to be appointed

16. One (In place of Shri Ajith Sukumaran CS DG Shipping who took VRS)

Member Secretary:

17. Captain Nitin Mukesh, Secretary NSB

Directorate General of Shipping, Mumbai:

18. Shri Jitendra Jadhav, ADG, National Shipping Board, ADG National Shipping Board
19. Ms. Shriya S Khelurkar, Consultant DGS
20. Shri Shubham Jain, Consultant DGS

Permanent Invitees to the Board:

21. Shri Lakshmi Kant Rajak, Chief Engineer (Tech), Representative from Inland Waterways Authority of India, Noida, U.P. (Online)
22. Shri Sushil Mansing Khopde, Add. DGS, as representative from DG Shipping Mumbai (Absent)

Special Invitees:

23. Capt. S.I. Abul Kalam Azad, Nautical Adviser-Cum-Addl.DG (Nautical)(i/c), Directorate General of Shipping, Mumbai
24. Shri Killi Mohana Rao, Chief Surveyor, Directorate General of Shipping, Mumbai

Stakeholder Association:

25. Shri Nirav Thakkar, Honorary treasurer of Federation of Freight Forwarders Association in India and the Honorary secretary of Brian Mumbai Custom Brokers Association
26. Shankar Shinde, Chairman and Advisor Federation of Freight Forwarders Associations in India (FFFAI), Mumbai
27. Shri A.K Singh, Chairman, Oil and Natural Gas Corporation Limited (ONGC) (online)
28. Prashant Kerodkar, Chief General Manager, Production, ONGC
29. Kevin Shuboto Khan Great Eastern Shipping Company Ltd, Mumbai
30. Captain Batal, BP Marine Academy, Belapur-Panvel campus, Mumbai
31. Captain Prashant Shivam BP Marine Academy, Belapur-Panvel campus, Mumbai
32. Chief Hina Arif Sogule, Principal of BP Marine Academy, Belapur-Panvel campus, Mumbai

33. Dr. Captain Ashutosh Apankar, TS Rahaman, Mumbai
34. Indian Association of Tour Operators (IATO), Mumbai
35. Global Express Multi-logistics Pvt Ltd, Mumbai
36. FFFAI Brihanmumbai Custom Brokers Association (Formerly known as Brihanmumbai Custom House Agents' Association), Mumbai
37. Captain Manoj Hirkane, Tolani Maritime Institute, Mumbai
38. Sanjit Kananga, Principal of Tolani Maritime Institute, Mumbai
39. Seven Islands Maritime Institute, Mumbai
40. Captain P.K. Sahu, Principal SCI - Maritime Training Institute, Mumbai
41. Amit Kamath, the Great Eastern Institute of Maritime Studies, Mumbai
42. Shri Kiran Ramya, API

Date 16.04.2026 / Executive Session : 9.30 A.M. to 10.30 A.M.

An executive session of the board was held in which only board members who participated physically participated were present. The deliberations were not recorded.

Date 16.04.2026 / Session 1: 10.30 A.M. to 01.30 P.M.

1. Opening Remarks:

1.1. At the outset, the **Shri Sameer Kumar Khare IAS (retired) Chairperson, NSB** welcomed all the Board Members of National shipping Board, New Delhi (constituted vide Gazette Notification No. S.O.1935(E). dated 30/04/2025 of Government of India, Ministry of Shipping, Ports & Waterways File No. ST-16011/4/2016-MA as amended from time to time), the representatives of the permanent invitees & special Invitees, the staff of DG Shipping & NSB Secretariat who were present (both physically and virtually) & attending this 31st meeting of the NSB.

1.2. On behalf of the Board, the Chairperson NSB expressed heartfelt thanks to Mr. Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai & Shri Santosh Patil Vice President Indian Register of Shipping, Mumbai for hosting the meeting and ensuring excellent arrangements that made the stay and overall experience comfortable for everyone. He remarked that the ensuing sessions will provide a valuable opportunity for productive discussions and collaboration among the members.

2. Confirmation of the minutes of last NSB meeting held on 26/02/2026 and 27/02/2026:

2.1. The minutes of the last meeting which was held on 26/02/2026 and 27/02/2026 in Goa (the minutes of were circulated to the members of the Board) were considered as confirmed as no comments to the contrary were received after the circulation of the minutes as informed by Secretary NSB. **The Secretary NSB was advised by the Board to upload the confirmed minutes on the NSB weblink on the DG Shipping Website.**

Action: Secretary NSB

3. Confirmation of the minutes of last NSB meeting held on 10/03/2026:

3.1. The minutes of the last meeting which was held on 10/03/2026 in New Delhi (the minutes of were circulated to the members of the Board) were considered as confirmed as no comments to the contrary were received after the circulation of the minutes as informed by Secretary NSB. **The Secretary NSB was advised by the Board to upload the confirmed minutes on the NSB weblink on the DG Shipping Website.**

Action: Secretary NSB

4. Status of the action taken on the minutes of the meeting held on 30/05/2025:

4.1. The status of the action taken on the minutes of the meeting held on 30/05/2025 was presented before the Board as given in **Annexure I. The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

5. Status of the action taken on the minutes of the meeting held on 16/07/2025:

5.1. The status of the action taken on the minutes of the meeting held on 16/07/2025 was presented before the Board as given in **Annexure II. The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

6. Status of the action taken on the minutes of the meeting held on 25/08/2025:

6.1. The status of the action taken on the minutes of the meeting held on 25/08/2025 was presented before the Board as given in **Annexure III. The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

7. Status of the action taken on the minutes of the meeting held on 06-07/10/2025:

7.1. The status of the action taken on the minutes of the meeting held on 06-07/10/2025 was presented before the Board as given in **Annexure IV. The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

8. Status of the action taken on the minutes of the meeting held on 13-14/11/2025:

8.1. The status of the action taken on the minutes of the meeting held on 13-14/11/2025 was presented before the Board as given in **Annexure V**. **The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

9. Status of the action taken on the minutes of the meeting held on 18-19/12/2025:

9.1. The status of the action taken on the minutes of the meeting held on 18-19/12/2025 was presented before the Board as given in **Annexure VI**. **The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

10. Status of the pending actions on the Major decisions taken by board in last one year:

10.1. Time Gap Between constitution of two consecutive Boards:

10.1.1. Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB noted that the matter of maintaining continuity between constitution of two consecutive boards remained pending. He emphasized that in the past, that the gap of one to one and a half years period between two consecutive boards resulted in the loss of work accomplished by the preceding board and stressed the need to address this structural issue. **Captain Nitin Mukesh Secretary NSB** informed the Board that pursuant to a review of the NSB rules recently, the provision permitting the Board to continue beyond its term though recommended by the board has been removed by the Ministry of Ports, Shipping & Waterways without consulting the board. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** stated that it is very unfortunate that no formal discussion has taken place with the board regarding the changes in the NSB Rules, He suggested that the Board's recommendation on the amendment to the NSB Rules may now be included in the Annual Report of the NSB for FY 2025-26 to be submitted to the Minister. He reiterated that the unanimous view of the board that continuity must be maintained between two consecutive boards to take forward the collective wisdom of one board to the next board. He further observed that board can even function in the absence of a chairperson by authorizing one of the members as a chairperson and cautioned the board members against cessation of board activities in absence of a chairperson. **Shri Shantanu Kalita Advisor IPA** stated that as per his knowledge the tenure of the Board was governed by the Act, which fixed it at two years, and that any extension would require an amendment to the act. **Shri Sameer Kumar Khare**

IAS (Retd.) Chairperson NSB clarified that no term for the Board is mandated in the Merchant Shipping Act 1958 or 2025. The term of the members of the Board is arbitrarily prescribed in the NSB Rules as two years which the Ministry or Ports Shipping and Waterways can change in consultation with Ministry of Law & Justice without amending the MS act 2025. **Shri Arun Sharma CMD IRS** drew a comparison with boards constituted under the Companies Act, where continuity is ensured by having one-third of members retire every two years. He suggested that the NSB could adopt a similar rotational model, wherein members with two years of service retire and may be reappointed, while new members are inducted. He highlighted that the current board has been actively engaged in policy formulation and expressed concern that the complete dissolution of the board at the end of its term will be detrimental to institutional continuity. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** seconded his views. **The board unanimously agreed to include NSB views on the amendments to NSB Rules in the Annual Report 2025-26.**

Action: Secretary NSB

10.2. Permanent Office Space for the Board:

10.2.1. Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB stated that the matter of a permanent office space for the Board remained unresolved. He emphasized that for the NSB to function as a genuine think tank in the maritime sector, it was essential that a dedicated & permanent office space be made available to the board. He recalled that a provision has been proposed by the board in the NSB rules making it obligatory upon the Ministry to provide the permanent to the board. He reiterated that without a permanent office, the continuity needed for maintenance of records and institutional memory could not be maintained. He further stated that the Board received numerous grievances from stakeholders, and a dedicated space would help the public identify the NSB as an accessible institution. **The board unanimously agreed to include NSB views on the permanent office of the board in the Annual Report 2025-26.**

Action: Secretary NSB

10.3. Development of the Dedicated NSB Website:

10.3.1. Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB informed the board that the work for NSB website is under progress and the website would be demonstrated to all members the following day. He noted that once the website would go live, updates on the board decisions would be available in real time by the NSB Secretariat.

Action: Secretary NSB

10.4. Representation of Maritime Estate Development Council (MSDC) in the NSB as a permanent invitee:

10.4.1. Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB noted that the invitation of a representative from the Maritime State Development Council in the NSB as a permanent invitee remained pending. He proposed that a representative of the MSDC be designated as a Permanent Invitee to the Board, similar to the representation accorded to bodies such as IWAI and DG Shipping, so that issues relating to State Maritime boards / coastal states could be addressed through a single point of contact. He suggested that this could be done by nomination by designation rather than by name, given the frequent changes in Government Nominees. He added that nomination of an individual coastal state or a couple of coastal states in NSB is not practicable due to lack of an objective criteria for nomination and that the MSDC, as an umbrella body of all coastal states, is the appropriate representative forum. **Shri Shantanu Kalita Advisor IPA** cautioned against adding a large number of members and suggested that rather than permanent membership, state representatives could be invited on a rotational basis, with different states being invited every six months. He also raised practical concerns about how to define an objective benchmark for selecting which states would participate, given sensitivities around rankings based on cargo traffic volume. **Shri Pankaj Verma DIG ICG** stated that there should be no bar on inviting coastal state representatives as special invitees to the Board meetings, and observed that while MSDC meetings tended to be ceremonial in nature, the NSB forum is a better platform for the individual coastal state representatives to contribute. He expressed confidence that once states saw tangible outcomes from the Board's work, their engagement would increase. **The board unanimously agreed to continue with the existing practice of inviting the representative of the concerned State Maritime Board to the NSB meeting in whichever Coastal State the NSB meeting is held**

Action: Secretary NSB

10.5. Secretarial Assistance and Staffing for the Board:

10.5.1. Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB highlighted that the lack of dedicated staff for the Board is a significant constraint. He noted that the NSB rules have provided for adequate secretarial assistance from DGS with NSB staff being borne on DG Shipping Cadre, but in practice, the Board has to rely on a small part-time team comprising Captain Nitin Mukesh, DNA DGS, Shri Jitendra Jadhav, Assistant DGS, Shri Shubham Jain Consultant & Ms. Shriya Khelurkar Consultant, which is working from DG Shipping office in Mumbai for NSB matters in addition to their substantive non-NSB works in the DGS. He expressed concern that for the NSB to truly function as a think tank, intellectual inputs and report analysis could not rest on a part-time team alone. He stated that proposals for seven additional staff members and professional assistance from firms such as Ernst & Young have not materialized.

The board unanimously agreed to include NSB views on the permanent office of the board in the Annual Report 2025-26.

Action: Secretary NSB

10.6. Maintenance of Legacy Data of NSB:

10.6.1. Captain Nitin Mukesh Secretary NSB informed the Board that the legacy records of the NSB are available but are scattered at many places, and efforts are underway to compile, scan and upload these records. He indicated that the minutes from approximately April 2020 onwards have been organized. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** observed that the absence of the dedicated staff / cadre for the NSB has resulted in a lack of institutional ownership over the Board's records, and underscored the need for a permanent office & permanent staff / cadre for NSB where all records could be centralized and maintained systematically. **The board unanimously agreed to include NSB views on the need for permanent staff / cadre of the board in the Annual Report 2025-26.**

Action: Secretary NSB

10.7. Delayed Nomination and non-participation by the representative from MoPNG:

10.7.1. It was noted that MoPNG took considerable time (8 months) in nominating their representative to the board Ms. Esha Srivastava, Joint Secretary (IC), MoPNG, and even after nomination their representative is not in attendance in most the meetings because of which the board is missing valuable contribution from the MoPNG. The matter of a active participation from the Ministry of Petroleum and Natural Gas is still awaited. **The Board unanimously agreed to advise Secretary NSB to convey the Board's concern to the MOPNG.**

Action: Secretary NSB

10.8. Maritime Single Window (MSW):

10.8.1. Captain Nitin Mukesh Secretary NSB updated the Board that the Directorate of Shipping has completed its work on the Maritime Single Window and after that the Indian Ports Association (IPA) has taken over the further development of the software, including Forms 3 and 4. He stated that a key point of contention remained the format for data submission. The stakeholders and the agents have requested that the submission of the forms be accepted in PDF format, given the size and complexity of the forms and the need for signatures, whereas IPA has been insisting on XML format. He noted that weekly meetings are being held with IPA, stakeholders, agents, and

ports to resolve the issue, but agreement on the PDF format is yet to be reached. **Capt. S.I. Abul Kalam Azad PO MMDA Mumbai** added that the Coastal Maritime Single Window was also being developed as the entry point for the Coastal Cargo Promotion Scheme database, and that IPA has been mandated to develop the necessary IT infrastructure in coordination with a vendor. He informed the Board that an Apex Steering Committee has been constituted under the Chairmanship of the Secretary, and that the first meeting, originally scheduled for the previous week, has been postponed. He described the MSW as a single-point entry system for all inputs relating to coastal cargo movement, and confirmed that it was currently under development. **The Board unanimously agreed to advise Secretary NSB to keep the board informed about the progress on regular basis.**

Action: Secretary NSB

10.9. Staffing and Future of the Lighthouses:

10.9.1. Captain Nitin Mukesh Secretary NSB reported that no update has been received from the Ministry of Ports Shipping & Waterways on this agenda item and proposed that a formal letter be written to the Ministry. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** sought clarification on whether the maintenance, manning, and staffing of lighthouses falls under the purview of the Ministry or the concerned State Government. He was informed that DG Lighthouses & Lightships operates these lighthouses and as a separate office directly under the Ministry of Ports Shipping & Waterways, with the Ministry retaining authority over policy matters. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** observed that the regular lighthouse staff is being progressively reduced and operations are increasingly outsourced to the contract personnel. He cautioned that as outsourced workers are typically recruited from localities near the lighthouse, transfers over long distances resulted in the abandonment of posts, leaving lighthouses unmanned. He stated that lighthouse infrastructure continued to serve an important technical & security purpose and serve as a backup if GPS is spoofed. He called for technical justification from the representatives of the Indian Navy and the Indian Coast Guard to support a case for adequate staffing by regular staff. **Shri Shantanu Kalita Advisor IPA** noted that DGLL has been unable to adequately convey to the Ministry the continued strategic relevance of lighthouses. He stated that within the Ministry, there is a prevailing view that lighthouses are becoming redundant due to advances in GPS and navigation technology, and that recruitment of new staff is therefore difficult to justify. He urged the Board to formally apprise the Ministry of Ports Shipping & Waterways of the strategic necessity of maintaining lighthouse infrastructure, particularly from a security perspective. **Capt. Pankaj Verma DIG ICG** strongly countered the view that lighthouses were redundant. He informed the Board that 70 out of 84 radars in the National Radar Chain have been installed on the lighthouse premises, and that the **National Automatic Identification System (NAIS) Chain** is a critical sensor for both maritime security and traffic monitoring is also

maintained through Lighthouse infrastructure. He observed that in a war scenario, GPS signals could be jammed, making lighthouses indispensable. He further noted the extremely difficult living and logistical conditions endured by lighthouse staff posted in remote and isolated locations, and argued that dependence on purely contractual staff for such strategic assets posed a serious operational risk. **Capt. Vikas Anand from Indian Navy** affirmed that lighthouses were not redundant, noting that naval plans envisaged deploying skeletal naval crews at lighthouses during wartime, and that increased coastal shipping activity would require lighthouse-based navigation aids even during peacetime. He additionally proposed that the State coastal police stations could be co-located within lighthouse premises, which would address both the manning and logistics challenges while ensuring a permanent security presence. **Shri Arun Sharma CMD IRS** shared his personal experience as an officer aboard the lighthouse vessel Sagar Deep, which was operated by the Shipping Corporation of India under the oversight of DGLL. He described how the vessel serviced lighthouses along both coasts and maintained lighted buoys and channel markers throughout the year. He noted that the system had functioned with great efficiency, and suggested that the Board revisit this historical model as a reference for how lighthouse infrastructure could be effectively maintained. **Shri Shantanu Kalita Advisor IPA** noted that several countries, including the United States and those in Europe, addressed the challenge of declining utility of older lighthouses by forming local civil societies to maintain them for tourism and heritage purposes. He stated that the Ministry is exploring a similar model for India, and also mentioned that discussions are ongoing regarding whether the headquarters of DGLL should be relocated from Noida to Mumbai, given the coastal nature of its operations. He reiterated that a dedicated meeting with the Minister involving the Navy, Coast Guard, and DGLL would be necessary to determine the future course of action, including the question of new recruitments. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** acknowledged the emotional and historical significance of lighthouses, but suggested that given the primary users were now security agencies, operational responsibility for lighthouse maintenance could be transferred to the Coast Guard or, alternatively, that lighthouses falling within the jurisdiction of major ports could be managed by the respective Port Authorities, as they were well-equipped and were also end-users of this infrastructure. **Capt. Pankaj Verma DIG ICG** drew attention to the model adopted by countries such as the United States and Japan, where DGLL functions are integrated with the Coast Guard, enabling multi-purpose use of lighthouse premises for both navigation and security, with logistical support provided through Coast Guard patrol vessels. He noted that while this was an effective model, institutional differences with DGLL being under the Ministry of Shipping and the Coast Guard under the Ministry of Defence posed challenges for direct adoption in India. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** concluded the discussion by affirming that staffing of lighthouses is essential. **The Board unanimously agreed to request the representatives of Indian Navy & ICG to provide technical justifications from the perspective of Indian Navy and Coast Guard and to request Secretary NSB to compile a note for submission to the**

Ministry of PSW, with a view to ensuring that this matter is resolved in an appropriate and time-bound manner.

Action: Secretary NSB / Representative of Indian Navy & Indian Coast Guard

10.10. Issues of Coastal Shipping and Coastal Cargo Promotion Scheme:

10.10.1. Captain Nitin Mukesh Secretary NSB informed the Board that discussions on the ‘**Coastal Cargo Promotion Scheme**’ are ongoing with stakeholders and that a report is expected to be submitted to the Ministry by May 2026. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** expressed concern that the current exercise risked becoming another false start, much like previous efforts including the KPMG report that was submitted during the tenure of the then Honorable Minister Shri Nitin Gadkari but was subsequently shelved after it was referred to the Ministry of Finance. He described the recurring challenge of the chicken-and-egg problem, wherein shipowners could not find cargo and cargo owners could not find ships, noting that no serious demand generation study has been undertaken to bridge this gap. He stressed that the focus should be on identifying smaller cargo parcels that could shift load from roadways and railways, rather than on large long-distance bulk cargo movements that had existed for decades. **Shri Anil Laxman Devli CEO INSA** raised the issue of demand generation, stating that ship construction and acquisition received policy attention through various schemes, but no corresponding effort was made in the past to generate assured cargo demand for Indian-flagged ships. He expressed frustration that policy consultations routinely involved foreign shipping lines alone, whose demands are promptly acted upon, whereas Indian shipowners have been seeking resolution of four core issues namely TDS, IGST on Ship Acquisition & MRO, inclusion of High-Speed Diesel under 5% GST, and others for years without response. He cautioned that Indian shipowners are being compelled to flag their vessels outside India because there is no incentive to maintain Indian registry, and stated that if access to Indian cargo could be obtained through foreign flagging, shipowners would exercise that option. He noted that approximately Rs. 250 crores are locked up in IGST claims that remained unresolved. **Shri Rahul Modi, President, Coastal Containers Transporters Association** argued that the ‘Coastal Cargo Promotion Scheme’ is fundamentally flawed in its conception, as it has been assigned to a regulatory authority — DGS — which is institutionally oriented towards regulation rather than promotion. He stated that a regulatory body could not simultaneously be an effective promoter of trade. He drew parallels with the airport sector, where decisions of a similar nature would never be vested in a regulatory body. He stressed that for the scheme to succeed, it needed to be led by someone with deep commercial knowledge of coastal shipping, and that key cargo-owning ministries and PSUs — such as the Ministry of Fertilizer, FCI etc. needed to be part of the consultative process. He further raised the issue of Ro-Ro services, stating that three viable projects in Gujarat are ready for implementation, including one with Reliance, but that DGS regulations did not permit truck drivers to

remain with their vehicles during sea transit, making the service commercially unviable for Indian operators. He urged the Ministry to frame separate rules for domestic Ro-Ro services that balanced safety with commercial feasibility. **Capt. S.I. Abul Kalam Azad PO MMDA Mumbai** acknowledged the concerns raised and agreed that wider stakeholder consultations are required. He clarified that the report in question is not prepared by DGS alone, but by a Ministry-constituted committee in which DGS served as a chairman, building on earlier studies including the Asian Development Bank report. He stated that the initial draft is a starting point and that comments from the industry would be sought, and requested that stakeholders submit preliminary comments so that the report could be revised with broader inputs. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** proposed that instead of continuing with virtual meetings for comment submissions, a physical meeting be convened with Ravi Moka, the officer in charge of the scheme, at which the government's objectives could first be clearly explained, following which industry stakeholders could provide structured inputs. He emphasized that a physical meeting would be far more productive than reviewing a hundred-page document over a video call, particularly for industry members who were also running active businesses. **Shri Anil Laxman Devli CEO INSA** seconded the proposal for a physical meeting, noting that while he, being an employee of INSA, personally has time to review lengthy documents, fellow industry members such as Shri Rahul Modi, President, Coastal Containers Transporters Association and others were actively managing their businesses and could contribute far more effectively in a direct discussion setting. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** agreed with the proposal. **Shri Shantanu Kalita Advisor IPA** affirmed that a follow-up meeting with senior Ministry officials and the Secretary would be sought, as the Minister's meeting had been more of an orientation. He expressed agreement that chronic issues needed direct ministerial attention and structured follow-through. **The board unanimously agreed with this approach and directed Secretary NSB that the dates for such matters be tracked from the date the issue was first raised, so that time elapsed could be monitored and the Board could lead such discussions to time-bound outcomes.**

Action: Secretary NSB

10.11. Workers' Issues in Ship Recycling Sector:

10.11.1. Captain Nitin Mukesh Secretary NSB reported that action is underway on this agenda item. Inputs from the workers' representative, Shri Gopi Krishna, have been collected and forwarded to the Gujarat Government. He stated that a further update would be provided after consulting Shri Gopi Krishna. **Capt. S.I. Abul Kalam Azad PO MMDA Mumbai** confirmed that detailed guidelines on the work environment, safety norms, and related matters for the ship recycling sector have already been notified. He stated that a comprehensive update would be shared after verifying the current status with Shri Gopi Krishna. **The board unanimously agreed with this approach and directed Secretary NSB that the dates for such matters be tracked**

from the date the issue was first raised, so that time elapsed could be monitored and the Board could lead such discussions to time-bound outcomes.

Action: Secretary NSB

10.12. Review of regulatory Issue on Ro-Ro Operations:

10.12.1. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB observed that regulatory matter relating to Ro-Ro operations continue to remain pending without clear inputs from the Directorate General of Shipping (DGS). He emphasized that the Board requires a definitive response from DGS on whether the proposed regulatory amendments on the matter are feasible or not, and noted concern over the absence of timely updates in this regard. **Shri Rahul Modi, President, Coastal Containers Transporters Association, President, Coastal Containers Transporters Association**, indicated that based on earlier discussions and minutes, the issue was acknowledged and required action from DGS. He reiterated that clarity is needed on the progress of regulatory review and whether necessary amendments can be undertaken to facilitate operational improvements. **Captain Nitin Mukesh, Secretary, National Shipping Board**, informed that matter has been referred to the DGS highlighting the points on which inputs and views were required. He clarified that, as a permanent invitee to the Board, DGS is expected to take cognizance of the minutes and initiate appropriate action. He further stated that additional communication was also sent identifying specific issues requiring response. **Shri Sameer Kumar Khare, IAS (Retd.) Chairperson, NSB** emphasized that merely marking action points to DGS in general terms may lead to delays, as responsibilities may not be clearly assigned within the organization. He suggested that action points should be directed to specific divisions within DGS, such as the Nautical branch, to ensure accountability and timely follow-up. He noted that without clear internal allocation, such matters risk being overlooked due to the multiple departments within DGS. The Board discussed the matter and underscored the need for structured follow-up mechanisms, clear assignment of responsibility within DGS, and timely submission of status reports on pending regulatory issues. **The board unanimously agreed with this approach and directed Secretary NSB that the dates for such matters be tracked from the date the issue was first raised, so that time elapsed could be monitored and the Board could lead such discussions to time-bound outcomes.**

Action: Secretary NSB

11. Discussion on the ongoing conflict in Middle East & its implications on the Shipping Sector including Seafarers:

11.1. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, requested the Board to deliberate on the ongoing conflict in the Middle East and its implications on the shipping sector and seafarers. After the deliberations the board passed a resolution along-with a press release which is enclosed at **Annexure VII**. **The board advised the Secretary NSB to circulate the same through the social media.**

Action: Secretary NSB

12. Discussion on the way forward on the review meeting held with Hon'ble Minister of Ports, Shipping and Waterways on 11.03.2026 at New Delhi:

12.1. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, informed the members that the minutes of the meeting have been drafted and are enclosed at **Annexure VIII**. The Board unanimously agreed to issue the minutes for internal circulation and advised the Secretary NSB to take up the identified issues formally with the other Ministries and concerned organizations.

Action: Secretary NSB

12.2. Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB further stated that, independently, the matters relating to Ministry of Finance, Department of Revenue have already been taken up with the Ministry of Finance, Department of Revenue, which has been cooperative and forthcoming. The Ministry of Finance, Department of Revenue has shared the names of the concerned officials in **CBIC & CBDT** for further interaction. He added that meetings with the concerned officials are being coordinated. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** expressed his appreciation for the prompt response from the Ministry of Finance and informed that he received communication within a short time, including the details of the concerned officials. He conveyed confidence that this development would lead to tangible outcomes. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** further stated that detailed discussions on the issues would be taken up with the Ministry of Finance, Department of Revenue by the NSB sub Committee on taxation comprising Shri Rahul Modi, President, Coastal Containers Transporters Association, Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai and Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai in the coming weeks, wherein the matters would be deliberated issue-wise by the Board delegation.

12.3. Shri Rahul Modi, President, Coastal Containers Transporters Association stated that the goal was to prepare a comprehensive document capturing the financial concerns of all segments of the maritime sector. He emphasized that representations to the government must be logical, data-supported, and those that the Board members could confidently advocate for, rather than vague demands. He indicated that all finance-related submissions would be consolidated with justifications before finalization.

12.4. The board unanimously agreed with this approach and directed Secretary NSB that the dates for such matters be tracked from the date the issue was first raised, so that time elapsed could be monitored and the Board could lead such discussions to time-bound outcomes.

Action: Secretary NSB

13. Discussions on submission of NSB Annual Report 2025-2026:

13.1. Ms. Sanjam Sahi Gupta Director Sitara Shipping introduced the agenda item on the preparation and submission of the NSB Annual Report for the year 2025–2026. He clarified that as per the applicable provisions, the annual report is required to be prepared for a financial year, and accordingly, a template (**Annexure IX**) has been prepared to guide the compilation of activities and contributions over the preceding eleven months. The members have been requested to share their individual inputs, including the challenges faced as members, improvements they considered necessary in the working of the NSB, and their respective achievements during the period. She suggested that the report could instead reflect the efforts made and the difficulties encountered during the year, and that presenting this honestly would be a more accurate representation of the Board's work. She further proposed that the structure of the annual report should identify what is missing and what needs to be added. **Shri Shantanu Kalita Advisor IPA** observed that the very fact that so many meetings of the NSB have been held during the last one year, is itself an achievement worth noting, pointing out that regular meetings of this nature were not occurring previously. **Shri Sameer Kumar Khare, IAS (Retired) Chairperson** urged the members to provide a written self-assessment of their contributions, which would be attributed to them individually in the annual report. **Shri Arun Sharma CMD IRS** indicated that he would review his inputs and characterise them in terms of work done, efforts made, and achievements pending, and suggested that this approach including photographs and biographical details could be adopted across member contributions. **The board agreed with this approach and advised that the compilation of the annual report should continue, and that the final Annual Report 2025-26 would be presented for approval at the meeting in July 2026, following which it would be submitted to the Honourable Minister PSW.**

Action: All NSB Members

14. Declaration of CPIO & Appellate Authority of NSB:

14.1. Captain Nitin Mukesh, Secretary, National Shipping Board (NSB), informed the Board that the next agenda item pertained to the declaration of the Central Public Information Officer (CPIO) and the Appellate Authority of NSB under the RTI Act 2005. He stated that the designations have already been finalized, wherein he has been designated as the Appellate Authority and Shri Jitendra Jadhav, Assistant Directorate General of Shipping, Mumbai, has been designated as the CPIO, A formal notification to this effect had already been issued and is enclosed at **Annexure X** for ex post facto approval of the board. The board noted the same and observed that the arrangements are in order.

15. TA/DA entitlement of the NSB Members:

15.1. Shri Jitendra Jadhav, ADG, National Shipping Board , Directorate General of Shipping, Mumbai, made a presentation (**Annexure XI**) before the board primarily for the benefit of the six non-government members, namely Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai; Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai, President, Indian Coastal Conference Shipping Association, Mumbai; Shri Rahul Modi, President, Coastal Containers Transporters Association, President, Coastal Containers Transporters Association; Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai , Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India, Mumbai; and Capt. Savio Ramos, General Secretary, MUI, General Secretary, MUI. He stated that the presentation is focused on clarifying the procedure for claiming and obtaining reimbursement of travel and related expenses. He explained that like other government nominees in the board who are required to submit claims in prescribed formats, the non-government NSB members will also use the same formats. He further elaborated that members are required to submit their travel plans in advance for approval, including specific details such as mode of travel, flight bookings, and accommodation arrangements, so as to avoid any objections at a later stage. He presented a comprehensive overview of the Travel Allowance (TA) and Daily Allowance (DA) entitlements applicable to non-official members of the Board, along with the procedural framework for claiming reimbursements. It outlined three categories of eligible members retired government officials, experts/professionals, and eminent personalities whose entitlements are determined based on their equivalent pay levels or last held rank. Retired officials are entitled to benefits as per their retirement status, while experts are treated at Pay Level 11 with economy class travel, moderate accommodation, and capped daily expenses, and eminent personalities are treated at Pay Level 14 with higher entitlements including executive class travel (subject to approval), higher accommodation limits, and reimbursement of actual local travel expenses. The presentation further clarified that local members are not eligible for standard TA/DA but may claim mileage allowance for attending meetings. Revised entitlement rates were also highlighted, reflecting increased limits for accommodation, food, and local travel based on updated government norms. A detailed step-by-step process for claiming TA/DA was explained, emphasizing booking through authorized agents, maintaining original bills, completing prescribed claim forms, and obtaining necessary certifications and approvals. Additionally, key compliance requirements were stressed, including prior approval for deviations, submission of original receipts, adherence to timelines, and mandatory documentation such as boarding passes, bank details, and PAN information. Overall, the presentation aimed to standardize reimbursement procedures, ensure transparency, and facilitate smooth processing of claims for all eligible Board members. He further explained that while government officials follow a separate process for claiming TAD, non-government members are required to share the meeting notice individually and submit a travel plan for prior approval before

undertaking travel. He clarified that members must specify the details of their travel, including the mode of transport and accommodation arrangements, and obtain the Chairperson's approval in advance. He noted that failure to do so could result in objections being raised at the time of reimbursement. He also informed the members that for booking flights, the Board is to use authorised agencies, namely Balmer Lawrie, Ashoka Travel and Tours under the Ministry of Tourism, or IRCTC, with travel to be undertaken at the lowest available cost. He advised that claims for reimbursement are to be submitted after the conclusion of travel. He added that members may seek ex-post-facto sanction from the Chairperson where prior approval could not be obtained. He also noted that the Board maintains a diary of claims and that members are required to furnish certain documentation including ticket details, the Chairperson's approval, hotel bills, and a tour report. He stated that the minutes of the meeting may also serve as a tour report for this purpose. On the question of entitlements on the entitlements of the NSB non-govt members, **Shri Jitendra Jadhav, ADG, National Shipping Board** informed the Board that the non-government members of the NSB are classified at the expert/professional level, equivalent to Pay Level 11, and are accordingly entitled to travel by AC 2-Tier train or Economy Class by air. He further stated that hotel accommodation may be reimbursed up to Rs. 2,200 per day, and food allowance is admissible at Rs. 900 per day. **Shri Arun Sharma, CMD, Indian Register of Shipping**, intervened to enquire whether the members were classified as "eminent personalities" for the purposes of TA DA entitlements, as a higher rate of entitlement is applicable to that category. **Shri Jitendra Jadhav, ADG, National Shipping Board** clarified that the members are categorised as expert/professional level and not as "eminent personalities," and that the entitlements for eminent personalities which include accommodation up to Rs. 10,000, food allowance of Rs. 7,500, and AC taxi as per actuals would not apply unless the members are specifically notified as such in the relevant government order. He further stated that if the notification were to describe a member as an "eminent representative from the maritime sector," such as **Shri Anil Laxman Devli**, then the higher entitlements would become applicable. He added that non-AC taxi expenses are reimbursable and that food allowance for eminent personalities is Rs. 1,200 per day. A discussion ensued among members regarding the applicable pay grade. It was pointed out that the existing Office Procedure Document (OPD) classifies NSB members at Pay Grade 11. **Shri Jitendra Jadhav, ADG, National Shipping Board** clarified that a request was made for Grade 14 classification, but that this had not yet been formalised, and the current applicable grade remained Level 11. He also noted that Grade 14 classification would effectively bring members into the category of eminent personalities, and the question of who would formally recognise them as such would need to be addressed. A member sought clarification on whether a member who has spent more than their entitled amount, can claim the entitled amount for the reimbursement. **Shri Jitendra Jadhav, ADG, National Shipping Board** confirmed that reimbursement would be restricted to the entitled amount only, irrespective of the amount claimed. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, noted that these matters are decided by the Government at the

appropriate level. **Shri Jitendra Jadhav, ADG, National Shipping Board** concluded the presentation by informing the members that a declaration and certificate need to be signed by the members as part of the TA DA claim process, and that the relevant Government Order Department of Expenditure OM No. 19030/1/2017-E. IV dated 13 July 2017 governs these entitlements. He offered to share the relevant order with all members. He also clarified that the DA component is to be mentioned by name in the claim form as per the applicable code. The **Chairperson** thanked the presenter, and the Board proceeded to the next agenda item.

16. Use of social media by the NSB Members:

16.1. Shri Jitendra Jadhav, ADG, Directorate General of Shipping, Mumbai, initiated the presentation (**Annexure XII**) on the “Social Media & Digital Communication Plan for FY 2026–27.” He informed the Board that the objective of the plan is to establish a structured, pre-approved, and predictable communication framework to ensure consistent and professional digital outreach. He highlighted that the plan aims to enhance visibility of the maritime sector, strengthen public engagement, and clearly define the digital responsibilities of Board members. He elaborated on the governance framework, stating that all content would follow a defined approval process involving prior circulation (T–1), approval from the Chairperson’s Office, and release through designated official channels, particularly for meeting-related communications via PIB and the Ministry of Ports, Shipping and Waterways. He also provided an overview of the proposed platforms, including X (Twitter), Instagram, LinkedIn, and YouTube, along with formats such as reels, webinars, podcasts, infographics, and documentary-style content. He further detailed the centrally managed observances plan, member-led communication program with defined annual deliverables, structured content calendar, youth and community engagement initiatives, and post-meeting communication protocol. He concluded by outlining the way forward, including adoption of the plan, member accountability, Secretariat coordination, and periodic review of progress. Following the presentation, **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB** while appreciating the role played by **Ms. Sanjam Sahi Gupta Director Sitara Shipping & NSB Social Media Coordinator** invited the Board to deliberate on the agenda item pertaining to the use of social media by Board members. He emphasized the importance of leveraging both personal and professional social media platforms to promote the work of the National Shipping Board and the maritime sector at large. **Shri Arun Sharma, CMD, Indian Register of Shipping, Mumbai,** informed the Board that he is actively engaged on LinkedIn, where he regularly shares thought-leadership content, analytical insights, and sectoral updates, which receive significant engagement. He suggested that other Board members could similarly utilise their platforms to amplify maritime-related developments and the Board’s initiatives. The Board noted that timely updates on maritime events, policy developments, and port-related activities are already being widely shared across digital platforms. It was acknowledged that platforms such as YouTube, Instagram, Facebook, and LinkedIn are actively used

within the maritime ecosystem, and the Board should establish a coordinated and sustained presence across these channels to enhance outreach. **Shri Sameer Kumar Khare, Chairperson, NSB** encouraged all the NSB members to contribute content on topics of their expertise, including short video reels, which could be featured on the Board's platforms. He encouraged all the Board members to create domain-specific content aligned with their professional expertise. Ms Sanjam Sahi Gupta Director Sitara Shipping (on Gender Diversity), Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association (Coastal Shipping), President; Shri Rahul Modi, President, Coastal Containers Transporters Association (on Multimodal transport & Logistics) , Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India (on Seafarers' Welfare), Captain Savio Ramos, General Secretary, Maritime Union of India (on Seafarers' Welfare) and Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association (on Ship building / Ship Repairs / Ship Acquisition) were identified as key members who could actively contribute to and amplify social media content. **The Board** discussed the development of a structured content calendar comprising reels, webinars, and podcast-style content. It was suggested that a question-and-answer format, involving subject-matter experts, would be an effective approach for podcasts and YouTube content and would also support youth engagement and awareness in the maritime sector. **The Board** further deliberated on leveraging important maritime and national observances such as World Environment Day, World Oceans Day, Day of the Seafarer, and other significant occasions for coordinated social media messaging. It was suggested that such content be developed collaboratively with Board members and maritime organizations to ensure wider dissemination and impact. **The Board** also noted the importance of creating a dedicated section on the National Shipping Board's website and social media channels to aggregate content related to seafarers, maritime careers, and associated organizations. It was observed that such a platform would be beneficial for youth engagement and would also help address issues such as awareness regarding genuine recruitment agencies and Recruitment and Placement Service Licensees (RPSLs). **The Board acknowledged the suggestions made during the discussion and encouraged all Board members to actively contribute to the Board's communication initiatives through their respective platforms, in alignment with professional responsibilities and institutional objectives.**

Action: All NSB Members

17. Regulatory framework for abandoned Vessels:

17.1. The legal representative (LR) of National Union of Seafarers of India, made a detailed presentation (**Annexure XIII**) to the Board on two interrelated issues: (i) the abandonment of Indian seafarers in foreign waters, and (ii) the abandonment of vessels both foreign-flagged and Indian-flagged in Indian territorial waters. He commenced by defining the concept of vessel abandonment, explaining that abandonment occurs when a ship owner severs all ties from the possession, control,

and maintenance of the vessel, as well as the safety and welfare of its crew. He noted that for crew members, this translates into non-payment of wages, lack of clarity on repatriation, expired insurance and P&I cover, and severe psychological stress. Referring to data from the IMO-ILO database, He stated that there is a rising global trend in seafarer abandonment cases, with 2025 recording the highest number to date. With respect to Indian seafarers specifically, he informed the Board that 171 Indian crew members were recorded as abandoned on foreign shores in 2024, and approximately 164 in 2025, as per the IMO website. He drew attention to the fact that these figures are significantly higher than those for the Philippines (24 cases in 2024) and Indonesia (54 cases in 2024), despite both nations being comparable seafarer-supplying countries. He stated that India's abandonment rate is astronomically high and warrants urgent attention and investigation. He further outlined the hierarchy of responsibility under IMO and ILO guidelines, read with the Maritime Labor Convention (MLC) and UNCLOS. He explained that primary responsibility for addressing abandonment lies with the ship owner; if the ship owner fails to act, it passes to the flag state; thereafter to the port state where the vessel is abandoned; and finally, to the state of nationality of the seafarers — in this case, the Government of India if all preceding entities fail. He observed that vessels operating under collective bargaining agreements specifically the INSA-MUI and ITF-affiliated agreements have recorded very few abandonment cases, suggesting that robust CBAs serve as a deterrent. He also cited a published article in the Gujarat Maritime University (GMU) Journal, authored by a senior officer of DG Shipping, which acknowledged the absence of a comprehensive system to monitor the post-deployment status of Indian seafarers in the context of abandonment. He emphasized that the Recruiting and Placement Service Licensee (RPSL) is the primary entity within Indian national jurisdiction that needs to be held more accountable, and that regulatory gaps must be addressed to curb future occurrences. He then turned to the second part of the presentation the abandonment of vessels in Indian waters. He cited the case of MVC Bulk Plover, a vessel that lay stranded in Mumbai Port for five years with four Ghanaian crew members on board who received no wages and were sustained only through humanitarian assistance from some agencies. He informed the Board that NUSI eventually intervened, filed an admiralty suit, obtained a court decree, secured the crew's wages, and facilitated their repatriation. He stated that a documentary on this case had been made and has won an award. He pointed out that this case exposed a significant administrative gap, as the authorities had failed to act for five years. He outlined the two available remedies in cases of vessel abandonment: on the administrative side (Port state control functions under the Merchant Shipping Act) and on the judicial side (an admiralty suit, interim proceedings, or a writ petition under the Constitution). He identified the challenges on both the fronts. On the administrative side, there is a lack of an executing framework and clear decision-making authority post-detention while on the judicial side, the logistical constraints faced by stranded crew members, lack of communication, inability to engage lawyers, and time delays make judicial recourse extremely difficult in practice. He referred to Section 311 of the Merchant Shipping Act, 2025, which provides that the Central Government may direct

port or other authorities to take care of an abandoned vessel and to sell it if necessary. He stated that while the legal provision exists, the implementation mechanism is absent. Drawing from the wreck removal rules under the Merchant Shipping Rules which provide for the appointment of a receiver, a proper officer to investigate, report, and sell the vessel, he suggested that a similar framework, suitably adapted, could be replicated for abandoned vessels. He concluded the presentation by requesting the Board to give considered thought to this matter and to pass a resolution so that appropriate mechanisms for repatriation, wage recovery, and resolution of crew abandonment can be put in place.

17.2. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, initiated the discussion by raising a fundamental practical concern. He noted that abandonment does not always follow detention and that regardless of the trigger, an abandoned vessel means the owner has stopped paying wages. He pointed out that under existing provisions, three months' wages are protected through insurance, and observed that in practice, seafarers often passively wait for that three-month period to expire rather than taking immediate action. He questioned why unions do not mobilize seafarers to act within those three months, and stated that honest analysis must acknowledge that the seafarer's own inaction is a contributing factor. He stressed that seafarers are in fact aware of their rights given public awareness efforts by DG Shipping, including posters at every available opportunity and that the first step must be that the seafarer acts promptly. He further raised the issue of a seafarer's inability to sign off from an abandoned vessel. He noted that in a normal scenario, a seafarer wishing to sign off would approach the owner; but when a vessel is abandoned, the owner is no longer in the picture. If the vessel is foreign-flagged, DG Shipping has no jurisdiction. The maritime administration of the flag state refers back to the owner who is absent. The port refuses to allow the crew to leave because the vessel would become unsafe with insufficient manning. He stated that in practice, no one has been able to adequately answer the question of whom the seafarer should approach to sign off, and that this is a critical gap that must be addressed. **The LR** responded that there needs to be a defined trigger point for the P&I Club to act, and that seafarers in foreign waters need to be made aware of their rights and the channels available to them. He acknowledged the communication challenges faced by seafarers on abandoned vessels in foreign jurisdiction. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association** intervened to clarify that his concern was not about the seafarer contacting the P&I Club, but about the systemic absence of a clear authority to whom the seafarer can turn. He also noted that in many abandonment cases, the ship owner has no P&I cover, further complicating the situation, and suggested that this complexity should be explicitly reflected in the analysis and recommendations. **Capt. S.I. Abul Kalam Azad, Nautical Adviser & Addl. DG (Nautical) Directorate General of Shipping**, referred to the Sensor One case, in which DG Shipping had issued directions requiring the crew to leave the vessel and instructing the port to make necessary arrangements. He noted that even in that instance, the crew members were initially reluctant to leave the

ship as they wished to remain to pursue their wage claims. He stated that the vessel was eventually sold following a court order, and that a legal precedent now exists in Mumbai that a seafarer cannot be compelled to remain on a detained or abandoned vessel. He acknowledged, however, that the root cause remains the absence of a timely and coordinated response mechanism, and that the process from the point of abandonment to resolution including crew repatriation, replacement, and disposal of the vessel needs to be more clearly defined. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association** suggested that the outcome of the day's discussion should be to help the presenters structure a well-defined paper that sets out clear sequential steps to be followed in cases of abandonment. He noted that an earlier paper floated by DG Shipping at the IMO under the tenure of Shri Deepak Shetty had proposed that if a vessel is abandoned by the owner, the port state should be made fully financially responsible. He noted that this paper had not progressed due to strong resistance from flag-of-convenience states such as Marshall Islands and Liberia, which together account for over 30% of the global fleet. He expressed his view that seafarer-supplying nations India, Philippines, Malaysia, and Indonesia must collectively push for flag state financial responsibility at IMO, and that the ITF, as a recognized NGO at IMO, must actively support this position. The LR confirmed that a resolution along these lines has been moved again before the current IMO LEG Committee, reiterating the position on flag state responsibility.

17.3. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, structured the discussion by separating the two distinct components of the presentation: first, vessels abandoned in Indian waters, where India has port state control authority and a direct right of action under MLC; and second, the larger and more visible issue of Indian seafarers abandoned outside India, where India is only the state of nationality and the last in the chain of responsibility. He stated that for the second category, the data quality itself is unreliable. He pointed out that the figures on the IMO-ILO database are reported by ITF and flag states and include seafarers regardless of how they were recruited through RPSL-licensed agents or otherwise, or even through human trafficking. He stressed that before any effective policy recommendation can be made, the data must be disaggregated to distinguish between those who went through RPSL channels and those who bypassed the system entirely. He suggested that cases of non-RPSL recruitment that led to abandonment may well fall under human trafficking provisions under Indian law, and stated that this angle had been discussed with DG Shipping officials and would need legal vetting. He further observed that the RPSL is the only regulatory handle that the Directorate has over the recruitment and placement of Indian seafarers on foreign vessels, and that even within this system, there is an inherent tension between business interests and strict due diligence. He called for the creation of a real-time data system whereby, at any given point, the number of Indian nationals currently serving on vessels — across sign-on, transit, and active deployment stages — can be accessed by the Directorate. He stated that this is a foundational step for any future abandonment monitoring or

intervention mechanism. He also proposed that a clear alert mechanism be established, analogous to orange and red alert zones, whereby if wages are unpaid for a defined period, an automatic alert is triggered to the relevant RPSL agent and signatory CBA, prompting proactive intervention before the situation escalates to a formal abandonment. **Capt. S.I. Abul Kalam Azad NA & Addl. DGS** clarified that DG Shipping's grievance redressal system does receive complaints from seafarers on foreign-flagged vessels, including Indian nationals. He explained that the cases fall into multiple categories — owner arrested, vessel arrested under court proceedings, vessel under investigation — and that DG Shipping is actively pursuing resolution in such cases through the respective embassies, port states, and flag states. He noted that a significant number of the complaints relate to vessels that went through RPSL channels where the owner subsequently became defunct, rather than to completely unregulated recruitment. He confirmed that around 500 such cases are being tracked and pursued through appropriate diplomatic and legal channels.

17.4. Capt. Nitin Mukesh, Secretary, National Shipping Board, informed the Board of an initiative undertaken at Terminal 2, Mumbai airport, in coordination with MUI, to check the travel documents of seafarers departing as crew members. He stated that in a recent instance, a seafarer travelling to Manchester to join a vessel was detained because while all his documents were genuine, the Form One (emigration clearance) had not been issued by the Directorate. He noted that the airport initiative is especially relevant given that a large number of seafarers depart from Ahmedabad, where similar checks may need to be strengthened. He also informed the Board that the Seafarers' Welfare Fund Scheme (SWFS) provides a support of Rs. 20,000 per month to abandoned seafarers and their families for up to 12 months, but that to date, not a single claim under this provision has been received, suggesting that abandoned seafarers are not aware of this benefit or are deterred from claiming it. **Capt. Savio Ramos, General Secretary, MUI, General Secretary, MUI**, intervened to provide context on why seafarers on the SWFS scheme are not coming forward to claim the benefit. He explained that the seafarers who end up on abandoned vessels through rogue companies are fearful of jeopardizing their chances of future employment. Since they initially joined a non-RPSL or rogue company, they are often subject to threats from those operators and prefer to remain silent rather than report their situation or claim a welfare benefit. He further noted that many such seafarers have paid illegal fees to secure their placement and are therefore doubly vulnerable. He stated that the practical fear of the next job outweighs any immediate financial relief, and that this fear is a significant deterrent to reporting. **Capt. Vikas Anand, Indian Navy**, stated that he was encountering this subject for the first time in the Board and suggested that given the similar experiences of other major seafarer-supplying nations such as Philippines, Indonesia, and Malaysia, it would be valuable to conduct a comparative study of how these countries are addressing the issue and to incorporate best global practices into the Indian regulatory framework. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association** built on this suggestion and drew a parallel with international databases for drug trafficking and smuggling offences, where all law

enforcement authorities globally contribute to a common repository. He suggested that a similar shared international database or reporting mechanism could be advocated for seafarer abandonment cases, ensuring that data from all legal and maritime authorities worldwide is captured in one place and is verifiable.

17.5. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association suggested that the presentation should be revised to include all the concerns and gaps identified during the Board's discussion and thereafter circulated to Board members for their inputs and comments before being presented again to the Board. He also proposed that once finalized, the paper should be structured as a formal submission either to the IMO's LEG Committee or another appropriate body with the Directorate General of Shipping's approval, and that INSA would be willing to sponsor the presenter's travel to London to advance this at the international level. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** concurred and suggested that the revised paper should clearly segregate the issues relating to Indian seafarers going through RPSL channels from those bypassing the system, and must propose concrete mechanisms for pre-abandonment detection, data tracking, and inter-agency coordination.

17.6. The Board unanimously agreed that the presentation and underlying note be revised by NUSI to incorporate the following key elements:

- (i) A clear definition of abandonment at the pre-abandonment stage and the legal trigger for intervention under MLC and Indian law;
- (ii) Disaggregated data analysis distinguishing RPSL-routed cases from non-RPSL and non-regularized recruitment cases, including possible invocation of human trafficking provisions;
- (iii) A step-by-step administrative framework for abandoned vessels in Indian waters, adapted from the wreck removal provisions of the Merchant Shipping Act;
- (iv) A real-time seafarer tracking system enabling the Directorate to know, at any given time, the number and location of Indian nationals serving on vessels;
- (v) An orange-red alert mechanism linked to non-payment of wages, triggering escalation to the RPSL agent and CBA signatories before formal abandonment is declared;
- (vi) A coordinated international advocacy position supported by India, Philippines, Malaysia, and Indonesia to hold flag states financially responsible for abandonment under IMO LEG, backed by ITF's participation as a recognized NGO and
- (vii) A comparative analysis of the Philippines model to identify specific systemic differences and lessons that can be incorporated into the Indian framework.

Action: Shri Milind Kandalgaonkar General Secretary NUSI

18. Difficulties faced by Seafarers at various Indian sea ports with regards to grant of Shore Leave:

18.1. Capt. Savio Ramos, General Secretary, MUI, commenced the proceedings on this agenda item (**Annexure XIV**) by thanking the Chairperson for acting promptly on the complaints and suggestions that he had been receiving from seafarers through various common messaging groups. He stated that the feedback from seafarers broadly covers three recurring issues — sign-off, sign-on, and shore leave and that the Board has had extensive discussions on shore leave in the past. He recalled that at his first NSB meeting, representatives from the Foreigners Regional Registration Office (FRRO) and the Foreigners Registration Office (FRO) had clarified that there was no restriction from their side and that the problem lay with agents or port-level systems. He informed the Board that the matter had since been narrowed down to a specific charge of Rs. 3,000 being levied per seafarer for shore leave, and that this practice is prevalent in key ports. He added that the situation is even more acute at smaller ports, while at major ports, shore leave is often denied outright. He emphasised that shore leave is a basic right of every seafarer under the Maritime Labour Convention (MLC). He stated that seafarers undertake long voyages of twenty to thirty days and going ashore serves only the most fundamental human purposes a change of scenery, a meal, some shopping, a call to family in a more comfortable environment. He noted that denial of shore leave directly impacts seafarer well-being, contributes to fatigue and stress, and has an adverse effect on safety on board. He further noted that while internet connectivity on board vessels has improved significantly, the ability to step ashore and de-stress in a natural environment remains irreplaceable from a mental health standpoint. He stated that on multiple occasions as a Master, he had sought shore leave at ports and been flatly refused with the response that it is prohibited under ISPS (International Ship and Port Facility Security) regulations, without any further explanation or reason being provided. He observed that the denial of shore leave has become far more common since the implementation of ISPS, whereas prior to ISPS, seafarers could freely disembark, engage private transportation, and return at their own convenience. He noted that even where shore leave is permitted in the current environment, it is often subject to highly restrictive conditions such as mandatory return before 11:00 PM and prohibition on leaving after 6:00 PM, all of which significantly diminish the practical value of shore leave.

18.2. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai, President, Indian Coastal Conference Shipping Association, stated that attempting to resolve the shore leave issue by engaging multiple agencies in parallel has not yielded results and a different approach is required. He noted that the port is the property owner and custodian of the premises, and therefore the best entity to answer questions about why shore leave is not being granted. He proposed that the Indian Ports Association (IPA) be formally requested to obtain a standardised format response from all major ports explaining the reasons for denial of shore leave — whether it is Customs, Immigration, or any other agency causing the obstruction. He further suggested that the Indian Private Ports and Terminals Association (IPPTA)

be similarly approached, as between the two associations, the entire port sector would be covered. He reasoned that if ports are asked directly, they will be compelled to identify the actual blocking authority, rather than individual agencies deflecting responsibility to one another. **Shri Killi Mohana Rao, Chief Surveyor, Directorate General of Shipping**, stated that ports do not face a procedural objection as such, but that the shore pass is issued by Immigration and the port itself has no authority to issue it. This is the crux of the problem. He further observed from his experience at MMD Chennai that two practical factors contribute significantly to the denial of shore leave: first, the shipping agent is often unwilling to invest time and effort in the process; and second, the agent charges such a high fee to the ship owner for arranging shore leave that the owner declines to bear the cost. He also drew a distinction between major government ports and private ports, noting that shore leave arrangements are functional at some government ports but are largely absent at private ports, where operators charge substantial amounts from the owner through the agent, making it commercially unviable for the owner to provide shore leave to the crew.

18.3. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, clarified that the Standard Operating Procedure (SOP) developed for shore leave currently applies only to coastal vessels, and not to vessels on international voyages. He stressed that the fundamental problem is the opacity of the existing SOP the process is ambiguous enough to allow manipulation at multiple stages. He drew a comparison with Customs procedures, noting that the same clearance issue that creates a problem at Kandla does not arise at Chennai, which points to the lack of a clear, enforceable, step-by-step process rather than any formal prohibition. He stated that if the SOP clearly sets out each required step such as submit application, receive acknowledgement, obtain stamp then the agent has no room to deviate from it or levy undisclosed charges, and the ship owner can hold the agent accountable.

18.4. Capt. S.I. Abul Kalam Azad, Nautical Adviser-cum-Addl. Directorate General of Shipping, stated that where a genuine ship owner and professional ship manager are involved, shore leave arrangements are invariably made without difficulty. The problem is concentrated with substandard owners, particularly vessels making a single call at a port, where cost-cutting leads to these arrangements being neglected. He clarified that wherever a Bureau of Immigration post is present at a port, there is absolutely no restriction on shore leave — the shipping agent is simply required to submit an application to Immigration for the shore pass, and standard conditions such as a midnight return deadline are applied uniformly, as they are for any visitor. The genuine difficulty, he noted, arises at private ports or ports where there is no Immigration checkpoint, leaving no clear authority to issue a shore pass. He added that DG Shipping has issued numerous circulars and D.O. letters on the subject, addressed to the Secretary level. He stated that in almost all cases, the root cause of non-granting of shore leave is not a formal denial by Immigration but the fact that the shipping agent has simply not applied for shore leave at all. He suggested that if evidence of a rejected application could be presented, the matter could be resolved;

but in the vast majority of cases, no application is ever made. He further proposed a practical solution: for ports where an Immigration post exists, the existing process should be made more transparent and standardised; for ports without an Immigration post, the local Superintendent of Police could be authorised to issue shore passes, with a single counter established at the port for this purpose. He also pointed out that internationally, the standard practice is for the Immigration officer to board the vessel upon arrival and issue shore passes to crew members directly on board, thereby eliminating the need for any separate visit by the agent. He proposed a simple and practical SOP: any seafarer wishing to go ashore should deposit his passport with the port security gate, collect a shore pass in exchange, and upon return, surrender the shore pass and collect the passport. Under this system, if a seafarer does not return, the security office would retain the passport and the matter could be followed up. He noted that this approach requires no Immigration involvement for Indian nationals, given that they are entering Indian territory, and should apply at all times other than during signing on and signing off, when Immigration clearance is legitimately required.

Capt. Savio Ramos, General Secretary, MUI acknowledged the points made by Capt. Abul Kalam Azad but noted that for Indian nationals in Indian ports, there should be no institutional barrier at all to going ashore. He observed that seafarers are often reluctant to come forward and name specific ports where they are being denied shore leave, out of fear of consequences for their next employment. He cited a recent case of an Indian national on a vessel at Karwar who was unable to sign off, and referred to his own experience of being denied shore leave at Kandla on a foreign vessel. He stated that a well-structured SOP alone has not resolved these issues, as complaints continue to be received even after the SOP was prepared, suggesting that the problem is one of implementation rather than the absence of rules.

Capt. Pankaj Verma, DIG, Indian Coast Guards, supported the view that an Indian national should face no Immigration formality when stepping ashore in an Indian port, except at the time of signing on or signing off. He stated that Immigration and FRO involvement should be limited to those specific events. He proposed that the Ship's Manual or existing visa regulations be invoked to establish clearly that no Immigration clearance is required for shore leave by an Indian national, and reiterated the suggestion that the port security gate be designated as the point for passport deposit and shore pass issuance, without any further formality.

Shri Shantanu Kalita, Advisor, Indian Ports Association, drew a parallel with the handling of airline crew layovers, where transit crew are routinely managed by the handling agent, who files the crew's names with the designated authority, facilitates their exit from the airport premises for the stipulated duration, and takes responsibility for their return. He suggested that a similar model could be adopted for shipping, where the port handling agent is assigned responsibility for a defined number of crew members, submits their list to the relevant authority, and takes accountability for their return to the vessel. He observed that the process is not fundamentally complex and that the right institutional framework and accountability can make it work smoothly.

!8.5. Based on the discussion, the Board arrived at the following conclusions and proposed following steps to be taken forward: by Secretary NSB:

(i) The Indian Ports Association (IPA) and the Indian Private Ports and Terminals Association (IPPTA) shall be formally requested to obtain port-wise responses from all major and private ports explaining the specific reasons including the responsible agency for denial of shore leave, so that the actual obstruction can be identified and addressed directly;

(ii) DG Shipping shall develop a clear, transparent, step-by-step Standard Operating Procedure for shore leave, applicable not only to coastal vessels but also to vessels on international voyages. The SOP shall specify each required action, the responsible party, and the timeline, leaving no room for ambiguity or discretionary charges by agents;

(iii) A simple shore leave protocol shall be explored and formalised for Indian nationals at Indian ports: the seafarer shall deposit his passport with the port security gate in exchange for a shore pass, which shall be surrendered upon return, with no Immigration clearance required except at the time of signing on or signing off;

(iv) For ports that lack an Immigration checkpoint, DG Shipping shall examine in consultation with competent authority the feasibility of authorising the local Superintendent of Police to issue shore passes, with a dedicated counter established at the port for this purpose;

(v) DG Shipping shall take up with the Bureau of Immigration the adoption of international best practice, whereby Immigration officers board the vessel upon arrival and issue shore passes directly to crew members, eliminating the need for agent-led procedures;

(vi) The Board noted that the model used for airline transit crew where the handling agent files crew names and assumes responsibility for their return may be explored for shipping ports in consultation with the competent authority and IPA shall be requested to examine its applicability.

Action: Secretary NSB

19. Request for exemption in NRI Status for Indian seafarers for the financial year 2025-26 due to crisis in Persian Gulf Region:

19.1. Capt. Savio Ramos, General Secretary, MUI, made a presentation (**Annexure XV**) regarding non fulfilment of the minimum number of days stay outside India to avail the NRI (Non-Resident Indian) status by international seafarers due to US-Iran war. He explained that under the existing income tax framework, a seafarer is eligible for NRI status if he is outside India for 183 or more days in a financial year. He drew the Board's attention to the specific and exceptional circumstances arising from the US-Iran war, which formally escalated on 28 February. He stated that as a consequence,

flights were cancelled and seafarers who wished to join vessels particularly in the Gulf region and elsewhere were unable to do so for approximately one month, either because of travel disruptions or because the only available vessel was operating in a war-affected zone that seafarers were unwilling or unable to enter. He noted that a small number of crew changes did take place — on or around 8th and 10th of March — but these involved only two or three seafarers at a time and not full crew changes, and were likely driven by urgent financial necessity or the imperative to maintain NRI status. He stated that the present request being made to the Ministry of Finance through Board is a limited and one time relaxation of 30 days in the qualifying threshold for NRI status — reducing it from 183 days to 153 days — applicable exclusively for the financial year 2025–26 (April 2025 to March 2026), to account for the one month during which international seafarers were genuinely unable to join their vessels due to circumstances entirely beyond their control. He also referred to a similar appeal that had been made during the COVID-19 pandemic and clarified that the current request is specific to international seafarers on foreign-going vessels. He confirmed that seafarers employed in coastal shipping would not be affected by or eligible for this relaxation, as they are always operating within Indian waters and do not qualify for NRI status in the first instance. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association**, acknowledged the merit of the request but raised a practical concern regarding verifiability. He noted that for any such relaxation to be considered and accepted by the income tax authorities, the seafarer would need to demonstrate that he was unable to travel to join the ship specifically because of the war for instance, that he was unable to travel to Dubai to sign on. He questioned how such a claim could be substantiated in a manner that would be acceptable as evidence to the tax authorities. He further observed that the government is already aware of the issue, and that the matter has been discussed at the level of the Ministry of Finance. He noted that any such proposal would need to be grounded in verifiable data both on the number of days a seafarer spent outside India and on the specific reasons for their inability to join a vessel neither of which is easily available in a standardised form. He cautioned that the default position of tax authorities would be to decline such a request in the absence of verifiable evidence, and that the proposal would need to be structured carefully before formal submission. **Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India**, intervened to underscore that the relief being sought is modest and narrowly defined only 30 additional days and that the seafarers affected are those who were genuinely willing and ready to join their vessels but were prevented from doing so by external circumstances. He requested that the matter be pursued through informal channels with the Ministry of Finance first, in order to gauge the degree of traction before a formal written representation is submitted. **The Board resolved that the following steps be taken in respect of the request for NRI status relaxation for international seafarers for the financial year 2025–26:**

(i) The matter shall first be pursued informally with the Ministry of Finance to assess the government's inclination towards such a relaxation, before any formal written

representation is submitted

(ii) If informal discussions indicate receptivity, a formal request shall be submitted, supported by verifiable data on the number of seafarers affected, the specific days they were unable to join their vessels, and documentary evidence linking the inability to join to the war-related disruptions.

(iii) The relaxation being sought a reduction of 30 days in the qualifying threshold for NRI status, from 183 days to 153 days, applicable solely for the financial year 2025–26 shall be clearly articulated as a one-time, time-bound measure applicable only to international seafarers on foreign-going vessels, with no implications for coastal seafarers.

Action: Secretary NSB

20. Proposal for re-defining infrastructure status to the Shipping Industry:

20.1. A presentation (**Annexure XVI**) was made by **Shri Rakesh Singh President ICCSA** to discuss definition of ‘Large Ships’ assumed by Ministry of finance Department of Economic Affairs while granting infrastructure status to such ships. As almost 93% of the Ships being used in Indian Shipping Industry fall outside the purview of this classification making accessibility to low-cost long-term financing difficult, there is a need for an expansion of this definition so as to enable all categories of vessels and not merely large ships to access long-term, concessional financing through designated infrastructure financing institutions. He pointed out that this definition excluded inland vessels, as very few of them exceeded 1500 GT, and requested Shri Lakshmikant CE IWAI to extend IWAI's support in pursuing a policy review to lower the threshold to 500 GT or vessels of 24 meters in length, in line with the original proposal from INSA, DGS, and the Ministry itself.

20.2. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association provided a detailed background on the issue of Infrastructure Status for shipping. He recalled that on 19th September, a notification had been issued granting Infrastructure Status to shipping by including ships in the Harmonized Master List. However, this status was limited to 'large ships,' defined as those above 1,500 GT built in India under Indian flag, or above 1,000 GT for Indian-flag vessels. This threshold created a high entry barrier, resulting in the exclusion of several critical maritime sub-sectors: coastal and domestic shipping, offshore support vessels below 1,500 GRT, MSME ship owners, the inland water transport sector, and small shipyards engaged in building smaller vessels. He continued the discussion by identifying two fundamental problems with the infrastructure status as presently granted to the shipping sector. First, he stated that despite the sector having been conferred infrastructure status, there is no demonstrable evidence that any ship owner including those operating larger vessels has actually been able to access long-term, low-cost financing on the basis of this status. When ship owners approach the

government with funding difficulties, the government points to the infrastructure status already granted; and when they approach financing institutions with this status, the institutions either decline or offer short-term financing at market rates, making the status effectively meaningless in practice. Second, he noted that the Maritime Development Fund (MDF), which was conceived to address the sector's funding requirements, has also not delivered any tangible benefit. Ship owners have been entirely excluded from the consultation and design process of the MDF, despite several attempts by INSA to be made part of the discussions. He recounted that he had, on at least three occasions, communicated to the then Secretary MoPSW Shri Ramachandran that INSA was not being made part of the MDF process, and had separately approached the then JS MoPSW Shri Lakshmanan on multiple occasions seeking meetings on the MDF without success. He stated that the KPMG consultant managing the MDF has been largely inaccessible and has treated all information about the fund as confidential. He noted that the only substantive information he received was from the Managing Director of Sagar Mala Finance Development Corporation, who had informed him that the fund having been initially seeded with Rs. 1,000 crores, leveraged to Rs. 2,000 crores have already been fully deployed and that the entity now wishes to have no further association with the MDF. He explained that the fundamental structural flaw with the MDF is that it proposes to provide equity contributions rather than concessional loans. A ship owner seeking to acquire a vessel worth, say, Rs. 700 crores would receive a small equity contribution from the MDF perhaps Rs. 10 crores out of a total equity requirement of Rs. 30 crores while the remaining Rs. 20 crores would have to be sourced from the market at market interest rates. Under such a structure, there is no incentive for the ship owner to dilute equity in his company for a negligible contribution, and no cost advantage is achieved. He stressed that the original conception of the MDF to provide long-term concessional financing to ship owners across the entire fleet has been fundamentally distorted in implementation. He further stated that IREDA and PFC, both infrastructure financing institutions with access to lower-cost long-term funds, had at one stage expressed willingness to support the maritime sector. However, they have since reverted to a position that the Ministry must formally recommend their engagement with ship owners before they can proceed. He requested the Chairperson to facilitate a formal introductory meeting between five or six such infrastructure financing institutions — for which he offered to provide the names, designations, and contact details of the relevant heads — and ship owners, so that commercially viable financing discussions can commence without the Ministry needing to take any further substantive role beyond the initial introduction. He also highlighted that the current definition of infrastructure status which links eligibility to large ships excludes tugs, inland waterway vessels, and all vessels below 500 GT, which together constitute approximately 70 to 80 percent of India's coastal fleet. He pointed out that the threshold adopted is internationally accepted as the minimum size for class approval, which ensures quality standards and makes the asset eligible for international trade. However, linking infrastructure status exclusively to this threshold has left the bulk of the coastal and inland fleet without any financing support. He noted that the real beneficiaries who are

being excluded are smaller vessel operators and inland waterway transport (IWT) operators, including large entities with fleets of 80 or more vessels, who are finding it impossible to access viable long-term financing.

20.3. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai added that he had received information directly from a senior Ministry official that the decision to limit infrastructure status to large ships was partly motivated by a desire to simultaneously promote large shipbuilding in India the logic being analogous to encouraging the manufacture of trucks rather than auto-rickshaws. He noted that while the Ministry and DG Shipping had fought strongly in favor of a broader definition, the Ministry of Finance had ultimately imposed the current restricted definition. He observed that the industry, the Ministry of Ports, Shipping and Waterways, and DG Shipping were all in agreement on the broader definition, and that this represents a rare alignment that should be leveraged for a third attempt at expanding the scope. He stated that, having handled this subject extensively, his view is that scope expansion through a simple amendment to the existing executive notification is the more practical path, as opposed to designing an entirely new scheme. He noted that the change required is minimal replacing the words 'large ships' in the Harmonized Master List (HML) notification with simply 'ships' and that this is an executive notification, not a statutory provision, making it amendable without legislative action. He drew a parallel with the Tony Tax amendment for vessels registered under the Inland Vessels Act, which required only a one-line addition to the relevant section and was successfully achieved. He suggested that the same targeted approach be applied here.

20.4. Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board, stated that he had approached the Ministry PSW on at least five six occasions on this subject and was repeatedly told that the contours of the fund were being prepared for a Cabinet note and that consultation with stakeholders would follow thereafter. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association** confirmed that a presentation was made at a workshop at the NIIF office where the general concept of the fund including equity investment for ship acquisition was outlined, but with insufficient detail for the industry to provide substantive feedback. He noted that Shipping Corporation of India (SCI) appears to have been designated as the primary beneficiary of the MDF, though SCI itself has recently approached NSB indicating uncertainty about its own role in the fund. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board** expressed support for Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association's suggestion regarding infrastructure financing institutions and stated that he would arrange for a formal meeting at the NSB level with the relevant IFC institutions, following which he would engage the Secretary of the Department of Financial Services (DFS) to explore how banks can be made a party to long-term maritime financing. He also noted the potential of green shipping funds and multilateral development bank financing including ADB and other similar institutions to bring down the weighted average cost of funding for ship acquisition, particularly for

green vessels. He noted that African Development Bank's model, where equity from highly rated international investors brings down the cost of borrowing for lower-rated sovereigns, could serve as an illustrative precedent for India.

20.5. Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board, also raised the specific issue of ships those below 24 meters or within the lower GT categories and the need to ensure that any scheme or policy revision also addresses this segment, noting that IWAI as a permanent invitee to the Board is the most directly affected stakeholder and should be actively engaged in developing the economics for this sub-sector. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association** agreed on the need for a separate scheme for smaller and IWT vessels but noted that INSA's membership does not include IWT operators, and that meaningful scheme design for this segment requires direct input from IWT vessel operators regarding their specific financing gaps and costs. He stated that he intends to visit Noida once the Income Tax Act amendments for Tonnage Tax come through, and proposed that a joint visit with INSA representatives to IWAI could be useful for gathering this input. He cautioned, however, that IWAI's key decision-making posts have been vacant for over a year, which poses a practical challenge to productive engagement.

20.6. The Board resolved to reiterate its recommendation that the definition of 'large ship' under the Harmonized Master List be amended from the current threshold to cover all ships of 500 GRT or 24 meters in length. Members noted that this was the original proposal by the Ministry, INSA, and DGS. Shri Arun Sharma added that this approach was consistent with international precedent, where classification societies had developed on the back of shipbuilding, and supported a function-based, ecosystem-oriented definition of infrastructure status. **The board agreed to initiate the following steps:**

(i) A formal meeting at the NSB level between infrastructure financing institutions (IREDA, PFC, NABFID, Canara Bank, and others) and the ship owners should be arranged on priority, with the objective of facilitating commercially viable long-term financing for vessel acquisition without requiring substantive Ministry intervention in each individual case.

(ii) The NSB should separately engage with the Secretary, Department of Financial Services (DFS), to explore how scheduled banks can be brought into the long-term maritime financing ecosystem.

(iii) **Shri Anil Laxman Devli, CEO INSA** should prepare and submit a formal note reiterating its recommendation on the "Large Ship" definition, with the scientific rationale linking the minimum GT threshold to internationally accepted class approval standards, for submission to the Ministry of Finance; and

(iv) **Shri Anil Laxman Devli, CEO INSA** in coordination with IWAI, shall explore and compile the economics and financing requirements of smaller and IWT vessel operators, to form the basis of a separate targeted scheme for this under-served segment of the fleet

Action: Shri Anil Laxman Devli CEO INSA

21. SOP on Crew Sign-On & Sign-Off for inland coastal vessels:

21.1. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association presented (**Annexure XVII**) a detailed policy framework and Standard Operating Procedure (SOP) for shore leave, crew sign-on, and crew sign-off, covering both coastal and inland vessels. He stated that the proposed SOP is designed to be uniform and applicable across all major ports, and shall be managed by the respective port authority under a centralized SOP issued by the Director General of Maritime Administration. Each port will not prepare its own SOP but will follow the SOP issued by the Directorate thereby ensuring uniformity and eliminating the current practice of ports applying inconsistent and excessive requirements. He outlined the key procedural elements of the proposed framework. He stated that physical presence at an immigration office is not required under this SOP. Shore passes shall remain valid for the entire duration of the vessel's stay in port. The procedure commences with the vessel submitting the IMO crew list upon arrival at the Indian port; this crew list is to be kept updated and provided to the security gate of the port. A crew member wishing to go ashore would approach the security gate, present his identity document along with a shore pass issued by the Master in a standard format already prepared by INSA and MUI, and the security personnel at the gate would verify the identity against the crew list and the pass, make a logged entry, and allow exit. The same verification process applies upon return. He emphasized that this process creates a single-point verification system, supports a digital or paper-based validation process, significantly reduces Immigration interface, and maintains a full security audit trail for all crew exits and re-entries. He also presented the SOP for sign-on and sign-off. He stated that the company, Master, agent, RPSL, or whichever entity is responsible for sign-on and sign-off, shall provide the crew list. He stressed the importance of each port appointing a dedicated nodal officer to oversee these processes, and that the nodal officer must be available round the clock including on weekends and public holidays as vessel arrivals and crew changes are not confined to working hours. Under the proposed SOP, the Master issues a sign-on or sign-off letter against the crew member's identity document, which is verified at the security gate. The port authority communicates with the security gate in charge, crew movement is recorded, and baggage screening is conducted at sign-on and sign-off to ensure that no prohibited, restricted, or ship-owned items are removed or brought on board. He noted that under this framework, no intermediary involvement is required, making the process transparent and efficient. He also informed the Board that a standard format for the shore pass has already been finalized and submitted to the Directorate General of Shipping, so that uniform pass formats are used across all vessels and ports, leaving no room for variation or

manipulation. He drew the Board's attention to the shore leave requirements imposed by Syama Prasad Mookerjee Port (SMP), Kolkata, as a striking example of the excessive and unreasonable demands currently being placed on vessels. He stated that SMP's requirements for the grant of shore leave include police verification, a liability declaration, an agent-nominated form, and a series of other conditions that are disproportionate to the purpose of shore leave. Furthermore, SMP has proposed that shore leave be restricted to a duration of 24 hours, sign-off to 12 hours, and sign-on to 12 hours, and that an RFID system be used for crew tracking. He noted that while the RFID proposal is technologically sound in principle, the overall approach at SMP reflects an absence of maritime domain knowledge at the port authority level, given that several of their officials including at the Deputy Harbor Master level do not come from a seafaring background and have devised requirements without an appreciation of what shore leave actually entails. **Capt. Nitin Mukesh, Secretary, National Shipping Board**, clarified that the specific requirements described by Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai are those of SMP alone and not a general practice across all ports. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** stated that INSA and MUI have formally communicated to the authorities that SMP's requirements are not acceptable. He called upon DG Shipping to issue a definitive decision and directive on the SOP so that all ports, including SMP, are brought into compliance. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association**, agreed that DG Shipping issuing a clear SOP directive is the only viable way forward. He noted that once DG Shipping issues such a directive, the majority of ports will fall in line, and any ports continuing to create difficulties can be identified and reported back to the Board for further action.

21.2. The board agreed to advise DG shipping to explore the following:

- (i) DG Shipping can issue a comprehensive and uniform SOP for shore leave, crew sign-on, and crew sign-off, applicable to all ports in India both major and private thereby eliminating the current practice of individual ports devising their own divergent requirements
- (ii) The standard shore pass format, already prepared and submitted to the Directorate by INSA and MUI, can be formally adopted and notified for use across all vessels and ports
- (iii) Each major port can designate a nodal officer for crew movement matters, who shall be available on a 24-hour, 7-day basis
- (iv) The requirements currently imposed by SMP, Kolkata, should be reviewed by DG Shipping and, if found disproportionate, the port can be advised to align with the national SOP and
- (v) Following issuance of the SOP, compliance levels across ports can be monitored and any non-compliant ports can be reported back to the Board.

22. Pending issue of withdrawal of IGST on Indian Vessels:

22.1. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, briefed the Board on the current status of the industry's engagement with the GST Council on matters affecting the shipping sector. He informed the Board that meetings have been scheduled with the Member (Direct Taxes) in CBDT and the Member (GST) in CBIC and that all the pending issues will be formally put forward at these meetings. He expressed confidence that the engagement will yield results. He further stated that the GST Council has also indicated a possibility of taking up the sector's concerns at the Council level. In this regard, the GST Council has specifically requested data pertaining to Maintenance, Repair and Overhaul (MRO) operations. He informed the Board that the relevant data has been compiled as of that date and will be sent to the Ministry, which will then need to be followed up with to ensure that the Ministry transmits the data to the GST Council in a timely manner. He also raised the matter of the inclusion of diesel in the GST framework an issue that has been pending for the shipping sector, particularly in the context of coastal shipping and its financial viability. He noted that this issue, along with the concerns of the Coastal Containers Transporters Association (CCTA) on the finance side, are all part of a consolidated list of issues on which the industry is aligned. He confirmed that all members are on the same page and that the full list of issues has already been compiled and documented, pending the formal meeting with the GST authorities. The Board noted that no formal notice has yet been prepared on this matter, and that the immediate action required is to send the MRO data to the Ministry and to follow up to ensure it is transmitted to the CBIC ahead of the upcoming meeting.

22.2. The Board unanimously agreed for following Steps:

- (i) The compiled MRO data shall be submitted to the Ministry of Ports, Shipping and Waterways, and the Ministry shall be followed up with to ensure that the data is duly forwarded to the CBIC;
- (ii) All outstanding GST-related issues including the inclusion of diesel under the GST framework and the concerns of the CCTA shall be collectively presented at the forthcoming meeting with the Member (GST) and
- (iii) All members of the NSB sub-committee on Finance and industry representatives shall attend the said meeting when it is convened, so that the full range of issues can be addressed comprehensively and a coordinated position is presented.

Action: All the members of NSB Sub-Committee on Finance

23. Conducting of COC examination at MMD, Goa:

23.1. Capt. S. I. Abul Kalam Azad, Nautical Adviser-cum-Additional Director General (Nautical) (i/c), Directorate General of Shipping, Mumbai, informed the

Board that the matter regarding the conduct of Certificate of Competency (COC) examinations at Goa is already included in the Directorate's agenda and that the process for establishing an examination centre has been initiated. He stated that a significant number of candidates from Goa face difficulties in travelling to Mumbai for examinations, which necessitated the decision to operationalize a local examination facility. He further explained that the Directorate has identified a hall in Goa for conducting the examinations; however, the facility was temporarily repurposed for SID (Seafarers Identity Document) data capturing activities due to increased footfall of seafarers. He informed that steps are now being taken to vacate and refurbish the hall to make it suitable for examination purposes. He added that the Directorate aims to restart the examination centre by June, with July as the outer timeline, subject to completion of refurbishment work. He also mentioned that the examinations were conducted earlier at the location but had been discontinued, and the present effort is to revive and expand the facility. He highlighted that a representation has been received from the Goa Maritime Officers Association recently requesting the establishment of the examination centre. However, he clarified that the Directorate had already initiated planning for this initiative from October of the previous year, independent of the representation. He further informed that the Directorate is moving towards digitization of examination processes and intends to expand to multiple centres across locations. He noted that the proposed Goa centre would have an approximate capacity of 40 candidates. Additionally, efforts are underway to relocate SID-related activities within the office premises to free up space for the examination hall. He assured the Board that the examination centre is expected to become operational within the next three months and confirmed that progress updates will be presented in the subsequent Board meeting. **The Board noted the update and appreciated the steps taken by the Directorate General of Shipping towards decentralizing examination facilities and improving accessibility for seafarers.**

24. Tonnage Tax:

24.1. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai informed the Board that IWAI has been designated as the Competent Authority for inland vessels under the Tonnage Tax scheme, which is already in effect. However, the regulatory framework for its implementation has not yet been framed, and no meetings have been convened for this purpose. He urged that this process be completed before 30th June 2026, and requested Shri Lakshmikant Rajak CE IWAI that a Gazette Notification be verified to confirm IWAI's status as the Competent Authority for inland waterways.

Action: Shi Lakshmikant Rajak CE IWAI

25. Proposal for Conversion of Sachana Ship Recycling Yards into Shipbuilding Facilities:

25.1. A stakeholder representative (joining online) briefed the Board on a proposal

concerning the Sachana ship recycling yards in Gujarat. He informed the members that due to the requirements of the Hong Kong Convention (HKC) and related ship recycling norms, recycling activity at Sachana had become increasingly difficult to sustain. While recycling has been permitted again over the past year following earlier jurisdictional issues, the yards are finding it challenging to comply with international norms. He proposed converting the sixteen yards at Sachana, each measuring approximately 4,000 square meters with 50 meters of sea frontage, into small coastal vessel building facilities. The area, located near Jamnagar, has calm waters and a maximum draft of approximately four meters, making it suitable for the construction of smaller vessels. He stated that sufficient backup land is also available beyond the leased yard area. The primary requirement is a policy support from the Gujarat Maritime Board (GMB) to re-designate the yards from ship recycling to shipbuilding. Environmental clearance for the area has already been obtained.

25.2. The Board noted that small vessel builders in the Jamnagar coastal belt are already constructing vessels but lacked defined and structured facilities. A formalized area with infrastructure investment would enable them to build world-class vessels. It is also noted that a Dubai-based company has already approached the Government with a request to build small vessels at this location. The board also raised a note of caution, pointing out that the maximum draft of four meters at high tide, and on a tidal port, effectively limits construction to flat-bottom barges and similar shallow-drafted vessels. The Board highlighted the need to assess actual demand before investing public funds through greenfield or brownfield subsidies as similar barge-building is being carried out in Goa. The board to further examine the issue once a formal proposal with all details is received.

The session was concluded at this stage.

Date: 16/04/2026 Session II: 02.30 PM to 06.30 PM

26. Indian Register of Shipping – Overview of IRS Activities:

26.1. Shri Santosh Patil VP IRS made a presentation (**Annexure XVIII**) on behalf of IRS and he elaborated on the range of services offered by IRS under its marine vertical, including classification of new and existing ships, construction supervision and plan approval, rule development, equipment and product certification, and maritime skills development through its 'Art Class Academy.' He further outlined IRS's non-marine activities, including industrial inspection, management system certification (covering various ISO standards), and test laboratories based in Bengaluru and Jaipur. He also highlighted the Centre of Excellence in Maritime and Shipbuilding (CEMS) in Vizag, which conducts training in areas such as robotics, mechatronics, digital twin, and IoT technologies in partnership with shipyards like GRSE and Hindustan Shipyard Limited (HSL).

26.2. With regard to fleet profile, **Shri Santosh Patil** informed the Board that IRS currently has over 20 million Gross Tonnage (GT) under its class, noting that this figure would have been 30 million GT or higher but for the withdrawal of approximately 8 to 10 million GT due to sanctions-related matters. He described IRS's global presence, with offices across Asia, the Middle East, Europe, and Africa, and noted that new offices are being planned in Rio de Janeiro and Panama. He further stated that IRS is currently authorized by 55 maritime administrations globally, which collectively represent more than 60% of the world merchant fleet.

26.3. Shri Santosh Patil highlighted IRS's active participation in international forums such as the International Maritime Organization (IMO), IACS, and the Association of Asian Classification Societies (ACS), including having chaired IACS from 2019 to 2020 and ACS in 2017 and 2024. He briefed the Board on IRS's research activities covering areas such as alternative fuels (ammonia, methanol, LPG, biofuels), autonomous vessels, battery-powered vessels, cybersecurity resilience, offshore wind turbines, and underwater radiated noise. He also mentioned that IRS recently hosted an IMO event on underwater radiated noise, which focuses on minimizing noise generated by ships to protect marine life.

26.4. Shri Santosh Patil informed the Board about IRS's significant contribution to the defence sector, detailing its work with the Indian Navy and Indian Coast Guard in the construction of vessels including diving support vessels, anti-submarine warfare corvettes, survey vessels, and fleet support ships. He also described IRS's digitalization initiatives, including a collaboration with Dassault Systems to develop a virtual twin model for ships, which facilitates lifecycle management, condition-based assessment, and data-driven decision making. On IRS's initiatives supporting government priorities, he mentioned the Green Tug Transition Program, design approval for fishing vessels, biofuel trials, and inland waterways development, including the drafting of the Inland Waterways Act through wide stakeholder consultation.

26.5.1. Shri Santosh Patil presented two key points of consideration to the Board for their support:

(a) Classing of Vessels Built in India: Shri Santosh Patil submitted that any vessel built in an Indian shipyard, whether by an Indian or a foreign owner, should mandatorily be classed by IRS — as single class in the case of Indian-owned vessels, and at least dual class in the case of foreign-owned vessels. He emphasized that classification societies historically grow on the back of shipbuilding activity, citing the examples of China, Korea, and Norway, and stated that a similar synergy between Indian shipyards and IRS would strengthen the national classification society and enhance its global credibility.

(b) Seeking Authorization from Additional Flag Administrations: Shri Santosh Patil stated that IRS is seeking government support to obtain Recognized

Organization (RO) authorization from flag states such as the United Kingdom, Singapore, South Korea, Greece, Hong Kong, and Saudi Arabia. He noted that despite IRS meeting relevant technical qualifications as an IACS member, the process has faced impediments in certain cases. With respect to the United Kingdom, Shri Santosh Patil informed the Board that the UK's Maritime and Coastguard Agency (MCA) has laid down two specific conditions for authorization: first, that the arrangement must be reciprocal, and second, that IRS must bring 1 million Gross Tonnage to the UK flag. He stated that while reciprocity is already in place (as India has authorized UK classification societies), the condition of bringing GT to a flag is not within the purview of a classification society and is therefore an unreasonable condition. He indicated that formal communication records to this effect are available. With respect to Singapore, Shri Santosh Patil informed the Board that IRS has been pursuing authorization from the Maritime Port Authority (MPA) of Singapore for over a decade. He stated that each time IRS fulfilled a stated condition, the goalposts shifted. He noted that this matter requires engagement at the Government-to-Government (G2G) level during bilateral dialogues.

26.5.2. Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB observed that bilateral dialogues typically take place at multiple levels defence, finance, commercial, and ministry levels and advised that IRS related issues should be raised during the appropriate bilateral round with specific countries. He specifically suggested that IRS provide the details of relevant bilateral dialogue schedules with South Korea, so that the matter could be taken up with the Ministry of Finance at the appropriate time. He noted that India's Minister for Ports, Shipping and Waterways is scheduled to visit Singapore, and this occasion may be an opportunity to advance the matter.

26.5.3. Shri Arun Sharma, CMD, IRS, affirmed that correspondence through the Ministry of Ports, Shipping and Waterways (MoPSW) and the Ministry of External Affairs (MEA) is already underway. He emphasized that IRS has the technical competence and global reach to serve as a credible national classification society, and that a policy-level push from the government similar to the earlier practice of mandating dual-classing with IRS for vessels availing Indian bank loans would significantly assist in expanding IRS's recognition and reach.

26.6. Shri Sameer Kumar Khare, IAS (Retd.), Chairperson NSB raised the matter of container certification, referring to an earlier visit to Bhavnagar, where concerns had been expressed regarding IRS's role in container manufacturing certification. **Shri Rahul Modi, President, Coastal Containers Transporters Association** informed the Board that container manufacturing is a significant and growing business in India, with approximately 13–14 companies currently engaged in it. He stated that despite Ministry of Ports, Shipping and Waterways (MoPSW) instructions for IRS to undertake container certification, the container manufacturers have not been entirely comfortable working with IRS and have continued to engage international classification societies such as Bureau Veritas (BV). He urged IRS to visit these companies again, particularly those in Bhavnagar, and to engage directly with Concor which is the largest buyer of

domestic containers and determines which classification society is to be engaged and with Shipping Corporation of India (SCI). **Shri P.K. Mishra, Managing Director, IRS**, clarified that IRS has already assessed 29 container yards and has worked with 8 to 10 container yards in practice. He stated that under DGS Order No. 6 of 2013, containers manufactured in India are required to be certified by IRS. However, he acknowledged that despite cost parity and IRS's willingness to adapt, manufacturers continue to opt for BV, primarily due to long-standing comfort levels developed with international agencies. He committed to engaging further with the manufacturers and conceded that an outreach visit to Bhavnagar would be undertaken. **Shri Tapan Kumar Sahu, Joint Managing Director, IRS**, provided historical context, stating that container manufacturing in India received a significant push during the COVID-19 pandemic in 2020, when several companies received orders from CONCOR. He noted that early challenges included non-availability of container-grade steel and corner castings in India, as well as quality issues with local welders. He informed that IRS has already certified approximately 10,000 containers and is moving ahead in this space. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson NSB** observed that the Coastal Container scheme being announced by the Government involves a subsidy package, which creates an opportunity for the government to attach a condition requiring IRS certification for all applicants seeking the subsidy. He endorsed **Shri Rahul Modi, President, Coastal Containers Transporters Association's** suggestion in this regard. **Shri Arun Sharma CMD IRS** concurred, recalling that historically, government policy mandated dual classing with IRS as a condition for accessing Indian bank loans for ships, and that this was instrumental in building IRS's credibility. He suggested that a similar policy mechanism be adopted for containers, making IRS certification a precondition for availing the coastal container subsidy. He also reiterated that the user in this case CONCOR largely determines the choice of certification agency, and that IRS must therefore engage more actively with CONCOR.

26.7.1. Shri Karan Joshi of IRS made a presentation (**Annexure XIX**) to the Board on the subject of Floating Nuclear Power Plants (FNPPs) and their relevance to the maritime and energy sectors. He commenced by outlining India's energy and decarbonization goals, including a target to reduce emissions intensity by 47% by 2035, achieve 60% cumulative electric power from non-fossil fuel sources, and attain Net Zero by 2070. He noted that while India has already crossed 52% non-fossil fuel power generation, scaling up further requires addressing the intermittency constraints of solar and wind energy, land acquisition challenges, transmission limitations, and energy security concerns. He stated that nuclear energy, particularly Small Modular Reactors (SMRs), offers a solution to many of these challenges. He informed the Board that India currently operates 9 gigawatts of nuclear capacity through 25 reactors, with an ambition to scale this to 100 gigawatts by 2047. He noted that the concept of FNPPs placing nuclear reactors on floating platforms addresses key land-based constraints such as exclusion zones, cooling water availability, and public acceptance, while providing the additional benefit of mobility. He informed the Board that the concept of FNPPs is not new. He cited the example of the MH-1A Sturgis,

which powered the Panama Canal from 1967 for eight years, and the more recent Russian example of the Akademik Lomonosov, which has been operational at the port of Pevek in northeastern Russia for the past five years, supplying approximately 70 megawatts of power to local communities for heating and mining. He described the characteristics of Small Modular Reactors, including their compact modular design, passive safety systems, reduced nuclear waste (reportedly fit-able in a briefcase for a 200 MW reactor over 20–30 years), and the potential for mass production leading to significantly lower costs. He noted that FNPPs eliminate the need for large land exclusion zones as the safety exclusion zone can be contained within the hull of the floating vessel under new reactor designs. He briefed the Board on the global momentum towards FNPPs, with countries such as Russia, China, South Korea, the United States, and the United Kingdom actively pursuing this technology. He noted that the Government of India has recently passed the Atomic Energy Amendment Act (referred to as the 'Shanti Act'), opening the nuclear sector to private participation. He also highlighted that ONGC has issued an Expression of Interest (EOI) for Small Modular Reactors. He also mentioned that Bill Gates (through Terra-Power), Jeff Bezos, and Mark Zuckerberg are actively investing in this technology, driven in part by the power demands of AI-driven data centers. He outlined IRS's current activities in this space, including engagement with Core Power (UK), membership of the Nuclear Energy Maritime Organization (NEMO), development of draft guidelines for FNPPs, and discussions with Rosatom of Russia the world's largest nuclear fuel supplier which operates the Akademik Lomonosov. He stated that IRS is working in collaboration with the Directorate General of Merchant Marine (DGMA) and MoPSW in its maritime regulatory role, and aims to serve as a bridge between nuclear and maritime regulators, specifically between the Atomic Energy Regulatory Board (AERB) and DGMA. He stated that IMO has established a task force on this subject, and that the SDC (Sub-Committee on Ship Design and Construction) is currently updating the existing SOLAS Chapter 8 and the Nuclear Ship Safety Code (originally developed over 50 years ago) to reflect current technology. He informed the Board that the IAEA's 'ATLAS Initiative' (Atomic Technologies Licensing for Application at Sea) is expected to be announced in July and will address key aspects of nuclear power plant transportation, liability, and safeguards.

26.7.2. Shri Shantanu Kalita, Advisor, Indian Ports Association sought clarification on two aspects: first, whether any country has already operationalized FNPPs in a commercial shipping context; and second, whether IRS and India's institutions possess the requisite technical capability to pursue this technology. He responded that Russia has been operating the Akademik Lomonosov as a floating nuclear power plant for five years, and that nuclear icebreakers (which also carry passengers in summer) have accumulated approximately 7,000 reactor years of experience globally in naval vessels. He clarified that the challenge is not the absence of capability but rather the lack of interaction between nuclear and maritime institutions in India, noting that the Department of Atomic Energy (under the PMO) has been difficult to engage with directly. He suggested that ministerial-level engagement would

greatly facilitate this interaction.

26.7.2. Shri Arun Sharma CMD IRS added that IRS has already begun training personnel through courses with Core Power (UK) and through membership of NEMO. He noted that a retired AERB consultant, Dr. Naik, is engaged as a consultant to assist IRS in building nuclear competency. He stated that the primary challenge at this stage is finding an investor, as the technology partner for reactor design and construction would follow once investment is secured. He informed the Board that IRS has already had preliminary discussions with potential investors, including a government entity that has expressed initial interest.

26.7.3. Capt. Vikas Anand, Indian Navy, sought clarification on the intended end product whether IRS's objective is to develop FNPPs as stationary power generation facilities or to pursue nuclear propulsion for commercial merchant vessels as the technical and economic considerations differ considerably between the two.

26.7.4. Shri Karan Joshi clarified that the immediate focus is on stationary FNPPs, which would serve as power generation assets to supply electricity to ports and surrounding communities. He stated that once a track record of safe and reliable FNPP operation is established, it could serve as a foundation for eventually fitting nuclear reactors on commercial vessels with initial feasibility studies focused on large container ships (20,000 TEU and above) and bulk carriers operating on long-haul routes, where speed advantages from nuclear propulsion (potentially reaching 28 knots versus the current average of 11–12 knots) could yield significant economic benefits. He noted that for smaller vessels, alternative green fuels ('e-fuels') powered by energy from FNPPs would be more practical. He elaborated on the economic potential by noting that under the IMO's Net Zero framework, CO₂ emissions are subject to a levy of \$200 per ton, and that nuclear-powered ships with zero emissions would generate surplus carbon credits that could be transferred to other vessels in a shipowner's fleet.

26.7.5. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association raised practical questions regarding the siting of FNPPs near shore versus offshore, and sought a ballpark cost estimate. Shri Karan Joshi responded that initial FNPPs would be located near the shore in remote or isolated coastal areas and the electricity would be transmitted via cable to communities. He cited cost data from Russia indicating approximately \$5 million per MW for land-based nuclear power plants and approximately \$8 million per MW for floating nuclear power plants. He acknowledged that while the capital cost is higher, the operating expenses over the life of the plant are very low, making the long-term economics favourable.

26.7.6. Shri Anil Laxman Devli, CEO, Indian National Shipowners Association, raised the challenge of planning for new technologies given uncertainty around the pace and direction of technological development. He drew an analogy with the difficulty of determining the right alternative fuel (ammonia, hydrogen, etc.) and

questioned how shipowners could confidently invest in nuclear technology when design standards and regulatory frameworks are still evolving. He acknowledged the potential of FNPPs and nuclear-powered vessels as a business proposition but urged IRS to develop a clear techno-economic business case that shipowners could evaluate. He suggested this should include a simple per-tonne cost metric.

26.7.7. Shri Arun Sharma CMD IRS acknowledged the feedback and confirmed that the development of a techno-economic case is the next step for IRS. He encouraged shipowners with interest to visit the Akademik Lomonosov in Russia to assess the operational reality of FNPPs at first hand. He emphasized that the economics over a 25-year period are compelling, given that nuclear fuel is owned by the supplier, and the balance fuel at end-of-life is bought back meaning direct operating expenditure post-commissioning is very low.

26.7.8. Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB observed that the Ministry of Defence which already manages nuclear submarines and is considering nuclear-powered aircraft carriers should be a natural initial custodian of this technology, working in conjunction with the Department of Atomic Energy. He suggested that the government may be inclined to buy or license established technology (such as Russian or Western SMR technology) rather than develop it from scratch, given the 30-year lead time for indigenization. He noted that prototypes of SMRs may be ready within seven to ten years.

26.7.9. Shri Arun Sharma CMD IRS indicated that Terra-Power and Core Power have informed IRS that commercial production of SMR prototypes could begin in approximately four years. He noted that India has an opportunity to be an early mover in this space. He also highlighted that the energy demands of ports including cargo equipment, terminal tractors, and shore power supply to visiting vessels make ports natural candidates for FNPP-supplied energy.

26.7.10. Shri Karan Joshi added that IMO is actively developing the regulatory framework for nuclear ships through the SDC subcommittee, and that IAEA's ATLAS Initiative (to be announced in July) will address international safeguards and transportation protocols for FNPPs. He stated that India is uniquely positioned as a country with both a credible maritime administration and a respected nuclear regulatory body, and should leverage this to actively shape international norms. He noted that IRS is already participating in this process through NEMO.

26.7.11. Shri Santosh Patil also noted that FNPPs could serve as power sources for floating data centers, which require both large amounts of energy and effective cooling both of which can be provided by a sea-based nuclear facility.

27. Template for Submission of NSB Subcommittee Reports:

27.1. Captain Nitin Mukesh, Secretary NSB, presented a template (**Annexure XX**)

prepared for the submission of reports by the fifteen subcommittees of the National Shipping Board. He explained that the purpose of this template was to ensure a professional and standardized format for all reports, which would ultimately be submitted to the Honorable Minister PSW. He noted that while all fifteen subcommittees were actively working, there was no common awareness of each committee's progress, and this meeting was being held specifically to assess the status of each subcommittee's work. During the discussion on the template, it was suggested that the foreword should be prepared by the Chairperson, NSB. Members also recommended that Chapter 5 relating to past policies be clearly distinguished from Chapter 6, which deals with current policies, so as to explain why earlier policies had not achieved their objectives. It was further recommended that any global conventions used to substantiate recommendations be cited in the relevant section, and that a comprehensive bibliography including links or references to source documents, articles, and databases be included to lend authenticity to the reports. **The board unanimously agreed that once the template is finalized and re-circulated, the NSB budget could be utilized for professional support in proof-reading, printing and presentation of these fifteen sub-committee reports.**

Action: Secretary NSB / All NSB Members

28. Status Update on work done by the NSB Sub-committees:

28.1. Captain Nitin Mukesh Secretary NSB informed all the NSB members that all finalized subcommittee reports are expected to be submitted to the board by 30th June 2026. He indicated that upon completion of all fifteen reports, along with the Annual Report 2025-26, the Board intends to present them collectively to the Honorable Minister, and that the NSB meeting would be scheduled around that occasion in Guwahati.

Action: Secretary NSB / All NSB Members

28.2. The following subcommittee-wise status updates were recorded:

Subcommittee 1: To prepare a roadmap for Augmentation of the Indian Shipping Tonnage to achieve MAKV-2047 Goals:

28.2.1. Shri Anil Laxman Devli, CEO, Indian National Shipowners Association (INSA), chairs this subcommittee. He informed the Board that most of the necessary data and inputs have been received and that a draft report was being prepared. He proposed that after preparing the draft, he would circulate it to **Shri Rakesh Singh**, President, Indian Coastal Conference Shipping Association, Mumbai and other subcommittee members for their review, additions, or modifications before final submission. The only missing input at this stage relates to the Inland Waterways Authority of India (IWAI), which has not been forthcoming with its data despite multiple attempts to engage them. He further stated that the subcommittee's scope was not limited to the merchant shipping fleet or RSVs, but also included inland vessels. He noted that IWAI, as the largest owner of inland vessels in India, would be a critical contributor. He addressed Shri Lakshmi Kant Rajak CE IWAI directly. He explained

that the NSB subcommittee is not only looking at the growth of the merchant shipping fleet but also at inland vessel investment. He requested IWAI to share data on specific hurdles or difficulties hampering investment in the inland vessel fleet. He stated that the Minister himself is keen that the reports being prepared by the NSB should comprehensively cover inland waterway issues. Shri Anil Laxman Devli committed to sending the prescribed format to Shri Lakshmi Kant Rajak the following day so that his consultants could fill in the data, which would then be incorporated into the subcommittee report on augmenting Indian tonnage. Shri Lakshmi Kant Rajak confirmed his willingness to provide the information and welcomed future engagement. **Shri Anil Laxman Devli, CEO, Indian National Shipowners Association (INSA)**, confirmed that the report under this subcommittee would be submitted by 30th June 2026.

Subcommittee 2: To prepare a roadmap for Promotion of Shipbuilding / Ship Repair facilities in India with focus on green & sustainable shipping to achieve MAKV 2047 Goals (incl. container manufacturing):

28.2.2. The subcommittee working on the promotion of shipbuilding, including ship repair facilities and container manufacturing, is also chaired by **Shri Anil Laxman Devli, CEO**. He noted that significant data have already been compiled and converted into a draft report, covering ship repair and shipbuilding promotion. He mentioned that the addition of container manufacturing, including the work of container manufacturing associations, is being incorporated. Though he has earlier written to all stakeholders requesting relevant information still many stakeholders especially Mr. Chowgule has not yet responded. He requested **Captain Nitin Mukesh Secretary NSB** to provide update and **Shriya S Khelurkar** to provide data on his association's members and the details of their ship repair yards.

Action: Secretary NSB / Ms. Shriya Consultant

Subcommittee 3: To prepare a roadmap for Promotion of the Ship Recycling Industries in India to achieve MAKV-2047 Goals:

28.2.3. Shri Rahul Modi, President, Coastal Containers Transporters Association, President, Coastal Containers Transporters Association, who chairs this subcommittee mentioned that the Gujarat Maritime Board (GMB) has officially nominated their representative i.e. the Port Officer, Alang to the committee He confirmed that this representative has been added to the NSB subcommittee formally. He confirmed that the subcommittee has already done substantial works with the stakeholders and the report would be submitted within the stipulated timelines.

Subcommittee 4: To prepare a roadmap for resolution of the Indian Seafarers' issues including increasing share of Indian seafarers in the global shipping market to achieve MAKV-2047 Goals (incl. examination, recruitment, training, curriculum reforms):

28.2.4. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai who chairs this subcommittee informed the Board that the members of this subcommittee were largely aligned in their views. However, he flagged one area of potential conflict - the promotion of Indian seafarers for employment on foreign-flag vessels could inadvertently divert trained manpower away from Indian-flag ships. He noted that the recommendation should cover Near Coastal Voyage (NCV) ratings, who could serve both on Indian vessels trading worldwide and on foreign-flag vessels. He suggested that at conferences, ministerial visits, and through Indian embassies abroad, India should project itself as a capable maritime nation with a surplus of trained seafarers, particularly targeting markets such as Norway and the United States. **Shri Anil Laxman Devli CEO INSA** stated that INSA had been actively involved in developing a structured career pathway for GP (General Purpose) ratings. He informed the Board that an initiative was underway to advertise a one-year shipboard training structure, whereby a candidate completing six months of training would receive a rating as an Engineering Watch Rating or Nautical Watch Rating, one year would qualify them as an Able Seafarer, and further training would make them eligible for NWKO (Navigational Watchkeeping Officer) and NCV Class 4. This is being developed in collaboration with the Institute of Marine Engineers and is expected to be finalized by end of June 2026. He further noted that NWK certificate appearances had risen from 23 candidates in the previous year to 100 candidates in the first two to three months of the current year. He raised the issue of tax disparity, stating that Indian seafarers working on foreign-flag vessels were not subject to income tax deduction, whereas those on Indian-flag vessels had tax deducted at source. This disparity is a significant driver for trained seafarers choosing foreign-flag employment. He clarified that INSA is not opposed to promoting employment abroad, but firmly advocated that the government bring both categories on par in terms of taxation, so that the policy did not incentivize seafarers to leave Indian-flag ships. He stated this recommendation should be clearly included in the subcommittee's report. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** confirmed that the subcommittee has already done substantial works with the stakeholders and the report would be submitted within the stipulated timelines.

Subcommittee 5: To prepare a roadmap for Development of inland waterways, including Improving regional connectivity to achieve MAKV-2047:

28.2.5. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai who chairs this subcommittee reported that multiple calls have been made to IWAI requesting inputs, but no response had been received. He stated that the committee needed to know what IWAI was already working on so that the report could be prepared without duplication or contradiction. **Shri Lakshmi Kant Rajak CE IWAI** stated that the required information would be provided either by himself or by **Shri Bansal**, and acknowledged the concerns raised.

Subcommittee 6: To prepare a roadmap for Promotion of Coastal Shipping & Domestic waterways (coastal & inland) including policy, infrastructure and operational measures to increase coastal cargo share to achieve MAKV-2047 Goals:

28.2.6. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai who chairs the subcommittee informed the Board that a good number of inland vessel owners are part of this subcommittee and have actively participated in its meetings, sharing their inputs. However, despite repeated attempts to engage with IWAI, there had been a complete blackout of communication. When he approached the IWAI officials and offered to join their ongoing work or share complementary data, no response has been forthcoming. He stated his intention is to personally visit IWAI and remain there for two days if necessary to extract the information required, particularly regarding the prioritization of waterway development and infrastructure status. He also noted that the subcommittee's work has been split into two parts: the first being modal shift, which required a separate detailed exercise on cargo competitiveness; and the second being the Coastal Shipping Service Industry, which has well-known issues such as the five percent GST on fuel, the need for dedicated coastal berths, and de-notification of berths. He expressed confidence that these issues could be addressed in coordination with Shri Anil Laxman Devli CEO INSA and Shri Rahul Modi, President, Coastal Containers Transporters Association. He confirmed that the subcommittee has already done substantial work with the stakeholders and the report would be submitted within the stipulated timelines.

Subcommittee 7: To prepare a roadmap for Promotion of Cruise & House Boat Tourism to achieve MAKV-2047 Goals:

28.2.7. Shri Rahul Modi, President, Coastal Containers Transporters Association who chairs this subcommittee reported on the promotion of cruise tourism and houseboat tourism. He informed the Board that he had recently met three to four houseboat owners and the President of the Houseboat Association in Cochin, who expressed readiness to join the Board's initiative. He noted that the houseboat segment is nearly finalized. With regard to cruise promotion, he stated that while one or two meetings have been held, a formal report has not yet been prepared. A final meeting is planned before the submission deadline to consolidate inputs from the tourism sector and other stakeholders. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** elaborated on the cruise segment, noting that it is distinct from houseboats and has its own capital-intensive challenges. He highlighted that the success of cruise terminal business in India is contingent on any cruise line designating it as a home port, which would result in a large volume of passengers embarking and disembarking, thus generating significant business. He mentioned that the Mumbai terminal is considered state-of-the-art and is of keen interest to cruise lines. He also discussed the possibility of Indian companies taking cruise vessels on time charter or bareboat charter, and referred to a model

being discussed wherein BBC (Bare Boat Charter) registration with Indian flag could be permitted for a three-year period, allowing operators to enter the cruise business with lower capital outlay. **The Board advised this committee Chair to examine this aspect.**

Action: Shri Rahul Modi, Chair of this subcommittee

Subcommittee 8: To prepare a roadmap for development of a robust Maritime Emergency Preparedness and Response ecosystem to achieve MAKV-2047 Goals:

28.2.8. Capt. Vikas Anand, Indian Navy, informed the Board that a preliminary report has already been prepared and circulated to all subcommittee members. He requested Shri Shantanu Kalita Advisor Indian Ports Association to send his inputs at the earliest. He also noted that inputs from the Coast Guard have been received and requested that these be formally incorporated as per the prescribed template. He confirmed that the data for this subcommittee is largely available and that the report would be structured into the required format. He expressed confidence that the report would be completed within the stipulated timeline.

Subcommittee 9: To prepare a roadmap for documenting Indian Maritime Heritage to achieve MAKV-2047 Goals:

28.2.9. Shri Shantanu Kalita Advisor IPA who chairs this subcommittee expressed confidence that the report would be completed within the stipulated timeline.

Subcommittee 10: To prepare a roadmap for Creation of an Integrated National Single Maritime Window that is Globally Compliant to achieve MAKV-2047 Goals:

28.2.10. Captain Nitin Mukesh Secretary NSB informed the board that the Maritime Single Window (MSW) has been launched and that a roadmap has been prepared. However, it is reported that immigration and customs had not been integrated into the platform, despite IPA engaging with them. **Shri Anil Laxman Devli CEO INSA** expressed concern that customs and immigration, which were the two most critical agencies for this initiative, were simply ignoring the efforts being made. **Shri Shantanu Kalita, Advisor, Indian Ports Association**, indicated that customs had agreed in principle to integrate with the single window system. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** informed the Board that the Ministry has set up a committee on customs issues, identifying them as low-hanging fruit. He stated that the Coastal Promotion initiative has engaged Boston Consulting Group as a consultant, and that BCG had reached out to industry stakeholders to identify key customs issues. The Board has previously submitted its issues to the Ministry's committee, and follow-up is ongoing. **Captain Nitin Mukesh Secretary NSB** confirmed that a high-level committee has been constituted to address these issues and that a decision would be made at that level. It is also noted that immigration has agreed to weekly review meetings for testing and launching the single

window. The matter of customs and immigration integration remained a priority, and the Board resolved to prepare a separate tabular representation of customs issues, including the migration to the maritime single window, and route it to the Chairman, CBIC through appropriate channels. The board advised the Secretary NSB to prepare a detailed note for CBIC and to start preparing report for this subcommittee for submission to the Honorable Minister PSM.

Action: Secretary NSB

Subcommittees 11: To prepare a roadmap for development of Skilling ecosystem for future ready shipping sector (ship building, ship repairs, and ship recycling) to achieve MAKV-2047 Goals:

28.2.11. Shri Arun Sharma, CMD, Indian Register of Shipping, updated the Board that the work on this subcommittee is progressing well. One physical meeting and one virtual meeting has been held, with other Subcommittee members in attendance. He expressed confidence that the next meeting, expected in early May, would bring the subcommittee to the stage of drafting its final report. He confirmed there were no pending issues for this Subcommittee.

Subcommittee 12: To prepare a roadmap for development of Regional Maritime Hub and Maritime Linkages with the Neighborhood to achieve MAKV-2047 Goals:

28.2.12. Shri Shantanu Kalita Advisor IPA who chairs this subcommittee expressed confidence that the report would be completed within the stipulated timeline.

Subcommittee 13: To prepare a roadmap for Emerging Technologies like Autonomous vehicles/advance navigation and Engine Systems/Alternate Fuels and propulsion technologies (including Nuclear)/Green Technologies / Climate Adaption & Mitigation Strategies to achieve MAKV-2047 Goals:

28.2.13. Shri Arun Sharma, CMD, Indian Register of Shipping, updated the Board that the work on this subcommittee is progressing well, which covers autonomous vessels, alternate fuels, and advanced navigation systems, Shri Santosh Patil, VP, IRS informed the Board that the first meeting has been held. Given the expansive scope covering four distinct subjects, namely autonomous systems, alternate fuels, advanced navigation, and engine systems, the subcommittee has initiated a data collection exercise and shared a basic roadmap with members, which has been agreed upon. **Shri Arun Sharma CMD IRS** stated that time till 30th June 2026 would be sufficient to complete the report. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** added that during the subcommittee discussions, it has emerged that potential users of autonomous technology in India are more likely to be the Indian Navy and Indian Coast Guard in the near term rather than commercial shipping. He suggested that these organizations should be invited to

join the subcommittee to which the board agreed. **The Board confirmed that the target of 30th June 2026 for submission of all reports, including Subcommittee 13, would be maintained.**

Action: Shri Arun Sharma CMD IRS & Chair this Subcommittee

Subcommittee 14: To prepare a roadmap for reducing the logistic cost in the Maritime Sector including promotion and examination of modal shift from road and rail to coastal shipping, inland waterways, other waterborne transport to achieve MAKV-2047 Goals in line with National Logistics Policy:

28.2.14. Shri Rahul Modi, President, Coastal Containers Transporters Association informed the Board that work on the roadmap for reducing logistics costs is progressing well. A WhatsApp group comprising the Department for Promotion of Industry and Internal Trade (DPIIT) representative and a DPIIT consultant, Shri Raj Manon, has been formed, and discussions are primarily focused on the multimodal transport document. He noted that the Multimodal Transport Operator (MTO) has submitted some inputs, though certain DGS-related issues are beyond the subcommittee's remit. He confirmed that Sagar Mala is supportive of the initiative and that a meeting with the DPIIT Secretary is being planned to present the multimodal document. The report is expected to be submitted within stipulated timelines.

Subcommittee 15: To prepare a roadmap for rationalizing the tax structure in the Maritime sector to achieve MAKV-2047 Goals:

28.2.15. Shri Anil Devli CEO INSA who chairs this subcommittee expressed confidence that the report would be completed within the stipulated timeline.

The session was concluded at this stage.

Date:17/04/2026 Session I: 09:30: AM to 11:30 AM

29. NSB Website Demonstration:

29.1. Capt. Nitin Mukesh, Secretary, National Shipping Board, informed the Board that M/s. SBC Facilities has been engaged for the development of the official website of the National Shipping Board and requested the agency to make a detailed briefing to the board on the progress achieved.

29.2. Ms. Manveer Kaur, representing M/s. SBC Facilities, briefed the Board on the proposed structure and content framework of the NSB website. She stated that the website would be designed to allow updates on a twenty-four-hour basis. She explained that the homepage would include a welcome message, followed by a photograph Hon'ble Prime Minister Shri Narendra Modiji and messages from the Hon'ble Minister Port Shipping & waterways & Hon'ble Minister of State. Port Shipping & waterways along with introductory information about the Board. She

further explained that the “About Us” section would detail the NSB logo, its symbolism, and the vision / mission / Core Values / Strategic Objectives of the Board. She stated that a dedicated “Members” section would contain details of all Board members, including their designations and brief introductions. She informed that the website would include a section on Acts and Rules, wherein relevant statutory documents would be uploaded. She added that a “Publications” section would provide access to reports, speeches, minutes of meetings, and newsletters, which could be uploaded and managed by the NSB through the backend on a regular basis. She further stated that the website would also include a standards section highlighting the latest applicable standards. An RTI section would be incorporated containing details of rules, the Central Public Information Officer, quarterly returns, annual reports, and disclosures under Section 4 of the RTI Act. She explained that the “Contact” section would provide contact details, including email IDs, of current office holders and members. She also informed the Board that an administrative dashboard would be provided to enable authorized personnel to manage documents, while a separate dashboard would allow staff members to collaborate, discuss draft minutes of meetings, and share suggestions with the Chairperson. She presented a demonstration of the website design through a temporary link created exclusively for the Board Members. She informed that the link would remain active until the evening of 19 April 2026 to enable Members to review the website and suggest modifications. She clarified that the temporary link would be disabled thereafter, citing confidentiality considerations.

29.3. Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB, observed that the temporary website link could be shared through an official WhatsApp group or other appropriate channels to facilitate feedback from Members. He stated that Members may suggest changes relating to content, images, and layout, and may recommend additions or deletions to ensure the website appropriately reflects the functioning and stature of the National Shipping Board. **Shri Rakesh Singh President ICCSA** sought clarification on the user experience of the NSB website from the perspective of a first-time visitor. He emphasized that the initial pages are critical in determining whether a user continues browsing the website. He requested that the homepage be shown again and sought clarity on what a visitor would see immediately upon clicking on the NSB website. **Ms. Manveer Kaur, representing M/s. SBC Enterprises** clarified that the earlier presentation was shown in PDF format for briefing purposes and proceeded to demonstrate the live website interface. She stated that the page being displayed would be the first webpage to load once the official domain becomes active. **Shri Rakesh Singh President ICCSA** further enquired whether the images displayed on the homepage would remain static or could be changed periodically. He reiterated the importance of freshness and visual appeal on the landing page. **Ms. Manveer Kaur, representing M/s. SBC Enterprises** responded that the images currently displayed were for demonstration purposes only and could be updated at any time. She stated that multiple images could be added and modified as required through

the backend system.

29.4. The representative from M/s. SBC Facilities explained the website structure beginning from the top navigation bar to provide a clear understanding of its functionality. He stated that the website would include secure login options, including a dedicated admin login for authorized personnel responsible for uploading content such as minutes of meetings and newsletters, and separate login access for Members to view and manage their profiles. He further informed the Board that the website would have bilingual language functionality and that the homepage would include sliding banner images to highlight key information and messages. **Shri Rakesh Singh President ICCSA** emphasized that the primary purpose of the NSB website is public outreach and stated that the website must be assessed from the perspective of a first-time public user. He stated that the public perception formed upon landing on the website is critical and sought clarity on how effectively the landing page communicates the stature, credibility, and importance of the National Shipping Board. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB**, observed that while images displayed on the homepage could be changed dynamically, the key consideration should be whether the website is user-friendly and whether information is easily accessible to users. He emphasized that the user perspective is essential and stated that the core focus should be on ensuring clarity, accessibility, and relevance of information presented on the website. **Shri Rakesh Singh President ICCSA** further elaborated that the visual optics of the landing page are of paramount importance. He expressed the view that the presence and placement of messages and images, particularly those of the Hon'ble Prime Minister and Hon'ble Ministers, should be structured in a manner that conveys institutional weight and authority. He suggested that the message and image of the Hon'ble Prime Minister be presented prominently, preferably on a dedicated section or page, rather than being visually merged with other content. He suggested that when a member of the public accesses the NSB website, the initial impression should clearly establish the importance of the institution, potentially through a structured hierarchy featuring the Hon'ble Prime Minister, the Hon'ble Cabinet Minister, and the Hon'ble Minister of State. He stated that such a presentation would immediately communicate the significance of the Board and encourage continued engagement with the website. **The representative of M/s. SBC Facilities** clarified that the images currently displayed were temporary placeholders used for demonstration purposes only and stated that these could be revised in accordance with the Board's guidance. It was confirmed that the overall template allows flexibility in modifying images, content hierarchy, and layout. **Shri Anil Devli, CEO, INSA**, concurred with the suggestion regarding the landing page design. He stated that the landing page should prominently feature the Hon'ble Prime Minister, followed by the Hon'ble Cabinet Minister and Hon'ble Minister of State, in line with established governmental hierarchy. He suggested that the Chairperson's message and profile could be presented subsequently on the same scrolling page

or in a separate dedicated section. He emphasized that the landing page must communicate institutional authority at the outset, as there is no distinct “second page” for a first impression in website navigation.

29.5. The representative of M/s. SBC Facilities further explained the sectional layout of the homepage. He stated that the display of content may vary depending on screen size and device resolution, with the initial view typically showing a scrolling banner of images. He informed the Board that the homepage would include sections on latest news updated every twenty-four hour, a welcome message introducing the NSB, an “About NSB” section explaining its role and composition, and visual elements related to the maritime sector, all of which are replaceable. He explained that separate sections would be devoted to the Hon’ble Prime Minister’s message, Hon’ble Ministers’ profiles (including downloadable PDF profiles), and the Chairperson’s message with expandable content. He further stated that the homepage would include “What’s New” updates, newsletters, tenders, pop-up alerts for important information, and scrollable important links. All documents such as newsletters and tenders would open in downloadable PDF format. **Shri Rahul Modi, President, Coastal Containers Transporters Association** enquired whether links to Public Sector Undertakings (PSUs), in addition to ports, could also be integrated into the NSB website. The representative of M/s. SBC Facilities confirmed that this has been incorporated.

29.6. The representatives of M/s. SBC Facilities briefed the Board on the proposed Media Gallery section, stating that the latest photographs would be displayed prominently and archived in a dedicated gallery accessible through a separate link. They further informed that the website would also integrate YouTube videos, podcasts, video descriptions, newsletters, and news articles, with updates proposed to be refreshed at twenty-four-hour intervals. **Shri Anil Devli, CEO, INSA**, sought clarification on the responsibility for sourcing and uploading news content on the website, including videos and podcasts, and asked whether such content would be curated by the service provider or supplied by the Board. In response, **the representative of M/s. SBC Facilities** explained that the “Latest News” section was designed as an automated feed, drawing content from Google News crawlers based on predefined keywords such as “shipping,” “ports,” “cargo logistics,” “NSB,” and references to the Hon’ble Ministers. They stated that only keyword-filtered content would be displayed, thereby reducing the likelihood of unrelated or inappropriate material being shown. **Shri Rakesh Singh President ICCSA** expressed concern regarding automated news feeds, observing that even keyword-based feeds could surface contentious or negative content. He emphasized that the National Shipping Board is not a full-fledged ministry with a dedicated media monitoring cell and that continuous screening of externally sourced news would not be feasible at the Board’s level. He cautioned that any content published on the NSB website, irrespective of the source, would ultimately be the responsibility of the Board. He further highlighted that certain broadly used

keywords, particularly relating to seafarers and labor matters, could attract highly critical or inappropriate content, including commentary adverse to the Government of India and maritime authorities. The Board noted that such risks necessitate careful control over content displayed on the official NSB website. **Ms. Manveer Kaur, representing M/s. SBC Facilities**, acknowledged the concerns raised and stated that the automated feed could be disabled if required. She suggested alternative approaches, including manual uploading of curated news items on a weekly basis, sourcing content only from selected and verified channels, or limiting uploads to internally approved newsletters and official communications. She assured the Board that backend controls could be configured to allow full discretion over what content is published. **Shri Rahul Modi, President, Coastal Containers Transporters Association** suggested that technical provisions exist to classify and filter news content based on sentiment (positive, neutral, or negative) and that such filtering mechanisms could potentially be explored to mitigate reputational risks. **Captain Vikas Anand from Indian Navy** suggested that instead of a continuously updated “Latest News” section, the website could feature an “Important News” or “Important Updates” section. He observed that this would allow the Board to control both the frequency and relevance of content updates, avoiding the implicit obligation of daily updates where no significant developments exist. **Shri Rakesh Singh President ICCSA** concurred with the suggestion, stating that visitors to the NSB website are unlikely to rely on it for daily news consumption, as alternative platforms already serve that purpose. He recommended that the website restrict itself to publishing important and officially relevant updates, preferably sourced from authoritative agencies such as PTI or through content explicitly approved by Board Members. He emphasized that such an approach would ensure accountability and preserve institutional credibility.

29.7. Ms. Manveer Kaur, representing M/s. SBC Enterprises, informed the Board that the backend system would provide flexibility to manage Minutes of Meeting, including options to disable, archive, or replace older minutes whenever new Minutes of Meeting are uploaded. She stated that this would allow the Board to control the visibility and versioning of official documents. She further briefed the Board on the integration of social media updates into the website. She stated that official posts from social media platforms such as Facebook, Twitter (X), Instagram, and LinkedIn could be directly displayed or uploaded on the website through backend controls. She explained that the website would include a section for important links, and that all external links would open in a new tab to ensure seamless navigation. She clarified that these link structures and hosting configurations were part of the final production environment and not related to the temporary demonstration link. She further informed the Board that the website would be dynamic in nature and responsive to different IP addresses and system configurations, ensuring compatibility across devices and user environments. She added that a dedicated policy page would be incorporated as part of the final website development.

29.8. Shri Anil Devli, CEO, INSA, offered an independent suggestion regarding user engagement and analytics. He observed that several research-oriented websites require users to provide basic information such as name and email address before downloading documents. He suggested that a similar feature could be considered for the NSB website to understand the profile of users accessing and downloading official publications. He stated that such information could help the Board assess whether its content is being accessed primarily by researchers, professionals such as naval architects, or other stakeholder groups. He clarified that while transparency should be maintained and official documents such as Minutes of Meeting should remain publicly accessible, having optional user information capture could offer valuable insights into stakeholder engagement and website reach. The suggestion was noted by the Board for further consideration.

29.9. Ms. Manveer Kaur, representing M/s. SBC Enterprises, briefed the Board on the proposed “About Us” page of the NSB website. She stated that the page would contain explanatory content in both Hindi and English describing the NSB logo and its visual elements. She explained that the symbolism of the blue circular design, the Sanskrit inscription, the Ashoka Chakra, the triangular colour elements, the tricolor theme, and the use of ocean-wave motifs would be elaborated to convey the institutional ethos and maritime character of the National Shipping Board. She further informed that the descriptive content on this page would be fully editable from the backend and could be modified or refined at any time as required by the Board. During the discussion, Board Members observed that introductory information about the National Shipping Board already appears on the homepage and suggested that content duplication between the homepage and the “About Us” page should be avoided. It was agreed that while the homepage may carry a brief introduction, the “About Us” page should contain a more detailed explanatory narrative, including institutional background and symbolic interpretation. It was also suggested that the Sanskrit inscription used in the logo should be clearly presented with its correct Sanskrit form and an authentic translation, preferably vetted by an appropriate authority. The suggestion was noted and agreed upon. The Board Members further suggested that references to Hon’ble Ministers be removed from the “Who is Who” section, to align the content more appropriately with the organizational identity of the National Shipping Board. **Ms. Manveer Kaur, representing M/s. SBC Enterprises** confirmed that all such changes could be carried out by authorized Members through the backend system. She then informed the Board that a dedicated “Organization” page was proposed, which would include the organizational structure of the NSB.

29.10. Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB, stated that the proposed organizational flow chart of the NSB should be examined and finalized in consultation with Capt. Nitin Mukesh Secretary NSB. **Shri Anil Devli, CEO, INSA,** suggested that the members’ flow chart and listing should be

interactive, with individual member biographies opening upon clicking the respective names or profiles. It was further suggested that in the “Members of the National Shipping Board” section, Shri Sameer Kumar Khare, Chairperson, NSB, should be displayed at the top, followed sequentially by the other Members, in order to reflect the institutional hierarchy accurately.

29.11. Shri Rakesh Singh President ICCSA suggested that the “Acts and Rules” section of the NSB website should include key legislations relevant to the maritime sector. He specifically recommended that the National Shipping Board Rules, the Inland Vessels Act, the Admiralty Act, the Coastal Shipping Act, and other relevant maritime legislations be made available on the website for reference of stakeholders and the public. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB**, stated that copies of the relevant Acts and Rules would be provided to M/s. SBC Enterprises to enable accurate and complete uploading of the documents on the NSB website. **Shri Rakesh Singh President ICCSA** suggested that a dedicated section on Office Memoranda (OMs) and Circulars be included on the NSB website. He proposed that a committee consisting of fourteen Members be associated with this process and that Members should provide relevant documents for uploading to ensure completeness and accuracy. He further suggested that policies and schemes of the Government of India relevant to the maritime sector should be included on the website. He stated that the latest policy documents, including those related to schemes such as SBFA and other applicable initiatives, should be provided by the Members for incorporation on the website.

29.12. With regard to publications, **Ms. Manveer Kaur, representing M/s. SBC Enterprises**, representing M/s. SBC Enterprises, informed the Board that relevant publications had already been updated based on content available on the Directorate General of Shipping website. On the subject of tenders, Ms. Manveer Kaur stated that the website would include information on the latest tenders. Shri Rakesh Singh supported the inclusion of a dedicated tender’s section on the NSB website to ensure transparency and ease of access to relevant procurement information.

29.13. Ms. Manveer Kaur, representing M/s. SBC Enterprises, apprised the Board that the RTI section of the NSB website would contain relevant Acts and Rules, which would be provided by the Board for accurate uploading. She informed that the section would also include details of the Central Public Information Officer (CPIO) and the Appellate Authority. She further stated that the RTI section would provide access to the quarterly reports, Annual Reports, a direct link to the RTI online portal, and disclosures required under Section 4(1) of the Right to Information Act. The Board Members emphasized the importance of proactive transparency and stated that relevant suo motu information should also be provided for publication on the website in accordance with RTI requirements. It

was noted that such disclosures would enhance public access to information and strengthen institutional accountability.

29.14. Ms. Manveer Kaur, representing M/s. SBC Enterprises, informed the Board that the “Contact Us” page of the NSB website would include the official contact details of the Chairperson, the Secretary, and all Members of the National Shipping Board. She further stated that the official office address of the National Shipping Board would be prominently displayed on the page. She also informed that a query or contact form would be provided on the website to enable members of the public and stakeholders to submit queries or communications directly through the website. The Board noted the information and confirmed that the proposed structure of the “Contact Us” page would enhance accessibility and stakeholder engagement.

29.15. Ms. Manveer Kaur, representing M/s. SBC Enterprises, informed the Board that photographs for the Gallery section of the NSB website would be uploaded by the website developer to ensure uniform formatting and visual consistency. She stated that the Gallery would be structured into three primary categories, namely photographs related to Ministry-level meetings, meetings of the National Shipping Board, and visits undertaken by the Chairperson. She clarified that the final categorization and presentation would be subject to approval by the Board. The Board noted that a decision regarding the structure, content, and approval mechanism for the Gallery would be taken separately. With regard to NSB meeting photographs, **Shri Rahul Modi, President, Coastal Containers Transporters Association** suggested that a separate tab on stakeholders be introduced on the website. He proposed that the tab should include a list of stakeholders with whom the Board Members have consulted during various meetings, with the objective of enhancing visibility, transparency, and stakeholder recognition. It was clarified that the proposed stakeholder tab would be informational in nature, listing relevant stakeholders, and that the matter would be discussed further by Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB, with the website development team before finalization. With regard to the section on visits undertaken by the Chairperson, it was observed that Members would be required to upload photographs related to activities undertaken during such visits. The intent was to ensure that significant engagements, outreach activities, and official interactions of the Chairperson are appropriately documented and reflected on the NSB website.

29.16. On the subject of the website’s color scheme and overall design, Shri Jitendra Jadhav emphasized that the development of the NSB website should strictly adhere to Government of India guidelines for official websites. He stated that the prescribed design standards and colour schemes should be followed and informed that the necessary guidance and inputs would be obtained from the National Informatics Centre (NIC). It was noted that the website development team

would align the visual design, color palette, and layout with the NIC-prescribed norms to ensure compliance with government standards and uniformity with other official government websites. With regard to the mobile version of the NSB website, it was noted that necessary changes and refinements would be carried out on a continuous basis in accordance with suggestions and feedback received from Members. Emphasis was placed on ensuring that the website remains responsive, user-friendly, and functional across mobile devices. It was further discussed that YouTube videos should be uploaded in a manner that allows them to be embedded or linked on the website, redirecting users to the original YouTube platform. This approach was noted to be efficient, as it would conserve website storage space while still enabling access to video content relevant to the activities and work of the National Shipping Board. The Board noted the approach and agreed that mobile optimization and efficient integration of multimedia content would be integral to the ongoing development and maintenance of the NSB website.

29.17. A demonstration of the admin panel of the NSB website was provided to the Members by the website development team. The demonstration showcased the functionalities available to authorized users for managing website content. It was explained that through the admin panel, Members would be able to add, edit, and delete newsletters. Similar functionalities would be available for managing Minutes of Meetings and information related to Members of the National Shipping Board. It was further informed that access to the admin panel would be provided to Members for a period of seven days, during which they could familiarise themselves with the system, review its features, and provide feedback or suggestions for refinement.

30. Stakeholders' consultations:

30.1. Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board, welcomed the representatives of the stakeholder associations on behalf of the Board. He informed the participants that the National Shipping Board is a statutory body mandated to advise the Central Government on matters related to shipping. He explained that the Board's advisory role encompasses policy formulation, policy implementation support, and periodic review and updating of shipping-related policies. He stated that the Board functions primarily through subject-specific committees, each chaired by a Member of the NSB, with representation from relevant segments of the maritime and logistics sectors. He informed that the Board currently has fifteen such committees dealing with areas including shipbuilding, ship repair, ship recycling, taxation related to shipping, seafarers' welfare, maritime heritage, and allied subjects. He further stated that the Board regularly engages with industry stakeholders by conducting interactions at various locations to gather first-hand inputs. He emphasized that the purpose of such engagements is to understand the challenges faced by different segments of the industry and to ensure that stakeholder concerns are

appropriately reflected in the policy advice submitted to the Government of India. He observed that participants present in the interaction largely represented multimodal logistics, freight forwarding, maritime training institutes, and public sector enterprises, including representation from ONGC. He indicated that the discussion would begin with inputs from ONGC, followed by deliberations with representatives from multimodal logistics and freight forwarding sectors, and thereafter maritime training service providers. He requested the concerned Members of the Board to carefully note the issues raised by the stakeholders and examine how their concerns could be accommodated within the Board's policy recommendations. He stated that the Board has been engaging with shipyards, ports, and shipowners to understand sectoral constraints and added that inputs from ONGC would be valuable in identifying policy refinements necessary to strengthen the Indian shipping sector. He concluded by reiterating that the Board would endeavor to consolidate stakeholder inputs and provide informed, evidence-based policy advice in the larger interest of the maritime sector. He invited the CMD, ONGC, to share ONGC's perspective on shipping-related activities, including plans for acquisition of vessels, operational experiences, and any policy-level challenges requiring intervention or reconsideration at the Government level.

30.2. Shri A. K. Singh, the Chairman and CEO of ONGC (online) thanked the National Shipping Board for the opportunity to participate in the interaction. He stated that ONGC has significantly scaled up its shipping-related aspirations in view of its increasing dependence on imports and the expanding scale of its operations. He provided an overview of ONGC's operations, noting that the organization produces approximately 50 million tons, processes approximately 50 million tonnes, and handles an equivalent volume through downstream activities, amounting to roughly one million barrels per day. He stated that ONGC's shipping requirements encompass crude oil imports and movements, LNG transportation, ethane supply for petrochemical facilities, and offshore logistics requirements, including platform support vessels and offshore support vessels. He informed that ONGC currently operates around 70–80 OSVs and, as a strategic decision, has resolved to progressively own approximately 25 percent of its OSV fleet. He stated that tenders for the initial acquisition of vessels are already underway, beginning with four vessels, and that ONGC intends to ultimately acquire around 28 vessels over a period of two to three years. He noted that the initial tenders have attracted participation primarily from Indian shipbuilders, as the vessels are of relatively smaller size. He further informed that ONGC has formed a joint venture with the Shipping Corporation of India and other oil and gas companies for ship acquisition and manufacturing in India. He stated that under the first phase of this initiative, tenders have been floated for MR tankers, and that the total plan envisages acquisition of around 59 vessels, of which approximately 28 to 31 vessels would be built in India. He emphasized that ONGC's strategic intent is to promote shipbuilding and manufacturing within the country, with only a limited number of vessels potentially being sourced from abroad for specific or trial-based requirements. He further stated that ONGC is among the world's largest

charterers of vessels for oil and gas transportation, operating through term and time charter arrangements. He reiterated ONGC's commitment to supporting national shipping capacity and stated that the organization would continue to contribute, within its capacity, to strengthening Indian shipping and shipbuilding.

ONGC:

30.3. Following this, **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB**, thanked the ONGC Chairman for his detailed presentation and invited Members to seek clarifications or offer observations. **Shri Anil Devli, CEO, INSA**, stated that Indian shipping companies are active providers of OSVs and PSVs to ONGC and expressed appreciation for ONGC's continued engagement with Indian tonnage. He welcomed ONGC's decision to return to ownership of shipping assets and to undertake construction of MR tankers and offshore vessels under the Indian flag. He suggested that while the participation of the Shipping Corporation of India as a joint venture partner is welcome, ONGC may consider evolving a mechanism that allows other Indian shipping companies to participate competitively in future tenders, potentially through joint venture or consortium models. He suggested that such an approach could further accelerate indigenization of shipping assets, with SCI potentially acting as a nodal agency, while allowing broader participation by Indian shipowners. He also raised a query regarding ONGC's long-term vision on LPG storage and LPG-related shipping infrastructure, noting the recent operational experiences of Indian vessels in the Persian Gulf region. He clarified that the query was exploratory in nature and sought ONGC's perspective on whether LPG storage and transportation form part of its strategic mandate. Further, he informed that he chairs an NSB committee on growth of shipbuilding and augmentation of Indian tonnage. He requested ONGC to consider nominating an official associated with ONGC's shipbuilding or ship acquisition programme to the said committee. He stated that ONGC's participation would broaden the committee's perspective and strengthen the quality and balance of policy recommendations submitted by the Board. Responding to the issues raised, the **Chairman and CEO, ONGC**, first addressed the query relating to storage of crude oil, LPG, and LNG. He stated that while storage creation falls within the domain of the Government, petroleum PSUs collectively recognize the need to significantly enhance national storage capacity for all three commodities. He observed that India's LPG storage capacity, in particular, has been relatively limited and has faced constraints in periods of global disruption. He noted that while strategic reserve figures cannot be disclosed, measures are underway at the national level to strengthen crude and gas storage infrastructure. With regard to LNG storage, he stated that regulatory norms are evolving and that developments in this area are progressing under the relevant regulatory framework. Addressing the query on ship-owning joint ventures, he stated that the initiative for PSU ship ownership is being led by the Ministry of Shipping. He explained that ONGC's participation in such initiatives is primarily as a cargo owner, offering assured cargo support, while relying on the expertise and institutional framework provided by the

Shipping Ministry and shipping sector institutions. He candidly noted that shipping is not the core business of oil companies, though ONGC has acquired operational exposure over time. He observed that globally, major international oil companies derive substantial earnings from integrated trading and shipping operations and stated that shipping represents a natural extension of the oil and gas value chain. He further explained that ONGC opted to participate in the ship-owning model as it aligns with both national interest and commercial viability. He suggested that broader participation mechanisms for joint ventures should be discussed at the Ministry of Shipping level, and that the National Shipping Board may raise the matter during its interaction with the Ministry. On shipbuilding, he stated that this sector is also being advanced under the leadership of the Ministry of Shipping. He explained that while ONGC initially commenced planning independently, it later aligned its efforts with other entities sharing a similar vision. He emphasized that ONGC's approach prioritizes construction of vessels in India. He noted that with respect to LPG carriers, a significant proportion of vessels calling at Indian ports are already Indian-flagged, though ownership structures may vary. He stated that ONGC's planned acquisition list of vessels includes gas carriers as well. He explained that ONGC has consciously adopted a phased learning-curve approach, beginning with MR tankers, which are less complex to build, and gradually progressing towards more technically sophisticated vessels such as very large gas carriers and VLCCs. He noted that ONGC has recently placed orders for large ethane carriers with Japanese and Korean manufacturers due to the highly specialized nature of such vessels. He clarified that sourcing certain specialized vessels from abroad is unavoidable at present, but reiterated ONGC's long-term intent to build national capability in advanced shipbuilding within a 10–15-year timeframe. He observed that global shipbuilding dynamics are shifting due to demographic and manpower challenges faced by traditional shipbuilding nations such as Japan and Korea, and stated that India is well-placed to emerge as a major shipbuilding hub, given its long coastline, scale of demand, and skilled workforce. He characterized shipbuilding and shipping as both a sound business opportunity and a nation-building imperative. He concluded by stating that he had endeavored to address all queries raised. **Shri Anil Devli CEO INSA** thanked the ONGC Chairman for the detailed responses and reiterated the request for nomination of an ONGC official associated with shipbuilding or ship acquisition to the NSB committee on shipbuilding and Indian tonnage augmentation. He stated that a formal request would be sent to ONGC for consideration. **Shri Arun Sharma CMD IRS** stated that discussions were already underway between ONGC and his organization regarding classification of new platform support vessels and gas carriers, and expressed optimism that cooperation would progress positively. He expressed interest in classing ethane carriers and suggested dual classing as a means of gaining experience from ONGC's newbuilding programme. He also raised concerns regarding double classing of offshore rigs and suggested that single-class certification under the Indian Register could be more efficient from a technical and commercial standpoint. He further stated that discussions had been initiated with ONGC officers in this regard. He also referred to earlier discussions on the concept of a nuclear floating power plant

and stated that, should the proposal be revived, his organization would be keen to engage with ONGC, given its interaction with global technology partners in this field. Responding briefly, **the Chairman and CEO, ONGC**, requested that the classification-related suggestions be formally communicated through email and assured that the matter would be examined. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board**, stated that ONGC is poised to become a major stakeholder in the Indian shipping ecosystem and affirmed that the Board would be keen to work closely with ONGC. He reiterated that a formal request would be sent seeking nomination of an ONGC representative to the relevant NSB subcommittee. He stated that while inputs from the Shipping Corporation of India have been valuable, ONGC's direct participation would enrich the Board's deliberations. He assured ONGC that the Board would be pleased to support any policy-level interventions or refinements required to advance ONGC's shipping initiatives and strengthen the Indian shipping sector.

FFFAI:

30.4. The representative of the Federation of Freight Forwarders' Associations of India (FFFAI) apprised the Board of key operational and regulatory challenges faced by freight forwarders, particularly in relation to the functioning of **empty container yards (ECYs)**. It was stated that although some of these issues were discussed earlier in one-to-one interactions, the representative wished to place them formally before all Members of the Board for collective consideration and follow-up.

30.5. The primary issue highlighted related to the **lack of standardization and transparency in charges levied by empty container yards**. It was stated that ECYs function in a largely disorganized manner, with no uniformity in pricing. Charges were reported to vary widely, ranging from approximately ₹2,000 per container to ₹7,000–8,000 per container, often without any transparent or rational basis. It was further stated that even within the same yard, different rates were allegedly being charged to different shipping lines. He further observed that despite high charges, the physical conditions and operational efficiency of many ECYs were inadequate. Issues such as **poor yard infrastructure, improper stacking of containers, congested premises, and inadequate paved surfaces** were highlighted. It was stated that these conditions lead to significant delays for transporters and truck drivers in both loading and unloading containers, thereby **increasing dwell time and logistics costs**. He stated that the association had earlier raised these concerns before the Hon'ble Minister for Commerce and Industry during a Board of Trade meeting. He explained that in the export cycle, freight forwarders and exporters contract directly with shipping lines for containers. As the shipping line collects various charges at the time of release of the Bill of Lading, therefore logically exporters and their agents should not be required to independently deal with empty container yards. It was emphasized that since the contract of carriage exists between the exporter and the shipping line, the

responsibility to provide a container in good and serviceable condition rests with the shipping line. Any arrangement between the shipping line and an ECY was described as an internal matter, and it was suggested that billing for ECY services should be handled directly by the shipping line rather than passed on separately to exporters, freight forwarders, or transporters. He further noted that several meetings on the issue had been held, including discussions in Delhi and at JNPA, where officials from the Department for Promotion of Industry and Internal Trade (DPIIT) were also present. However, it was stated that despite these deliberations, the issue has not reached a conclusive resolution. It was pointed out that earlier concerns regarding **non-GST invoicing by ECYs** was addressed after the matter was escalated, following which ECYs began issuing GST-compliant invoices and formed an association. However, it was observed that while formal compliance had improved, the absolute level of charges had increased significantly, with some charges reportedly rising from around ₹3,400 to ₹8,000–10,000 per container. The core issue of **tariff transparency and uniformity**, therefore, remained unresolved. It was observed that although ECYs are now largely GST-compliant, freight forwarders and transporters continue to face **arbitrary pricing and procedural uncertainty**. It was reiterated that freight forwarders and transporters are not parties to the contract of carriage, and therefore should not be held responsible for negotiating or bearing ECY charges. It was stated that such practices increase the cost of exports and adversely affect the competitiveness of Indian exporters. The representative suggested that **regulatory intervention** may be required to bring **transparency, standardization, and accountability in the functioning and pricing practices of empty container yards**. During the discussion, **Shri Anil Devli CEO INSA** elaborated on the commercial and contractual implications faced by freight forwarders and exporters in relation to empty container yard (ECY) charges. He stated that while freight forwarders may, in practice, pay charges on behalf of exporters or shipping lines as part of facilitating trade, the underlying contract of carriage is **legally between the exporter and the shipping line**. He observed that shipping lines routinely **levy and collect charges such as Terminal Handling Charges (THC), Bill of Lading fees, and other service charges, and questioned why ECY charges could not similarly be incorporated into the shipping line's invoice and recovered directly by them**. He emphasized that the responsibility to provide a container for export lies with the shipping line, and therefore the obligation to pay for container storage and related services should also rest with the shipping line, rather than being passed on directly to exporters, freight forwarders, or transporters. **The representative of the FFFAI** explained that in practical terms, shipping lines generally direct exporters or their agents to make payments directly to the empty container yards, thereby distancing themselves from collection of such charges. It was stated that freight forwarders and transporters often comply due to **their weaker bargaining position** vis-à-vis shipping lines, which are perceived as dictating commercial terms in the Indian market. He described the prevailing operational cycle, wherein exporters are required to collect containers from empty container yards prior to stuffing and export. Although the shipping line issues the booking and is contractually bound to provide a container in usable condition,

payment for container yard services is insisted upon by the yard operators directly from exporters, transporters, or freight forwarders. It was further highlighted that empty container yard operators have formed associations and have clearly expressed their **unwillingness to collect charges from shipping lines**. Instead, they insist on collecting charges directly from the cargo-handling participants, resulting in a situation where both shipping lines and ECY operators deflect responsibility, leaving exporters and freight forwarders to bear the burden. It was observed that this circular shifting of responsibility leads to **lack of accountability, absence of tariff transparency, and significant escalation in logistics costs**. It was reiterated that freight forwarders and transporters are not parties to the contract of carriage and therefore should not be compelled to negotiate or bear ECY charges independently. **Shri Anil Devli CEO INSA** raised the question of **what legal or regulatory mechanisms** could be invoked to require shipping lines to internalize and invoice ECY charges as part of the contract of carriage. It was noted that this would require examination of existing legal provisions governing shipping contracts, intermediary services, and the regulatory powers available to the Government or its advisory bodies. **Shri Rahul Modi, President, Coastal Containers Transporters Association** observed that from a contractual standpoint, if a service is outsourced by the shipping line to a third party, the principal service provider remains responsible to the customer. He noted that compelling a shipping line to collect and recover such charges would require clarity on contractual enforceability and regulatory authority. **Shri Rakesh Singh President ICCSA** sought further clarification to better understand the concern raised by Shri Anil Devli CEO INSA and the FFFAI representative. He observed that if the responsibility to provide a container rest with the shipping line, it would logically follow that the payment for services associated with that container, including storage at empty container yards, should also be the responsibility of the liner. He noted that in practice, such payments are currently being made by or on behalf of importers or exporters through freight forwarders or transporters, and queried how these costs are ultimately recovered or passed on within the trade. **The FFFAI representative** clarified that in the export cycle, shipping lines instruct exporters or their agents to make payments directly to empty container yards, even though the exporter or freight forwarder acts merely as an intermediary arm of the exporter. It was reiterated that freight forwarders are not principal contracting parties but are compelled to comply due to operational exigencies and the dominant bargaining position of shipping lines. **Shri Anil Devli CEO INSA** explained that there is a **distinction in practice between import and export cycles**. In the import cycle, since the Bill of Lading has already been issued, shipping lines generally collect applicable charges, including those related to container handling, at the time of issuance of delivery orders. In contrast, in the export cycle, as the Bill of Lading has not yet been issued at the stage of container pickup, shipping lines avoid collecting ECY charges upfront and instead direct exporters or their agents to pay the empty container yard directly. **The absence of uniformity not only in pricing but also in process** was discussed. It was observed that different shipping lines follow different practices for recovery of ECY charges, leading to confusion and inconsistency. Some shipping lines collect such charges themselves, while others

categorically refuse to do so and divert payment responsibility to ECYs, who then levy charges directly on exporters or their agents. **The FFAI representative** clarified that their primary concern was not limited to **differential pricing** alone but extended to the **lack of a standardized process**. He stated that while differential commercial pricing may exist in various business contexts, the present ECY regime lacks any predictable or transparent framework regarding who is responsible for billing, when charges are levied, and on what basis. It was further noted that some shipping lines collect empty container **offloading charges** from importers in advance **during the import cycle**, while others require payment to be made directly to the ECY at the time of offloading. In the export cycle, however, several shipping lines uniformly insist that exporters or their agents make direct payments to ECYs, thereby avoiding any billing responsibility. It was observed that this divergence in practices leads to frequent disputes, delays, and cost escalation. It was reiterated that freight forwarders and exporters often have limited negotiating power and are compelled to comply with instructions, even if such practices appear inconsistent with contractual principles. **Shri Anil Devli CEO INSA** clarified that his intervention was specifically with reference to the import cycle, as distinct from the export cycle discussed earlier. He stated that in the import cycle, once de-stuffing is completed, the importer or his agent is required to return the empty container to an empty container yard nominated by the shipping line in the delivery order. He explained that at the time of returning the container, the empty container yard often raises a demand for payment. **The FFAI representative** clarified that the issue under discussion was not related to **detention or demurrage charges** arising from exceeding free days, but specifically related to charges levied for offloading and accepting empty containers at the designated empty container yards. It was emphasized that these charges are being levied even when containers are returned within stipulated free time. It was explained that there **is no uniform practice among shipping lines** in this regard. Some shipping lines collect empty container **unloading charges upfront at the time of issuing the delivery order**, thereby resolving the matter at that stage. In such cases, transporters are able to return empty containers without any additional payment demand at the yard. However, it was noted that several other shipping lines do not collect such charges at the delivery-order stage. Instead, they direct the importer or transporter to return the container to a nominated empty container yard, where **payment is demanded directly by the yard operator**. Members observed that this creates uncertainty and inconvenience, as the demand for payment arises only at the point of physical handover of the empty container. **Shri Anil Devli CEO INSA** observed that where shipping lines collect unloading charges at the delivery-order stage, the process is relatively smooth and transparent. He stated that the difficulty arises because different shipping lines follow different practices. While leading lines collect such charges in advance, others shift the responsibility to the empty container yards, resulting in inconsistent processes and lack of predictability for importers, freight forwarders, and transporters. **The FFAI representative** confirmed that this divergence in practices is the core concern. He stated that the absence of a standardized procedure leads to disputes at yards, delays in container return, and escalation of costs. It was reiterated that where charges are collected

upfront by the shipping line, the importer or transporter is able to complete container return without operational friction. He further explained the prevailing practice followed by several shipping lines in the import cycle. It was stated that in many cases, shipping lines do not collect empty container unloading charges at the stage of issuance of the delivery order. Instead, the responsibility for collection is shifted to the empty container yards, which collect the charges directly from transporters or importers at the time of physical offloading of the empty container. It was pointed out that this practice creates multiple operational difficulties. Firstly, payment is demanded at the yard at the time of offloading, which often delays the unloading process and increases vehicle turnaround time. Secondly, in several instances, payment receipts are not issued immediately upon collection of charges, leading to follow-up issues for accounting and audit purposes. It was also stated that there have been occasions where documentation provided at the yard has been inadequate or delayed. **Shri Anil Devli CEO INSA** observed that leading shipping lines, including those represented in the Container Shipping Lines Association (CSLA), follow a practice of collecting such charges upfront in the import cycle, which reduces ambiguity and operational friction. However, several other shipping lines depart from this approach, resulting in lack of consistency across the industry. **The FFAI Representative** stated that despite repeated representations, there has been no collective adoption of a uniform practice by shipping lines. It was observed that while CSLA leadership follows a streamlined process for imports, similar practices are not consistently followed by all member lines. This divergence leads to confusion on the ground, as transporters and freight forwarders do not have clarity in advance on whether charges will be collected at the delivery-order stage or at the empty yard. He further intervened to clarify and segregate the issues related specifically to empty container yards / MTRs (Material Transfer Requisitions), with a view to bringing clarity to the discussion. He stated that the discussion should be restricted solely to MTR-related charges and not conflated with detention, demurrage, or storage beyond free time. He clarified that the charge in question pertains solely to offloading of empty containers, i.e., the act of removing an empty container from the truck and placing it on the yard using handling equipment. The stakeholder representative reiterated that the concerns raised earlier were confined specifically to **offloading and handling practices at empty container yards (MTRs)** and not to legitimate storage or detention charges. He stated that while the industry broadly understands that offloading costs are limited and relatively modest, the charges levied at MTRs have escalated disproportionately to levels of ₹5,000–₹6,000 per container, without any transparency regarding the basis or sanctity of such amounts. He further highlighted serious concerns regarding **arbitrary damage assessments** at empty container yards. He stated that although containers are subject to surveys at load ports and again upon arrival, containers are frequently declared damaged at MTRs, often without objective or verifiable assessment. He stated that containers are sometimes held at yards with demands for payment of damage charges—determined unilaterally by the yard operator prior to permitting offloading. It was emphasized that there is **no defined procedure for lodging protest or dispute** against such damage claims. He stated that in the absence of a

grievance or protest mechanism, importers and freight forwarders are compelled to make payments under duress, as refusal to pay results in continued detention of containers and accumulation of detention charges. It was observed that the threat of mounting detention charges leaves no practical scope for contesting such claims, even when disputed. He alleged that such payments ultimately result in outflow of Indian funds to foreign shipping lines, without clarity on taxation, accounting, or accountability. He stated that in several instances, damage charges are recovered without any repair actually being carried out on the container, thereby raising serious concerns regarding integrity of the process. He observed that this offloading cost is a known and finite operational cost. He emphasized that the **MTRs involved are contracted and nominated by the shipping lines**, and that the nature, terms, and rates of these contracts are known only to the shipping lines. The trade, including freight forwarders and exporters/importers, has **no visibility or access to these contracts**. Consequently, when charges of ₹5,000–₹6,000 or more are collected from the trade, there is no transparency or sanctity as to what portion of the amount is attributable to the legitimate offloading cost and what portion, if any, is contractual or otherwise. He stated that since the MTRs function as nominated service providers of the shipping lines, the responsibility for collection of all such charges should rest with the shipping line at the time of issuance of the delivery order. Once these charges are collected upfront, importers or exporters should be permitted to return containers to the nominated yard within the stipulated free time without being subjected to any further payment demands at the yard. He further highlighted three distinct but connected concerns:

- **Process ownership:** Collection of charges at the yard disrupts the logistics process, delays unloading, and introduces uncertainty at a critical operational stage.
- **Taxation and compliance:** When charges are collected directly by shipping lines, they fall clearly within the tax purview and responsibility of the shipping line. When collected by MTRs at the gate, compliance, documentation, and auditability become unclear.
- **Accountability and grievance redressal:** If charges are collected by shipping lines, any grievance regarding overcharging or unjustified levies can be taken up directly with the shipping line. However, if charges are collected by MTRs, the shipping line remains outside the chain of accountability, leaving the trade without effective recourse.

He further explained that under the current practice, if a complaint is to be raised, it can only be raised against the MTR collecting the charge, even though the MTR is merely a nominated agent of the shipping line. This, undermines both accountability and transparency. He further observed that the trade is not questioning the right of MTRs to recover legitimate costs from shipping lines for use of land, infrastructure, or services. Any such commercial arrangement between shipping lines and MTRs is an

internal matter between them. However, pushing the charge downstream to importers / exporters with no contractual visibility was described as the core difficulty. It was also highlighted that similar practices attempted at certain ports, such as Chennai, were challenged by trade bodies through representations to port and customs authorities, leading to reconsideration of such arrangements. He emphasized that inconsistency across ports further aggravates the problem. By way of analogy, he stated that the contractual relationship between the trade and the shipping line begins at the time of booking or acceptance of cargo, and not merely upon issuance of the Bill of Lading. He likened the situation to a professional service arrangement where any preparatory or prerequisite costs should be consolidated by the principal service provider and not fragmented across multiple third parties. **Shri Anil Devli CEO INSA** sought to crystallize the discussion by articulating the underlying reasons why certain shipping lines do not collect empty container offloading charges themselves and instead require payment to be made directly at the empty container yards. He observed that the broad understanding among stakeholders appeared to be that such practices may be driven by a desire to **avoid direct tax liability, accounting implications, and potential grievances arising from higher charges**. He sought confirmation from the stakeholders as to whether this understanding was broadly shared. **The FFFAI representative** responded that while he could not conclusively comment on the internal commercial arrangements between shipping lines and empty container yards, he agreed that the absence of transparency regarding such arrangements lies at the heart of the problem. He reiterated that the trade is not concerned with the commercial contracts between shipping lines and their nominated yards, but with the impact of current practices on exporters, importers, and their agents. **Shri Anil Devli CEO INSA** proposed a structured course of action, beginning with the import cycle. He suggested that if stakeholders could provide their concerns and suggested solutions in writing, the National Shipping Board could formally take up the matter with the Container Shipping Lines Association (CSLA). He observed that leading shipping lines already follow the practice of collecting such charges upfront at the time of issuance of the delivery order and suggested that the same process could be recommended for adoption by all shipping lines. He noted that such a representation would require CSLA to formally clarify the reasons for any divergence in practices. **The FFFAI representative** agreed with this approach and confirmed that the same process is followed by certain shipping lines at other ports, including Chennai, and that uniform adoption at ports such as JNPT and Mumbai would address a significant portion of the problem. **It was agreed that stakeholders would provide a written submission outlining the issue and their recommendation for standardized practice in the import cycle**. The discussion then moved to the export cycle. **The FFFAI Representative** explained that the contractual relationship between the exporter and the shipping line begins at the time of booking confirmation, when freight rates and commercial terms are finalized. Once the booking is accepted, exporters are directed to collect containers from shipping lines nominated empty container yards. After stuffing and completion of customs procedures, the container is loaded on the vessel and charges are collected by the shipping line at the time of issuance of the Bill of

Lading. It was suggested that empty container offloading and related charges should also be collected at this stage by the shipping line as part of the consolidated invoice, rather than being levied separately at the yard. He emphasized that this would not alter commercial pricing freedom, but would improve transparency, predictability, and process efficiency. **Shri Anil Devli CEO INSA** enquired whether this practice is currently followed by any shipping line in the export cycle. **The FFFAI Representative** stated that the practice is not being followed uniformly and that most shipping lines require exporters or their agents to pay empty container yard charges directly, citing internal arrangements with the yard operators. It was suggested by some stakeholders that the lack of direct billing by shipping lines may be linked to avoidance of accountability, including customer complaints and taxation exposure. He further explained that freight forwarders often undertake consolidated contracts covering transportation, documentation, and ocean freight. Under such arrangements, delays and uncertainty at empty container yards—such as waiting times of several hours lead to additional transporter detention charges and operational inefficiencies, increasing overall logistics costs. It was noted that while differential commercial pricing is an accepted reality in business, the absence of process uniformity, billing transparency, and clarity of responsibility is the principal concern. It was reiterated that stakeholders are not disputing the legitimacy of charges, but the manner and point at which such charges are imposed. **Shri Anil Devli CEO INSA** reiterated that the core concern raised by the stakeholders was not related to the quantum of charges per se, but to the point of collection and process clarity. He summarized the stakeholder position by stating that instead of charges being demanded by empty container yards at the time of container offloading, all applicable charges should be consolidated and collected by shipping lines at a single point, namely at the time of issuance of the Bill of Lading in the export cycle or the Delivery Order in the import cycle. **The FFFAI Representative** confirmed that this summary accurately reflected their position. He explained that the issue had earlier gone largely unnoticed when charges were nominal. However, over time, the charges increased substantially—from a few hundred rupees to several thousand rupees per container—making the lack of process clarity and transparency more pronounced. It was noted that while certain regions such as Chennai had successfully resisted such practices at an early stage, ports such as JNPT and Mumbai had witnessed a gradual entrenchment of the system. **Shri Anil Devli CEO INSA** proposed a structured way forward. He suggested that the stakeholders submit their concerns and recommendations to the National Shipping Board in writing, specifically articulating the preferred process based on existing best practices. He stated that the Board could then take up the matter with the Container Shipping Lines Association (CSLA), highlighting that leading global shipping lines already follow this model at certain ports and that broader adoption would enhance ease of doing business. **It was suggested that two distinct issues be addressed separately:**

(i) the **need for universal adoption of a standardized process** for collection of empty container offloading charges, and

(ii) **regional deviations**, particularly at ports such as JNPT and Mumbai, where practices differ from those prevailing at other Indian ports.

The Board observed that the discussion highlighted two actionable tracks:

(i) **seeking written submissions from stakeholders to clearly articulate the issue and preferred process, and**

(ii) **engaging with shipping line associations to understand existing practices and explore standardization across ports, particularly for the import cycle as an immediate step.**

The **Chairperson NSB Shri Sameer Kumar Khare IAS (Retd.)** observed that once a formal position is articulated by the shipping lines, the Board would be better placed to examine whether policy-level guidance or advisories could be considered in the interest of transparency, efficiency, and export competitiveness. **The FFFAI representative** agreed to submit two separate notes covering the import cycle and export cycle respectively. They also expressed willingness to participate in consultative meetings, if convened, to clarify operational aspects and assist in resolution. It was observed that while the Ministry may have limited jurisdiction over commercial arrangements outside port premises, the issue could be appropriately pursued through engagement with shipping line associations. It was noted that the objective was not to regulate pricing, but to ensure process uniformity, billing transparency, and accountability, thereby reducing operational friction and cost uncertainty for exporters and freight forwarders.

Action: FFFAI / Secretary NSB

30.6. Additional concern was also noted regarding the “**use of third-party digital platforms for payment of charges**”. **The FFFAI Representative** expressed that while the FFFAI has no objection to online payment mechanisms, **the burden of subscription fees or platform charges imposed by third-party service providers should not be transferred to the trade.** It was emphasized that when such platforms are mandated due to arrangements between shipping lines and their vendors, the responsibility for subscription and associated costs should rest with the principal service provider, i.e., the shipping line. He noted that agents often interact with shipping lines out of compulsion rather than choice, particularly in the import cycle, and therefore lack negotiating leverage. He stated that fragmentation of service delivery and billing across multiple third parties’ complicate compliance, increases costs, and undermines accountability. **Shri Rakesh Singh President ICCSA** sought clarification on the operational and cost implications arising from the use of third-party digital platforms such as ODEX for issuance of delivery orders and related shipping documentation. He observed that freight forwarders and customs brokers are often compelled to subscribe to such platforms because shipping lines mandate use of the

platform as a precondition for obtaining delivery orders. He noted that while the subscription is taken annually by the service provider for multiple importers, the cost ultimately cannot be transparently or equitably passed on to individual importers. **The FFAI Representative** clarified that the trade does not voluntarily opt for such platforms but is compelled to do so due to shipping line requirements. He stated that in the earlier manual system, charges were paid directly to the shipping line and delivery orders were issued without intermediaries. The transition to automation, while welcome in principle, has introduced an additional intermediary layer that imposes subscription fees and procedural complexity without offering commensurate value to the user. It was pointed out that the shipping lines are already technologically advanced and capable of providing end-to-end digital services directly through their own systems, as is the case with several leading lines. He questioned the need for routing transactions through an external platform when direct digital interaction with shipping lines is feasible and already operational in many cases. He further highlighted that the use of third-party platforms adds to delays in the process, as delivery orders are released only after payment is made to the platform, confirmation is routed back to the shipping line's accounts department, and approval is thereafter conveyed to the delivery order section. This multi-step process was contrasted with direct payment to shipping lines, which enables faster turnaround and reduced operational friction. Concerns were also raised regarding the principle of cost allocation. He argued that automation typically reduces manpower and improves efficiency for service providers, and questioned why the cost of such efficiency gains is being transferred to service recipients through additional fees. It was emphasized that where shipping lines outsource a part of their operations to third-party vendors, the responsibility for bearing the cost of such outsourcing should remain with the shipping line, rather than being passed on to importers, freight forwarders, or customs brokers. **Shri Rakesh Singh President ICCSA** observed that from the perspective of the National Shipping Board, the key issue for examination is whether such practices constitute unfair or non-transparent business practices that impose avoidable costs on trade participants. He noted that while outsourcing and automation are legitimate business decisions, they should not result in inconvenience, lack of transparency, or disproportionate cost burdens on service recipients. **The FFAI Representative** observed that the container shipping sector is characterized by a limited number of dominant players, resulting in an oligopolistic market structure. He stated that several of the practices discussed contribute directly to an increase in transaction costs for importers and exporters. It was pointed out that the major container shipping lines operating in India are foreign entities, and that the additional costs imposed through various mechanisms ultimately increase the cost of imports and exports, thereby affecting trade competitiveness. He emphasized that the trade is not opposed to shipping lines deciding how to conduct their business or which applications or platforms they choose to deploy. The concern, he clarified, relates specifically to the burden of business costs being shifted onto customers. He reiterated that while shipping lines may legitimately incur costs in running their operations, such costs should be reflected transparently in their own pricing rather than being imposed indirectly through third-party charges. He

observed that if shipping lines choose to subscribe to third-party applications or software platforms for facilitating their business processes, the responsibility for such subscriptions should rest with the shipping lines themselves. He stated that shipping lines already levy Delivery Order (DO) charges and could include any technology or platform-related costs within those charges. He emphasized that customers should receive consolidated billing from the shipping line and should not be required to deal with or obtain receipts from third-party service providers. He further observed that a transaction-based charge models are more equitable and transparent than one-time or annual subscription charges imposed on intermediaries. Such subscription charges, he noted, are difficult for freight forwarders or customs brokers to apportion across individual transactions or customers. He cited the analogy of public services being outsourced by the Government of India, where the end user pays a clearly defined transaction fee and receives a receipt directly from the primary service provider. It was noted that integrated billing by shipping lines would enhance transparency, improve accountability, and simplify grievance redressal. It was observed that where costs are embedded within the shipping line's invoice, customers have clarity on what they are paying for and whom they should approach in case of disputes. He further noted that Non-Vessel Operating Common Carriers (NVOCCs) and Multimodal Transport Operators (MTOs) may require separate examination, as their operating models and platform dependencies differ from those of major container shipping lines. He suggested that these aspects could be taken up in separate consultations to ensure that policy recommendations are appropriately nuanced. **Shri Anil Devli CEO INSA** observed that if the issues discussed could be raised through formal representations from FFFAI and then focused meetings with shipping line associations and relevant stakeholders could be convened to examine the matter in greater detail. **The FFFAI representatives** indicated their willingness to participate in such consultations.

Action: FFFAI / Secretary NSB

30.7. The FFFAI Representative drew the attention of the Board to the challenges arising from the ongoing global disruption in container shipping, particularly affecting **international transshipment containers stranded at Indian ports**. He stated that while the issue is not entirely new, it has intensified due to recent global developments, resulting in a large number of international transshipment containers remaining at Indian ports for prolonged periods. He observed that the prolonged detention of such containers has led to severe congestion at ports and container terminals, adversely affecting port operations. He cautioned that in many cases, the cost of ground rent, detention, and related charges has increased to such an extent that it may no longer be commercially viable to clear or re-export the cargo, potentially resulting in abandonment of cargo. He noted that while policy-level circulars exist permitting international transshipment, these circulars primarily address situations where containers are transshipped intact between ports. He pointed out that the current situation involves circumstances where shipping lines have declared **end of voyage**, necessitating reworking of cargo, including destuffing into another container,

inspection, certification, and onward shipment. He stated that such situations have arisen for the first time at this scale in India and are not adequately covered under existing circulars. It was emphasized that in such cases, mere issuance of general circulars is insufficient, and there is a pressing need for **clear, uniform Standard Operating Procedures (SOPs) at the level of ports, customs authorities, and custodians**. He explained that individual Commissioners are required to operationalize SOPs to enable movement of such containers to Container Freight Stations (CFSs), undertake necessary re-working, and permit re-export or onward movement with due certification. He stated that although the issue surfaced in February 2026, and the discussions have continued through March into April 2026, there has been no effective handling of international transshipment containers involving end-of-voyage reworking across Indian ports. He highlighted that **mounting ground rent and detention charges over this period were severely impacting trade viability**. He acknowledged that meetings have been convened by senior officials, including at the Ministry level, and that discussions with ports and stakeholders are ongoing. However, he observed that, until recently, no practical resolution had emerged. He referred to a Port Notice issued by Mundra Port only recently, outlining an SOP for handling international transshipment in such cases, but noted that even this SOP posed implementation challenges. He suggested that the approach should focus on enabling ports and custodians to issue pragmatic SOPs based on operational realities. He stated that the trade would be willing **to provide draft SOPs or inputs outlining practical requirements**, which could then be examined and recommended for adoption by ports and customs authorities. He further emphasized that the issue should not be viewed as a short-term crisis response, but as an opportunity to institutionalize procedures for international transshipment. He cautioned that if such situations lead to excessive costs and operational uncertainty, trade may avoid using Indian ports for transshipment in future, undermining India's aspiration to emerge as a transshipment hub. He suggested that robust and predictable SOPs would not only address the present situation but also help India develop as a viable and competitive transshipment hub, comparable to ports such as Singapore, Port Klang, Colombo, and Dubai. **Shri Rahul Modi, President, Coastal Containers Transporters Association** observed that development of clear and workable Standard Operating Procedures (SOPs) for handling international transshipment containers would be of significant assistance to the trade. He informed the Board that Mundra Port has issued a Port Notice on the subject recently. He stated that he has been actively following up with Mundra Port authorities, particularly as Mundra is a private port and the concept of international transshipment has posed implementation challenges there. He requested FFFAI to share specific operational requirements and difficulties being faced, so that these could be taken up directly with Mundra Port. He also informed that he remained in close coordination with the port authorities and would pursue the matter further. He stated that the Port Notice as well as issues requiring simplification would be shared with the Board for examination. He further informed that discussions are also ongoing with Jawaharlal Nehru Port Authority (JNPA), and that simplified SOPs are being worked upon there as well. He

observed that most major government-owned ports have issued SOPs on international transshipment, though refinements are still underway. In contrast, private ports, particularly Mundra, has taken longer to operationalize such procedures owing to the complexities involved at the State level. **The FFFAI representative** expressed concern that due to delays of nearly three months in finalizing workable SOPs, the accumulated ground rent, detention, and re-working costs have rendered many transshipment cargoes commercially unviable. He stated that even where Port Notices have now been issued, the extended time taken to do so has resulted in significant financial hardship. It was observed that timely issuance of SOPs is critical to prevent cargo abandonment and long-term reputational damage to Indian ports as viable transshipment hubs. The FFFAI thanked Members of the Board for actively engaging with port authorities and emphasized the need for quicker resolution, particularly at private ports, where multiple jurisdictional and operational issues arise.

Action: Shri Rahul Modi President CCTA

30.8. The discussion then moved to the subject of **electronic Bill of Lading (e-B/L)**. **The FFFAI representative** informed the Board that the industry had been engaging with multiple authorities for some time to facilitate adoption of e-B/Ls in India, in line with international best practices. It was stated that international digital shipping organizations have already approved frameworks for e-Bills of Lading and that limited pilot transactions have also taken place in India. However, it was noted that large-scale implementation remains slow. He informed that consultations have taken place with the Reserve Bank of India, which clarified that digital or manual issuance of the Bill of Lading does not fall within its regulatory domain. Similar discussions have been held with the Department for Promotion of Industry and Internal Trade and the Ministry of Commerce, including engagement with concerned officers. Despite this, the rollout has remained incremental. He emphasized that adoption of e-Bills of Lading would significantly improve ease of doing business, reduce transaction time and costs, and enhance transparency and traceability. It was noted that during the COVID-19 period, the absence of widespread e-B/L adoption had caused operational disruptions, and that expediting implementation would mitigate similar challenges in the future. He offered to submit a detailed paper on the subject, outlining benefits, international practices, and suggested implementation pathways. **Shri Rahul Modi, President, Coastal Containers Transporters Association** suggested that these issues be taken up comprehensively and observed that the matter could be examined through an appropriate committee mechanism. He stated that with senior officers, including from the Ministry, he is already engaged on this issue and, a structured committee report could help advance deliberations and recommendations.

Action: FFFAI / Shri Rahul Modi President CCTA

30.9. Additional concern was raised regarding **washing charges** levied at MTRs. **The FFFAI Representative** stated that many yards lack even basic infrastructure such as

potable water supply, let alone washing equipment. Despite this, washing charges are recovered from the trade, and containers are released without any visible washing or refurbishment having been undertaken. It was emphasized that such practices have persisted for several years and collectively impose a significant and unjustified cost burden on the trade. He emphasized that while the industry recognizes that legitimate costs must be recovered, the absence of benchmarks, lack of transparency, arbitrary assessments, and absence of redressal mechanisms have made the current system untenable. He further observed that in cases such as Terminal Handling Charges (THC), ports levy charges transparently on shipping lines based on notified tariffs. Shipping lines, in turn, are aware of such costs and recover them from customers in a structured manner. In contrast, charges levied at MTRs lack similar transparency or regulatory oversight. It was noted that these concerns have earlier been raised in industry forums, including meetings convened by the Directorate General of Shipping, but stakeholders felt that the cost structures and operational practices at empty container yards have not been adequately examined or addressed. **Shri Anil Devli CEO INSA** enquired whether the issues relating to arbitrary charges and practices at empty container yards have been formally raised in earlier meetings convened by the Directorate General of Shipping. **The FFAI Representative** observed that while industry forums have discussed the matter, there appeared to be limited clarity among authorities regarding the actual cost structures and basis of charges levied by MTRs. He noted that the shipping industry necessarily passes on legitimate costs, but emphasized that the difficulty arises where such costs are neither transparent nor standardized. He stated that although representations were made and papers submitted outlining the cost elements and challenges faced, no substantive response or resolution has been received so far. He clarified that their intent was not to expand the scope of issues indiscriminately, but to bring specific, ground-level challenges to the Board's attention in the prevailing circumstances. **Shri Rahul Modi, President, Coastal Containers Transporters Association** observed that similar issues are being faced widely across the trade and acknowledged that even judicial remedies have not provided relief in certain cases, such as disputes involving Container Freight Stations during the COVID period. He pointed out that at present there is effectively **no dedicated regulatory mechanism** governing the practices of shipping lines, MTRs, or CFSs in respect of such charges. He emphasized that, in the absence of regulation, unfair practices tend to persist, contributing to higher logistics costs. He suggested that if the industry seeks regulatory intervention, the first step would be to place a **well-documented, data-supported proposal** before the National Shipping Board. He encouraged **FFAI** to draft and submit a **clear Standard Operating Procedure (SOP)** covering areas such as offloading charges, damage assessment, washing practices, protest mechanisms, and transparency of billing. He assured that such a proposal, if adequately supported by data, could be examined and taken forward by the Board, and that the Chairperson may consider championing the issue at the appropriate level. He agreed that without a regulatory framework or enforceable SOPs, discussions would remain inconclusive. He emphasized the need for control mechanisms applicable to both shipping lines and MTRs / CFSs, and expressed

readiness to support formal representation and data submission to enable meaningful policy intervention. He further observed that several neighboring countries, including Sri Lanka and Bangladesh, have been able to exercise greater control over similar practices, and suggested that India could also evolve suitable mechanisms to safeguard trade interests. He stated that reducing logistics costs is one of the core objectives of ongoing policy discussions and committee work, and that regulatory recommendations in this area would be consistent with national priorities. The Board noted that the discussion underscored the absence of clear regulatory oversight and standardized operating procedures governing MTR and CFS practices. The Board agreed that any meaningful intervention would require structured proposals, supporting data, and clearly articulated regulatory objectives from stakeholders. The **Chairperson NSB Shri Sameer Kumar Khare IAS(Retd.)** observed that the National Shipping Board, being an advisory body, is not constrained in making recommendations that are in the larger interest of the industry and trade. He stated that the Board could examine and recommend any measure that contributes to transparency, discipline, and cost reduction. He acknowledged that the issues relating to empty container yards, damage assessments, and handling charges are prevalent across India and that, in many locations, monopolistic or quasi-monopolistic conditions exist, resulting in lack of accountability and arbitrary practices. **Shri Rahul Modi, President, Coastal Containers Transporters Association** emphasized that the logical starting point would be for **FFFAI** to propose an ideal operating framework, including clearly articulated Standard Operating Procedures (SOPs), along with suggestions on monitoring and enforcement mechanisms. He stated that the matter could be taken up in the relevant committee of the Board and examined systematically. **The FFFAI representative** expressed agreement with the approach and emphasized that regulation is essential to instill discipline in the system. He stated that in the absence of oversight, service providers often act without fear of accountability, leading to collection of charges without transparency, sometimes without due tax compliance, and resulting in outflow of funds from India. He noted that past instances have demonstrated that only when collective industry resistance is shown did some discipline emerge, such as issuance of invoices after associations intervened.

Action: FFFAI / Shri Rahul Modi President CCTA

30.10. The discussion then broadened to the need for **integrated logistics planning**. **The FFFAI Representative** observed that India's logistics ecosystem should be approached as a unified, multimodal system encompassing coastal shipping, inland waterways, roads, and rail, rather than being viewed in silos. Reference was made to ongoing initiatives such as the International North-South Transport Corridor (INSTC), BIMSTEC connectivity, IMEC, and other cross-border freight corridors. It was suggested that integration of documentation, taxation, and operational processes across modes would significantly reduce dwell time, logistics cost, and friction in trade. The **Chairperson NSB Shri Sameer Kumar Khare IAS (Retd.)** noted that such suggestions could be formally submitted to the Board and that they could be examined

in the context of emerging global frameworks, including developments under BRICS and regional trade arrangements. The need for expanding the scope of multimodal transport beyond EXIM-centric frameworks to include **domestic multimodal movement** under a single document and taxation regime was discussed. It was noted that relevant committees of the Board are already examining such issues, including harmonization of documents and ease of doing business within India.

Action: FFFAI / Shri Rahul Modi President CCTA

30.11. The FFFAI Representative also raised concerns regarding escalating terminal and shipping-related charges, particularly detention charges. He drew attention to large numbers of uncleared containers lying at Container Freight Stations around JNPT, in some instances exceeding several thousand containers, where accumulated storage and detention charges had surpassed the value of the cargo itself. It was suggested that where cargo remains uncleared for extended periods, mechanisms should exist for domesticating such cargo or releasing containers for reuse, rather than allowing them to remain idle. It was observed that prolonged holding of containers not only blocks capacity but also artificially inflates container scarcity, contributing to higher freight costs. It was suggested that shipping lines, CFSs, customs authorities, and terminal operators need to coordinate to evolve solutions, including utilization of unclaimed or idle containers and rationalization of detention charges. He further suggested that detention charges should not be permitted to exceed the notional value of the container and cited international practices where daily detention rates are modest and capped. It was suggested that shipping lines should, beyond a certain stage, offer containers either for sale, abandonment, or domestication, rather than continuing to levy punitive detention charges. It was also pointed out that in investigations by enforcement agencies such as DRI, cargo is seized while containers are released, indicating that container detention is not always operationally essential. He argued that importers and exporters should similarly be allowed to de-stuff cargo under customs supervision, arrest their detention liability, and move cargo to domestic containers or warehouses while resolving clearance issues separately. **The Chairperson NSB Shri Sameer Kumar Khare IAS (Retd.)** noted that such suggestions could be formally submitted to the Board and that they could be examined. It was noted that relevant committees of the Board are already examining such issues, including ease of doing business within India.

Action: FFFAI / Shri Rahul Modi President CCTA

30.12. Another concern highlighted was the impact of recent geopolitical developments, particularly in the Middle East, which have led shipping lines to declare force majeure and end of voyage at ports such as JNPT and Mundra. This has resulted in containers originally destined for ports such as Kolkata, Chennai, or Cochin being stranded at west coast ports. **The FFFAI Representative** suggested

that coastal shipping solutions could be explored to reposition such containers to their original regions at lower cost, rather than forcing exporters or importers to bear prohibitive overland transportation expenses. The **Chairperson NSB Shri Sameer Kumar Khare IAS (Retd.)** requested **Shri Rahul Modi, President, Coastal Containers Transporters Association** to examine these issues in detail through the relevant NSB subcommittee and take forward discussions with concerned stakeholders, including shipping lines and authorities. **The FFFAI Representative** was requested to submit detailed written representations to facilitate structured examination.

Action: FFFAI / Shri Rahul Modi President CCTA

30.13. In concluding the interaction, FFFAI representatives clarified that while many of the charges are formally borne by the trade, freight forwarders and customs brokers experience the operational impact and associated disputes on a daily basis. FFFAI representatives stated that the interaction was intended to place these issues before the Board in a constructive manner, on behalf of the trade at large. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board**, thanked the FFFAI representatives for their detailed and candid inputs and assured them that the Board would examine the issues raised with due seriousness and take appropriate steps within its advisory mandate.

Maritime Training Institutes:

30.14. The Representative from BP Marine Academy informed the Board that they represent the maritime manpower and training segment and are engaged in supplying trained seafarers to the shipping industry. He expressed appreciation for the opportunity to participate in the meeting and stated that the deliberations have been informative. He highlighted concerns relating to employment opportunities for Indian seafarers, particularly officers. It was stated that a shortage of Third Officers and Fourth Engineers exists in the market, while at the same time, Indian seafarers are reportedly losing employment opportunities to foreign nationals from countries such as Ukraine, Sri Lanka, Myanmar, and other regions, who are willing to work at comparatively lower wages. He attributed this trend partly to the perceived **low passing rates in Indian Certificate of Competency (CoC) examinations** and requested that some degree of leniency be considered, while maintaining compliance with STCW standards, to improve employability of Indian officers. **Shri Rakesh Singh, President ICCSA** who chairs the NSB committee dealing with seafarer issues including examinations, responded by seeking data to substantiate claims of poor passing rates. He clarified that while employment of Indian nationals and enhancement of job opportunities are core objectives of the committee, assertions regarding low pass percentages must be supported by verifiable data. He pointed out that the shortage is largely attributable to a limited number of candidates appearing for examinations rather than failures due to excessive filtering. By way of illustration, he noted that in certain examination streams, candidate turnout had historically been

low, though recent initiatives by the Directorate General of Shipping (DGS) and industry efforts had resulted in improved numbers in the current year. He further stated that had there been a situation where hundreds of candidates were appearing and only a small fraction were being passed, the matter would have warranted serious intervention at the highest level. He emphasized that the industry and Directorate have, in recent years, closely monitored examination trends, availability of manpower, and operational shortages, particularly in the officer ranks. **The Representative from BP Marine Academy** also referred to Electrical Officer (ETO) Certificates of Competency and observed that these officers, once certified, are expected to find employment opportunities. In response, **Shri Killi Mohan Rao CS DGS** elaborated on the examination process, stating that CoC examinations are conducted with the involvement of external examiners drawn from Maritime Training Institutes and industry, and that results are declared only after due concurrence. He emphasized that examinations are not solely under the control of internal examiners and that standards are uniformly applied. He further stated that the Indian CoC enjoys a high reputation internationally, and any dilution of standards would adversely affect the credibility of Indian seafarers globally. He observed that passing trends vary across examination centers, and in the case of ETOs, lower pass rates at certain centres were attributable to inadequate practical exposure and lack of familiarity with basic systems. He urged maritime training institutes to focus on strengthening practical competency rather than seeking relaxation of examination standards, reiterating that neither quality nor safety can be compromised. **The Representative from BP Marine Academy** acknowledged the importance of maintaining standards but raised concerns regarding the continued preference of Indian candidates to pursue higher-level examinations abroad due to perceived apprehensions about clearing Indian examinations. He noted that while recent policy changes allowing experienced seafarers to appear for examinations in India after defined sea service were welcome and had curtailed foreign exchange outflow, some apprehension among candidates still remains. **Shri Killi Mohan Rao CS DGS** clarified that the issue of Certificates of Recognition and conversion of foreign CoCs to Indian CoCs is a separate regulatory matter requiring detailed assessment of training, competency, and STCW compliance. He stated that while international practices are reviewed, India must ensure that any alignment does not compromise the global standing of Indian certification. **Shri Rakesh Singh President ICCSA** stated that the suggestion regarding allowing candidates holding foreign lower-level certificates to appear for higher-grade Indian examinations could be placed before the Seafarer Committee for discussion. He reiterated that employment of Indian nationals on Indian-flag vessels is a priority area for the committee and assured stakeholders that the matter would be examined objectively. During the exchange, it was also highlighted that the Directorate and industry have recently introduced several structured schemes to encourage ratings to progress up the career ladder. Reference was made to structured shipboard training programs and financial support mechanisms aimed at widening the pipeline of competent officers. In concluding the interaction, **Shri Rakesh Singh President ICCSA** thanked the stakeholder representative for raising the issues and clarified that

while the Board remains committed to enhancing employment opportunities for Indian seafarers, maintaining competency standards and international credibility of Indian CoCs remains paramount. **The Representative from BP Marine Academy** was advised to submit specific proposals or data to the Seafarer Committee for detailed examination.

30.15. Capt. (Dr.) Ashutosh Apankar, Principal, T.S. Rehman, made a presentation (Annexure XXI) to the Board highlighting the institute's initiatives in promoting women empowerment in maritime training and seafaring professions. He informed that while women cadets have been part of officer-level training at T.S. Rehman since 2003, a focused and structured initiative was launched in January 2021 to induct women candidates into the rating category, which was a first-of-its-kind effort in India. He stated that the initiative was conceptualized in alignment with IMO guidelines, the vision and mission of the Directorate General of Shipping, and national objectives on gender inclusion. As part of the strategy, T.S. Rehman deliberately focused its outreach efforts on Tier-III cities, rural areas, and underserved regions, with the belief that candidates from such backgrounds would bring resilience, commitment, and long-term career motivation. He explained that significant social barriers were encountered initially, particularly parental hesitation in permitting girls to pursue seafaring careers. To address this, dedicated counselling sessions were conducted with parents, and sustained engagement with shipping companies was undertaken to ensure pre-sponsorship and assured employment. Shipping companies were requested to interview candidates at the selection stage itself, and those clearing the process were offered job assurances prior to commencement of training, thereby enhancing confidence among families and candidates. He informed that the first batch, selected through outreach programs conducted across Konkan, Goa, Himachal Pradesh, and the North-Eastern States, was fully sponsored by Maersk Shipping, which demonstrated strong institutional support for the initiative. The Chief Executive Officer of Maersk personally participated in the inaugural batch ceremony, marking the launch of India's first women-only rating cohort. He highlighted that candidates were subjected to rigorous selection standards, including written tests, interviews, and Physical Endurance Tests (PET) aligned with service selection benchmarks, to ensure long-term fitness and operational readiness. He informed that T.S. Rehman is among the few institutes conducting such structured physical assessments for both male and female candidates. Recognizing the financial constraints faced by candidates from economically weaker sections, he stated that financial support was mobilized through industry bodies, notably NUSI and MUI, and through Corporate Social Responsibility initiatives of various organizations. He informed that cumulative financial assistance of approximately ₹1.05 crore has been arranged to date, over and above government support, enabling deserving candidates to complete training. He further informed that T.S. Rehman has, since 2015, implemented a three-month structured yoga and wellness program, certified by the Ministry of AYUSH, applicable to all cadets. This program has been integrated to enhance physical fitness, mental resilience, and stress management, and has been showcased during national maritime events,

including National Maritime Day celebrations. He presented data on progressive cohorts, stating that since 2021, multiple batches have been trained, with outreach conducted across Konkan, Himachal Pradesh, Assam, Meghalaya, Nagaland, Odisha, and urban IT institutions. He noted that several candidates have successfully completed multiple contracts at sea, reflecting the sustainability and operational success of the initiative. He further highlighted that India's first woman Master mariner from this program has taken command on a Maersk vessel, underscoring the long-term career potential. He informed the Board that, as of date, approximately 135 women candidates have been trained and placed through this initiative, and the seventh batch is currently underway, with intake increasing steadily. He acknowledged the critical support provided by the Directorate General of Shipping under the "Sagar Mein Samman" initiative and noted that women participation in shipping has reportedly increased manifold over the past decade. He submitted that while individual maritime institutes are making concerted efforts, the impact would be significantly amplified through institutional coordination. He proposed that the National Shipping Board may consider facilitating structured coordination with the Ministry of Skill Development and Entrepreneurship, State Skill Missions, and ITIs, so that awareness programs, mobilization drives, and candidate identification can be undertaken under a unified national framework. He emphasized that girls trained under ITI and skill-development streams already possess work discipline and adaptability, and with maritime skill integration, they can significantly strengthen India's seafaring workforce while advancing national objectives on gender empowerment. He stated that the initiative has demonstrated tangible success across multiple batches, with shipping companies reporting no competency gap between male and female recruits. He submitted that institutional backing and coordinated outreach under a national banner would greatly enhance participation, talent quality, and global visibility of Indian women seafarers.

30.16. Shri Rakesh Singh President ICCSA observed that one of the strongest enablers for increasing women participation in seafaring is the lived experience and success stories of women who have already gone to sea, completed their contracts successfully, and continued their careers. He noted that such positive narratives act as the most effective advocacy tool for overcoming social and psychological barriers associated with the profession. He further stated that the focus of the Board, in coordination with relevant industry bodies, is not only on placement but on sustainable and progressive employability of women seafarers. He observed that where women are placed singly on vessels with predominantly male crew, social and practical challenges may arise, even though no wrongdoing is implied. He emphasized that group deployment of women seafarers enhances a sense of safety, well-being, and retention. He noted that cruise liners, being among the largest employers and having higher crew complements, are naturally well-suited for inducting women seafarers in larger numbers. He informed that efforts are underway to engage with passenger cruise operators so that women candidates can be deployed in pairs or small groups, rather than as isolated individuals. He added that several shipping companies have

already adopted internal policies ensuring that women are not placed singly on board, but always alongside at least one other woman crewmember. In response, **Dr. Captain Apankar from T.S. Rehman** acknowledged that cruise liners are well positioned to absorb women seafarers in groups. However, he highlighted challenges specific to the cruise sector for rating-level candidates trained under shorter-duration maritime courses. He explained that while T.S. Rehman offers Certificate Courses in Maritime Catering (CCMC), cruise lines generally require candidates to have at least one year of industry experience, often preferring graduates from three-year hotel management programs. As a result, fresh candidates completing six-month maritime courses face difficulty finding initial placement in the cruise sector. He further pointed out that sending candidates for one year of shore-based industry experience adversely impacts the institute's CIP (Course in Implementation Performance) scores, as candidates not going to sea within a stipulated period reduce institutional ratings. This creates a structural challenge for Maritime Training Institutes, despite their willingness to support longer preparatory pathways for candidates. He added that although breakthrough opportunities are emerging for Indian nationals at officer and GP-rating levels in cruise shipping, the scale remains limited and European labor continues to dominate the sector. **Shri Rakesh Singh President ICCSA** acknowledged the constraint and stated that the input would be considered while finalizing the subcommittee's recommendations. He sought feedback on outreach efforts to place women rating candidates on Indian-flag and coastal vessels. In response, the stakeholder stated that Indian operators, including major players, have proactively partnered with T.S. Rehman to induct women candidates as NCV cadets, particularly through the coastal shipping route. He noted that such placements are gaining traction and that coastal shipping provides a culturally and logistically suitable stepping stone for women seafarers. **Dr. Captain Apankar from T.S. Rehman** expressed confidence that as coastal trade expands, it will create a significant pipeline for women seafarers, particularly those preferring to work closer to home. He further observed that there is currently a shortage of NCV candidates, and women trainees could effectively bridge this gap. **Shri Rakesh Singh President ICCSA** concurred and stated that coastal shipping was deliberately identified as an initial engagement platform, offering advantages such as easier sign-on/sign-off, proximity to home, and gradual acclimatization to shipboard life. He noted, however, that not all coastal vessels presently have the amenities required to accommodate women crew, which remains a limiting factor. Despite this, he observed that a growing number of coastal operators are upgrading facilities and showing readiness to induct women seafarers.

30.17. The MTI representative observed that despite sustained individual outreach efforts by institutes such as Great Eastern and T.S. Rehman, training institutions continue to face challenges in filling seats across several categories. It was stated that in some streams, training berth occupancy remains at only 12–20 percent. He emphasized that fragmented and institute-level campaigns are insufficient, and that a **coordinated nationwide awareness program** on Merchant Navy careers—particularly for women candidates—would significantly improve intake. He suggested

that a centrally driven campaign, supported by government funding and guided by committee recommendations, would enable consistent messaging and wider reach. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB**, acknowledged the concern and observed that demand exists across multiple segments, including Electrical Officers (ETO), GME trainees, and technical categories, yet awareness remains limited. He stated that Maritime Training Institutes (MTIs) must be part of a larger, structured outreach framework and that funding constraints should not be a limiting factor if programs are well-designed and outcome-oriented. He noted that outreach efforts must clearly communicate that the maritime sector offers viable and respectable career opportunities comparable to uniformed services. **The MTI representative** emphasized that despite new programs being launched, such as GME courses, classes often could not be filled due to lack of awareness rather than lack of interest. He expressed readiness to collaborate with the Board and provide inputs to strengthen awareness and counselling efforts across the country. **Shri Sameer Khare, IAS (Retired), Chairman NSB** reiterated that while employment opportunities in the maritime sector exist, public awareness remains disproportionately skewed towards careers in the Army, Navy, and Air Force. He stated that outreach for maritime careers must be as structured and institutionalized as that of the armed forces, with clear pathways, eligibility criteria, and progression milestones.

30.18. The MTI representative highlighted that initiatives like “Sagar Mein Samman”, supported by industry bodies and the Directorate General of Shipping, are already operational, but their impact can be multiplied if reinforced through formal communication by the National Shipping Board to State Skill Missions, ITIs, and vocational institutions. It was suggested that coordination with State Governments would allow identification of technically skilled youth such as fitters and electricians who could be quickly transitioned into maritime roles. **Shri Anil Devli CEO INSA** shared industry perspective and stated that even senior stakeholders with long experience in shipping often remain unaware of recent reforms and simplified pathways, such as reduced timelines for competency progression. He suggested that simple, easy-to-understand visual tools, such as posters, infographics, and one-page career maps, be developed to explain maritime career progression in practical terms. He observed that lingering misconceptions about complexity, timelines, and entry barriers discourage potential candidates, and that dispelling such fears requires clear and consistent messaging. He added that such outreach material should be suitable for circulation in schools, charities, orphanages, and community institutions, enabling informal but effective dissemination. He emphasized that outreach does not necessarily require expensive campaigns, but rather clarity and consistency in communication. **Shri Sameer Khare, IAS (Retired), Chairman NSB** concurred and stated that while maritime careers may be demanding, they are financially rewarding and dignified. He noted that many disadvantaged youths already face significant hardship, and that maritime careers can offer structured livelihood pathways if presented accurately. He emphasized that outreach efforts must highlight career sustainability and progression, without over-emphasizing remuneration, while

ensuring realistic expectations. **Shri Rakesh Singh President ICCSA** informed the stakeholders that the NSB Seafarer Committee is already exploring long-term structural interventions, including engagement with educational institutions at an early stage. He stated that one of the proposals under examination is introduction of a brief chapter on maritime trade and careers in NCERT textbooks at the middle-school level, to institutionalize maritime awareness within the national education framework. He further suggested that rather than approaching individual schools piecemeal, outreach should target centrally governed networks such as Kendriya Vidyalayas, where structured permission and uniform dissemination allow wide and efficient reach. He noted that such institutions represent a strong potential talent pool and coordination through Ministries could significantly ease implementation. He invited stakeholders to collaborate by sharing inputs, outreach material, and field experience, so that ideas can be consolidated and taken forward in a structured manner. He assured that the Board would facilitate further meetings to streamline and institutionalize outreach measures. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board**, observed that initiatives such as “Sagar Mein Samman” have been impactful and stated that the Board does not intend to replace such programs but to supplement and strengthen them through structured national-level interventions.

30.19. Ms. Sanjam Sahi Gupta Director Sitara Shipping informed the Board that storytelling-based outreach tools, including children’s books featuring real-life women seafarer role models, have already been developed and circulated in schools. She stated that such material, presented in simple language, enables young students—particularly girls—to relate to maritime careers through real examples and creates early awareness about the profession. **The MTIs** supported the suggestion and observed that, under the National Education Policy (NEP), curricular flexibility exists to introduce new themes. It was suggested that the National Shipping Board may consider approaching the appropriate authorities for inclusion of a short, dedicated chapter on maritime trade and seafaring careers at the middle-school level (Classes 6–8). It was emphasized that early exposure at this stage plays a critical role in shaping students’ career aspirations and could significantly improve long-term interest in the maritime sector.

30.20. The MTI Representative raised a query regarding career longevity of women seafarers, referring to earlier industry experiences where women often had shorter sea careers due to social and family factors. In response, **Shri Rakesh Singh President ICCSA** stated that the Board’s mandate is to ensure equal opportunity and facilitative ecosystems, not to influence personal life choices. He clarified that current data does not yet indicate a definitive trend, but women seafarers today are undertaking contracts comparable to their male counterparts, both on coastal and foreign-going vessels. He emphasized that individual career decisions are personal and should not be used as a basis to limit opportunity. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board** further observed that many traditional apprehensions around women’s participation mirror earlier debates in the

armed forces, where over time, performance and institutional support dismantled such myths. He emphasized that the priority should be on creating a supportive ecosystem, as societal attitudes have evolved significantly over the past two decades.

30.21. The MTI Representative raised concerns regarding the operational complexity of digitally generated and signed certificates, noting that multiple procedural steps result in delays and administrative burden. It was pointed out that clearing backlogs often becomes time-consuming for institutes. In response, it was clarified that the shift from manual to digital certification was necessitated by instances of fraudulent certificates and was not merely a COVID-era measure. It was further noted that these procedural concerns had been discussed earlier during interactions with the Directorate and that specific difficulties could be taken up again for review.

30.22. The MTI Representative informed the Board that women officer candidates continue to remain highly employable, stating that placement of women cadets happens swiftly, often within the first year of training. It was stated that over a long period, women candidates have consistently demonstrated strong placement outcomes, reflecting industry acceptance and demand.

30.23. Concerns were raised regarding the high cost and limited reach of institute-level advertising, including newspaper advertisements and physical outreach. The MTIs highlighted that despite substantial investments, national awareness of maritime careers remains low, as reflected in the relatively modest number of applications received through centralized entrance examinations when compared to the size of the eligible population. They observed that fragmented institute-level outreach cannot substitute for coordinated national communication. It was emphasized that collective efforts by the Government, Directorate General of Shipping, National Shipping Board, and industry bodies are required to deliver consistent messaging and reduce duplicative costs. The need for simple, low-cost informational material—such as posters, infographics, and digital content explaining career pathways, timelines, and eligibility—was reiterated. **Shri Rakesh Singh President ICCSA** informed the stakeholders that long-term structural measures are under examination, including:

- Introduction of maritime career awareness in school curricula;
- Targeted outreach through centrally governed education networks, such as Kendriya Vidyalayas;
- Consolidation of institute and industry inputs into a structured national outreach framework.

He invited the stakeholders to share practical inputs, outreach materials, and field insights to enable the Board to move forward in a coordinated and outcome-driven manner.

30.24. The representative of Tolani Maritime Institute informed the Board that the Institute possesses substantial infrastructure and advanced training facilities capable of meeting skill requirements across the maritime ecosystem, including ports, harbors, shipyards, and emerging maritime activities. It was stated that the Institute would be willing to contribute its capabilities whenever required under appropriate forums or collaborative initiatives. He further suggested that a structured interaction between Maritime Training Institutes (MTIs) and skill-development authorities be facilitated, so that agencies responsible for skill development are fully aware of the scope, capacity, and role of maritime institutes. He observed that such a platform would enable alignment between maritime training and national skill-development objectives. He emphasized the need to extend outreach efforts beyond schools to engineering colleges, particularly for courses such as Graduate Marine Engineering (GME) and Electro-Technical Officer (ETO) programs, for which mechanical and electrical engineers form the primary feeder base. It was noted that training and placement officers in engineering colleges often focus only on immediate job placements and do not readily permit engagement by maritime institutes, as maritime careers typically involve additional specialized training. The stakeholder suggested that with institutional support, engineering colleges could be sensitized to view the maritime sector as a viable and rewarding career pathway. **Shri Rakesh Singh President ICCSA** acknowledged the point and stated that outreach must necessarily follow a layered approach, targeting different educational levels with tailored messaging. He noted that while early-stage awareness through schools serves to plant long-term career aspirations, engineering colleges require a more focused engagement strategy highlighting progression into officer roles. He further noted that MTIs currently lack a formal association and suggested that institutes may consider forming a representative grouping for articulating collective issues and proposals to the Board in a structured manner.

30.25. The MTI Representative informed that his institute had already initiated NCV officer training programs in response to industry shortages and that trained cadets were being absorbed into Indian fleets, including Shipping Corporation of India vessels and the Andaman sector. It was stated that such initiatives are gradually easing officer shortages, particularly in the coastal and near-coastal segments. **Shri Rakesh Singh President ICCSA** noted that shortages are most acute in the officer category and that recent structured pathways, including NCV routes and progressive certification schemes, have been carefully designed to address this gap without diverting candidates prematurely. He stated that early indications suggest such initiatives are beginning to yield positive results and should stabilize manpower availability over the next few years. **The MTIs** also observed that the intake quality for NCV programs has improved significantly, with candidates possessing higher educational qualifications, including engineering degrees. It was stated that such candidates adapt quickly, clear examinations efficiently, and can progress faster to officer competencies. Additional inputs were provided on the potential induction of trained personnel transitioning from

the Indian Navy into the Merchant Navy, particularly women personnel who have completed initial naval engagements. It was noted that such candidates already possess discipline, sea exposure, and foundational skills, and could be integrated into merchant shipping with targeted gap training.

30.26. Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB, observed that several MTIs present are willing to volunteer and collaborate. He stated that once specific issues and objectives are clearly articulated—along with short-term, medium-term, and long-term strategies—the Board could consider taking the proposals forward at the appropriate ministerial level. He emphasized that for engagement with Ministries such as Education or Skill Development, clarity of purpose and national benefit would be essential. **The MTIs** suggested that instead of fragmented discussions, MTIs may submit a consolidated paper outlining key issues, required interventions, and expected outcomes. It was stated that the Board could then examine how best to route such a proposal through the Ministry of Ports, Shipping and Waterways to other Ministries such as Education, Skill Development, or AICTE, as appropriate. **Shri Killi Mohan Rao CS DGS** observed that similar issues had been discussed earlier at sectoral review meetings and suggested that, subject to clarity of proposals, such matters could be escalated through ministerial channels for wider institutional reach, including engineering colleges and technical institutions. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, NSB** emphasized that awareness, inclusion, and workforce sustainability are strategic priorities for the maritime sector. He noted that structured, nationally aligned outreach—particularly highlighting women role models, simplified career pathways, and early exposure through education—would be essential for improving training occupancy, diversifying the workforce, and meeting future manpower demand. He summarized that several valuable suggestions had emerged, including coordinated outreach, integration with skill-development frameworks, officer-category pipeline strengthening, and leveraging trained personnel from allied maritime services. While concluding, he stated that the Board would examine these inputs holistically through its committees. He thanked all stakeholder representatives for their active participation, candid views, and constructive suggestions. He assured the stakeholders that the Board would remain engaged with them and take forward the issues raised, within its advisory mandate, through structured follow-up and committee deliberations.

31. Next Board Meeting:

31.1. The Board agreed to hold its next meeting in Second week of May 2026 at Tuticorin. The Secretary NSB was advised to take up with the concerned Regional MMDA under Directorate of the Shipping & Chairman **V. O. Chidambaranar Port Authority Tuticorin** to make necessary arrangements for the meeting.

Action: Secretary NSB / All Members

32. Vote of thanks:

32.1. In the end of the session, the Chairperson NSB thanked all the NSB members, the permanent invitees and the special invitees present in the meeting for their presence (physical as well as virtual) and their active participation in the meeting.

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Annexure I

Status of Action Taken on the decisions taken in the 24th meeting of National Shipping Board (NSB) New Delhi held on 30th May 2025 at 10:30 hrs in the Conference Hall of Directorate General of Shipping (DGS), Mumbai

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 22/02/2026	Status on 15/04/2026
1.	7.1	Time Gap between constitution of the consecutive boards: It was felt by the board that to ensure continuity of the board / sub group work, the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to take advance action on selection and notification of the board members so that there is no break between constitution of two consecutive boards.	Director MA, MoPSW	The action is pending. No update was provided by the Ministry of PSW (Director MA).	The action is pending. No update was provided by the Ministry of PSW (Director MA).
2.	7.2	Permanent Office address and setup for the board: It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	The action is pending. No update was provided by the Ministry of PSW (Director MA).	The action is pending. No update was provided by the Ministry of PSW (Director MA).

3.	7.3	<p>Development of a dedicated website for the Board and designing of a programme to increase social media presence / public outreach of the board amongst stakeholders: It was felt by the board that the DGS Mumbai should be requested to do the needful in time bound manner.</p>	DG Shipping	The proposal is under finalization in the DG Shipping.	The DGS website has been updated with NSB contact details, Members' profiles, Sub-group reports, Chairperson's speeches, and Minutes of Meetings. Development of a dedicated NSB website is in progress at the Delhi Office. Online monthly updates will be made available to Board Members once website is ready.
4.	7.6	<p>Invitation of the representative of Maritime State Development Council (MSDC):</p> <p>It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.</p>	Director MA, MoPSW	The action is pending. No update was provided by the Ministry of PSW (Director MA).	The action is pending. No update was provided by the Ministry of PSW (Director MA).
5.	7.7	<p>Monthly Updates:</p> <p>it was felt by the board that the monthly updates on the action initiated based of the decisions taken by the board should be provided on the website to the board members as the official board meetings in the past have occurred once in every three months</p>	Secretary NSB	The matter of upgradation of the website pending with DG Shipping. Once the Website is upgraded, the monthly updates would be provided.	The DGS website has been updated with NSB contact details, Members' profiles, Sub-group reports, Chairperson's speeches, and Minutes of Meetings. Development of a dedicated NSB website is in progress at the Delhi Office. Monthly updates will be made available to Board Members accordingly.

6.	8.1	<p>Presentation 1: Sagar Setu (NLP-M) Maritime Single Window:</p> <p>It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.</p>	Director MA, MoPSW	<p>The action is pending.</p> <p>No update was provided by the MoPSW (Director MA).</p>	<p>The action is Maritime Single Window (MSW 2.0) – Status Update</p> <p>MSW 2.0 has been deployed in phases; core modules (Vessel Profile, Voyage Registration, IMO FAL Forms, PAN) are live.</p> <p>System refinements and data enhancements completed based on stakeholder feedback; additional features (e.g., Save as Draft, workflow flexibility) under development.</p> <p>Integration with ICEGATE (Customs) and Immigration systems is in progress to enable single submission and eliminate duplication.</p> <p>Key issues under consideration: Provision for signed PDF uploads for FAL Forms 3 & 4.</p> <p>Low compliance levels despite VCN generation; enforcement measures required.</p> <p>Linking MSW submission with Berthing Permission for compliance enforcement.</p> <p>Ongoing portal stability and UI/UX improvements.</p>
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					Steering Committee mechanism initiated; final rollout timeline to be decided in the upcoming meeting.
7.	8.2	<p>Presentation 2: Directorate General of Lighthouse and Lightships:</p> <p>Overall, the discussions highlighted challenges in data sharing, staffing, and maintaining security and efficiency in maritime operations. It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.</p>	Director MA, MoPSW	<p>The action is pending.</p> <p>No update was provided by the MoPSW (Director MA).</p>	<p>The action is pending.</p> <p>No update was provided by the MoPSW (Director MA).</p>

Annexure-II

Status of Action Taken on the decisions taken in the 25th meeting of National Shipping Board (NSB) New Delhi held on 16th July 2025 at 10:00 hrs in the Conference Hall of Directorate General of Shipping (DGS), Mumbai

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status as on 22/02/2026	Status on 15/04/26
1	1.2	Opening of the Meeting: Emphasizing the importance of recognizing the legacy of the National Shipping Board, which has been operational since 1958, the Board agreed to request the Secretary NSB to reconcile the numbering of the meeting from the old records and apprise the Board in the next meeting. Recognizing the importance of collating and making available the extensive data available with the members of the predecessor boards, which has been documented over many years, the Board also agreed to request the members of the predecessors Boards who are also continuing in the present Board to help in this reconciliation from the old minutes available with them.	Secretary NSB	Action is pending.	Action is on going for reconciliation of meeting numbering from legacy records. The Administration Branch is actively collecting, compiling, and verifying records from all available sources, including predecessor Boards, with the objective of preparing a consolidated and validated status record.

2.	10.6	<p>Issues of Coastal Shipping: The Board observed that if regulatory barriers are hindering progress—particularly in initiatives like Ro-Ro services—then the DG Shipping must clearly identify and recommend the specific regulatory changes required.</p>	DG Shipping	Action is pending.	<p>The matter is under examination under the ongoing stakeholder consultations and scheme formulation for the Coastal Cargo Promotion Scheme. The scheme is targeted to be submitted by May 2026. The challenges across the regulatory, financial and structural barriers shall be identified and addressed.</p>
3.	11.6	<p>Workers’ issues in Ship Recycling Sector: The Board expressed surprise that these basic provisions are not being provided and asked the workers' representative to submit a formal representation. The Board agreed that the Directorate of Shipping should take up the matter with the Government of Gujarat to understand why these entitlements are being denied and whether the issue is specific to the nature of trade in Alang or due to other underlying reasons.</p>	DG Shipping	Action pending.	<p>Action is pending. The NSB Secretary has sent an Inter-Branch Note to the Engineering Branch for examination of workers’ issues in the ship recycling sector. Further action, including taking up the matter with the Government of Gujarat, will be based on inputs received.</p>
4.	23.1	<p>Secretarial Assistance to the Board: The Board advised Secretary NSB & Director (MA)MoPSW to do the needful immediately.</p>	Secretary NSB & Director (MA) MoPSW	Action is pending.	<p>Action is under active progress. Secretarial and administrative support actions are being pursued across key operational requirements, with procurement and staffing activities at various stages</p>

					<p>of completion:</p> <ul style="list-style-type: none">• Hiring of Retired Officer (Consultant): Advertisement, IMR, and ToR files have been finalized with revised eligibility criteria. Earlier applications are also being considered subject to eligibility. The advertisement is being issued in newspapers and hosted on the website for a 14-day notice period.• Hiring of Office Staff for NSB: Recruitment action is progressing. Suitable profile for Data Entry Operator (DEO) has been finalized and joining formalities are being initiated. For the Data Analyst position, shortlisted candidates have been given an opportunity to reappear after improving typing proficiency.• Housekeeping Services: Fresh re-bid process has been initiated following cancellation of the earlier bid, and procurement action is underway.• Website
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					Development: Development work is in progress and nearing completion. <ul style="list-style-type: none">• Vehicle Agreement: Action completed.
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5.	24.1	<p>Office Accommodation for the Board in New Delhi: The Board urged the Ministry to issue orders for providing office space for the Board immediately. The Board advised Secretary NSB & Director (MA)MoPSW to do the needful immediately.</p>	<p>Secretary NSB & Director (MA) MoPSW</p>	<p>Action is pending.</p>	<p>Action is pending.</p>
6.	25.1	<p>Upgradation of the NSB Website: The Board advised the Secretary NSB to do the needful immediately.</p>	<p>Secretary NSB</p>	<p>Action is pending</p>	<p>Upgradation of the NSB website is under active progress. The dedicated NSB website is in the final stage of development, with server storage and configuration requirements identified, and hosting/launch action being processed on priority.</p>
7.	28.2	<p>NSB Social Media handle: Shri Shantanu Kalita, Advisor IPA and Ms. Sanjam Shahi Gupta Director Sitara Shipping Private Limited Mumbai offered their services in this endeavor. The Board agreed to finalize its social Media Strategy in the next meeting.</p>	<p>All Board Members</p>	<p>The Communication Strategy will be placed for approval in the NSB meeting 26-27 Feb 2026 at Goa.</p>	<p>Completed.</p>

Annexure-III

Minutes of the 26th meeting of National Shipping Board (NSB) New Delhi held on 25th Aug 2025 at 10:00 hrs in the Conference Hall of Deendayal Port Authority, Kandla, Gujarat

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status as on 22/02/2026	Status on 15/04/2026
1.	12.1	The office of the Chairperson NSB is running with just one outsourced DEO and one outsourced part time MTS. The Board advised Secretary NSB & Director (MA) MoPSW to do the needful immediately.	Secretary NSB & Director (MA) MoPSW	The action is Pending	The required outsourced manpower positions for the Office of Chairperson, NSB have been substantially filled. One DEO and one Senior Consultant have been finalized, and their joining formalities have been initiated
2.	13.1	The Board urged the Ministry to issue orders for providing office space for the Board immediately. The Board advised Secretary NSB & Director (MA) MoPSW to do the needful immediately.	Secretary NSB & Director (MA) MoPSW	The Action is pending	The action is pending

3.	14.1	It was informed to the Board that NSB website's final proposal is already under discussion with the Directorate General of Shipping (DGS). The Board advised the Secretary NSB to do the needful immediately.	Secretary NSB	The action is pending	The dedicated NSB website is in the final stage of development. Necessary server storage and configuration requirements have been identified, and action for hosting and launch is being processed on priority..
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4.	15.2	The Board agreed that the Empowered Group of NSB may comprise of NSB members Mr. Shantanu Kalita & Ms Sanjam Sahi Gupta who will discuss and recommend the Social Media Strategy.	Mr. Shantanu Kalita & Ms Sanjam Sahi Gupta	The Communication Strategy will be placed for approval in the NSB meeting 26-27 Feb 2026 at Goa.	Completed.
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Annexure IV

Status of Action Taken on the decisions taken in the 27th meeting of National Shipping Board (NSB) New Delhi held on 5th October and 6th October, 2025 at 10:00 hrs. in the Conference Hall of Cochin Shipyard Limited, Kochi, Kerala

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status as on 15/12/2025	Status on 22/02/2026
1.		The Chairperson Sameer Kumar Khare informed the Board that there is a need for experience sharing amongst the various State Maritime Boards and the National Shipping Board could act as a platform for such interaction. He requested the members to compile the common issues and share with Him by 03/11/2025 F.N.	Secretary NSB / All Member	Action is pending.	The action is on going. Email Communication to all Members for submission of common issues related to experience sharing among State Maritime Boards. Inputs from Members are awaited.

2.	16.1	The Board agreed to hold its next meeting in First / Second week of 2025 at Kolkata in the State of west Bengal and the Secretary NSB was advised to take up with the concerned Regional MMDA under Directorate of the Shipping & Chairman Shyama Prasad Mukherjee Port Authority to make necessary arrangements for the meeting.	Secretary NSB / All Members	Action is pending.	Completed.
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Annexure V

Action taken on the decisions taken in the 28th meeting of National Shipping Board held on 13th November and 14th November, 2025 at 10:00 hrs. at the Park Hotel, Kolkata

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 15/12/2025	Status on 15/04/2026
1.	8.1	The Secretary NSB was advised to expedite the scanning process of NSB old records.	Secretary, NSB	Action is pending.	Action is on going Administration Branch engaged for collection, compilation, and verification from all sources (including predecessor Boards) to reconcile meeting numbering and present a consolidated position at the forthcoming Board meeting.
2.	10.6	The communication strategy would be adopted by the board in the next meeting and will be uploaded on the NSB weblink on the DG shipping Portal.	Ms. Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA	The Communication Strategy will be placed for approval in the NSB meeting 26-27 Feb 2026 at Goa.	Completed.

3.	15.2	Ministry has requested that companies may support this initiative through their CSR funds, and members who are willing to contribute may do so. He added that he has already circulated the details and requested that anyone interested should inform him personally.	All NSB Members	The members have confirmed that their constituent organizations have been informed.	Completed.
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4.	16.3	The Board agreed to entrust the responsibility to Shri Shantanu Kalita Advisor IPA to coordinate with the office of the Hon'ble Minister to organize the workshop with State Maritime Boards.	Shantanu Kalita Advisor IPA	Action pending.	is	Action is pending.
5.	17.6	The board members to engage with the relevant stakeholders to understand the industry's receptiveness or otherwise to the scheme (SBFAS & NSBM).	Action: All NSB Members	Action pending.	is	Action is pending.

Annexure VI

Action taken on the decisions taken in the 29th meeting of National Shipping Board held on 18th December and 19th December 09:30 hrs onwards at the Hotel Four Points, Vishakhapatnam Andhra Pradesh

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 15/04/2026
1.	8.4	The Board accordingly agreed that the Vision Statement may be finalized based on these observations. Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA would finalize the framework accordingly.	Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA	Completed. The Vision Statement / Mission Statement / Core Values / Objectives were approved in NSB meeting dated 26-27 Feb 2026.
2.	8.12	The Board accordingly agreed that the Mission Statement may be finalized based on these discussions. Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA would finalize the framework accordingly.	Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA	Completed. The Vision Statement / Mission Statement / Core Values / Objectives were approved in NSB meeting dated 26-27 Feb 2026.
3.	8.16	The Board accordingly agreed that the Core Values Framework may be finalized based on these discussions. Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA would finalize the framework accordingly.	Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA	Completed. The Vision Statement / Mission Statement / Core Values / Objectives were approved in NSB meeting dated 26-27 Feb 2026.

4.	8.17	The Board accordingly agreed that the Strategic Objectives Framework may finalized based on these discussions. Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA would finalize the framework accordingly.	Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA	Completed. The Vision Statement / Mission Statement / Core Values / Objectives were approved in NSB meeting dated 26-27 Feb 2026.
5.	9.11	The Board accordingly agreed that the Communication Strategy of the NSB should be finalized in next 15 days. Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA would finalize the Communication Strategy of the NSB in next 15 days.	Ms Sanjam Sahi Gupta Director Sitara Shipping & Shri Shantanu Kalita Advisor IPA	Completed. The communication Strategy was approved in NSB meeting dated 26-27 Feb 2026.
6.	10.3	The Board requested the defaulting NSB members to submit their personal deliverables within this month without fail.	Shri Rahul Modi, Shri Anil Devli, Shri Shantanu Kalita, Prof K. Murali, Shri Madhu Nair, Shri M. S. Randhawa & representative of MoPNG	Action is pending.
7.	12.24	The Board accordingly agreed that Secretary NSB could re-frame the draft NSB Rules 2026 based on above inputs.	Secretary NSB	Action completed. The draft NSB Rules, 2026 have been re-framed incorporating all inputs and observations of the Board, and the revised draft has been submitted to the Ministry for further consideration and necessary action.

8.	13.20	Shri Sameer Kumar Khare, IAS (Retired), Chairperson urged that the relevant data discussed should be formally shared with the National Shipping Board, so that the Board has a clear, evidence-based understanding of the ground realities while deliberating on policy matters.	Shri Singh ICCSA Rakesh President	Action is pending.
9.	14.1	As Shri Anil Devli CEO INSA who was to brief the Board on this agenda item was not present in the meeting, it was agreed to defer this agenda item to the next NSB meeting.	Shri Anil Devli, CEO INSA	Completed. The Board was briefed in the NSB meeting 26-27 Feb 2026 at Goa.
10.	15.1	The Board agreed to create a new Subgroup (Sub-Group 13) on emerging technologies like Autonomous Vessels / Advance Navigation & Engine Systems / Alternate Fuels & Propulsion Technologies / Green Shipping Technologies / Climate Adaptation & Mitigation Strategies with Shri Arun Sharma CMD IRS as Chair of the sub group.	Shri Arun Sharma CMD IRS / Secretary NSB	Completed. The Board was briefed in the NSB meeting 26-27 Feb 2026 at Goa.
11.	16.1	The Board agreed to create a new Subgroup (sub-group 14) on reducing the logistic cost in the Maritime Sector including promotion of multimodal logistics with Shri Rahul Modi President CCTA as Chair of the sub group.	Shri Rahul Modi President CCTA / Secretary NSB	Completed. The Board was briefed in the NSB meeting 26-27 Feb 2026 at Goa.

12.	17.3	The Board agreed to both the proposals and advised Sub-group on Skilling to act accordingly.	Shri Arun Sharma CMD IRS / Ms. Sanjam Sahi Gupta Director Sitara Shipping	Action is pending.
13.	18.2	Maritime Heritage will move ahead to translate 'Research' to Action' in a phase-wise manner. While appreciating his efforts, the board advised him to discuss the entire roadmap with a small coordinating committee mentioned in Para 18.3. below.	Shri Shantanu Kalita Advisor IPA	Action is pending.
14.	18.3	Shri Rahul Modi President CCTA was requested to take responsibility for coordinating and scheduling these meetings with each of the sub-groups. Following these consultations, the finalised ToRs and group compositions will be formally approved by the Board, after which Capt. Nitin Mukesh, Secretary, NSB, will issue the official notifications constituting the sub-groups.	Shri Sameer Khare, chairperson NSB / Shri Anil Laxman Devli, CEO INSA / Shri Rahul Modi, President CCTA / Shri Rakesh Singh, President ICCSA / Shri Ajithkumar Sukumaran CS DGS	Completed. The notification constituting the sub-committees have been issued on 06.02.2026.

15.	19.2	The Board agreed to rename newly constituted “sub-group” as “Committee” as per the provision in the NSB Rules 1960 as amended from time to time - Rules of procedure for conduct of Board Proceedings.	All NSB Members / Secretary NSB	Completed.
16.	27.1	The Board agreed to hold its next meeting in First fortnight of February 2026 at Goa and the Secretary NSB was advised to take up with the concerned Regional MMDA under Directorate of the Shipping & Chairman Goa Port Authority to make necessary arrangements for the meeting.	Secretary NSB / All Members	Completed.

NATIONAL SHIPPING BOARD (NSB)

Resolution on the Gulf Crisis and India's Maritime Resilience

Recalling the critical importance of the Gulf region as a vital source of food and energy security for the economic sovereignty of India;

Further Recalling also, the critical importance of Indian flag merchant marine fleet and Indian seafarers in respect of protecting the global energy security and international trade, particularly the overall well-being of the people of India;

Noting with concern the ongoing conflict in the Gulf and its disruption of global supply chains and maritime security;

The National Shipping Board (NSB) hereby resolves to:

- 1. Commend the Proactive Approach of the Government of India:**
Express deep appreciation for the Government's swift measures to ensure the **uninterrupted supply of essential commodities**, keeping **domestic prices under check** and shielding Indian citizens from the delirious economic impacts of the ongoing war.
- 2. Recognize the Ministry of Ports, Shipping, and Waterways:**
Thank the Ministry for maintaining efficient port operations throughout the crisis and for ensuring seamless logistics coordination, real-time vessel monitoring, and facilitation of safe passage for Indian-flagged and Indian-operated ships in high-risk zones, thereby safeguarding maritime trade continuity, seafarer welfare and economic sovereignty of India.
- 3. Applaud Enhanced Maritime Security:** Acknowledge the vital role of Indian authorities in providing **security cover** and guidance to vessels transiting the **Strait of Hormuz** and for providing daily situational updates to allay fears among the maritime community.

- 4. Request Continued Diplomatic Engagement:** Urge the Government to continue its uninterrupted pursuit with all warring factions to ensure the safety of **Indian owned and controlled maritime assets** and the welfare of **Indian seafarers working on Indian & foreign flag vessels in the conflict zone.**

The NSB remains committed to supporting the Government in navigating these challenges and ensuring the continued resilience of India's maritime sector.

PRESS RELEASE

National Shipping Board (NSB) Commends Government of India's Proactive Measures Amidst Gulf Crisis; Calls for Continued engagement with all warring factions to ensure the safety of maritime assets and the welfare of Indian seafarers in the conflict zone

MUMBAI — The National Shipping Board (NSB) has officially passed a resolution acknowledging the critical situation in the Gulf and expressing its profound appreciation for the Government of India's strategic interventions. The Board highlighted the government's "proactive and multifaceted approach" in navigating the complexities of the ongoing regional conflict to safeguard India's national and maritime interests.

The resolution specifically commends the Government's success in maintaining the **uninterrupted supply of essential commodities**, a move that has effectively kept domestic prices under check and insulated Indian citizens from the volatile economic impacts of the war.

The NSB extended a special note of gratitude to the **Ministry of Ports, Shipping, and Waterways** for ensuring seamless port operations despite the crisis. The Board noted that the Ministry's efforts in keeping diplomatic channels open have been instrumental in protecting maritime assets and the thousands of Indian human resources currently stationed or transitioning through the war zone.

Key highlights of the resolution include:

- **Maritime Security:** Appreciation for providing a dedicated security cover to Indian-flagged and operated ships transiting the high-risk **Strait of Hormuz**.
- **Transparency:** Commending the practice of providing daily situational updates, which has played a vital role in allaying fears among stakeholders and the families of seafarers.
- **Diplomatic Advocacy:** A formal request from the NSB to the Government to continue high-level engagement with all warring factions to ensure the absolute safety of maritime assets and the welfare of seafarers in the conflict zone.

"The resilience of our maritime sector during this crisis is a testament to the synchronized efforts of our diplomatic and maritime authorities," the Board stated. The NSB remains committed to working alongside the Ministry to ensure India remains a pillar of stability in global trade.

MINUTES OF THE MEETING OF THE HON'BLE UNION MINISTER PORT, SHIPPING AND WATERWAYS WITH THE MEMBERS OF THE NATIONAL SHIPPING BOARD HELD ON 11.03.2026 AT 11:30 AM IN THE CONFERENCE HALL NO. 419 (SAGARMANTHAN), TRANSPORT BHAWAN, NEW DELHI

Shri Sarbananda Sonowal, Hon'ble Union Minister of Ports, Shipping and Waterways, chaired a Review and Deliberation meeting with Members of the National Shipping Board (NSB) in the conference hall no. 419 (Sagar Manthan), Transport Bhawan, New Delhi. The meeting was convened to deliberate on key developments in the shipping sector and to discuss policy priorities for strengthening India's maritime ecosystem.

2. The following Members of the National Shipping Board and the Officials of Ministry of Ports, Shipping and Waterways attended the meeting:

S. No.	Name	Designation / Role	Organisation
1.	Shri Sameer Kumar Khare, IAS	Chairperson, NSB	National Shipping Board
2.	Shri Rajesh Kumar Sinha	Special Secretary	Ministry of Ports, Shipping and Waterways
3.	Shri Shantanu Kalita	Member, NSB	Advisor, Indian Ports Association, New Delhi
4.	Shri Rakesh Singh	Member, NSB	President, Indian Coastal Conference Shipping Association, Mumbai
5.	Shri Anil Laxman Devli	Member, NSB	Chief Executive Officer, Indian National Shipowners Association, Mumbai
6.	Mr. Pankaj Verma	Member, NSB	DIG, Coast Guard Headquarters, New Delhi
7.	Capt. Vikash Anand	Member, NSB	NHQ, Indian Navy, New Delhi
8.	Shri Rahul Modi	Member, NSB	President, Coastal Containers Transporters Association
9.	Shri Milind Kandalgaonkar	Member, NSB	General Secretary, National Union of Seafarers of India, Mumbai
10.	Capt. Savio Ramos	Member, NSB	General Secretary, Maritime Union of India
11.	Mr. K. K. Dhawan	Representative of IRS	Indian Register of Shipping
12.	Ms. Sanjam Sahi Gupta	Member, NSB	Director, Sitara Shipping Limited, Mumbai
13.	Shri Mandeep Singh Randhawa	Member, NSB	Ministry of Ports, Shipping and Waterways
14.	Capt. Nitin Mukesh	Secretary, NSB	Directorate General of Shipping
15.	Shri Opesh Kumar Sharma	Director	Ministry of Ports, Shipping and Waterways
16.	Ms. Shriya Khelurkar	Consultant	Directorate General of Shipping
17.	Shri Shubham Jain	Consultant	Directorate General of Shipping

3. Shri Sameer Kumar Khare, IAS, Chairman, NSB informed that the present NSB has been constituted on 30 April 2025 and has commenced operations from 1 May 2025. The present meeting is attended by NSB Members and the senior officials of the Ministry. He made a detailed presentation before the Hon'ble Minister outlining the activities undertaken by the Board since its constitution and commencement of operations. The presentation covered the following key points:

- **Stakeholder Consultations:** The Board has undertaken Consultations across major maritime centres including Mumbai, Kandla, Kochi, Kolkata, Visakhapatnam, and Goa, with interactions held with stakeholders from ports, shipbuilding and ship repair yards, ship recycling industry, maritime regulators, logistics providers, export promotion bodies, and maritime training institutions.
- **Progress:** The Board has conducted seven (7) formal meetings and interacted with approximately 98 stakeholders across multiple segments of the maritime industry. In addition, the Chairperson, NSB has independently interacted with 44 Stakeholders at his level.
- **National Alignment:** The Board's work is aligned with MAKV-2047, MIV-2030, PM Gati Shakti, Ease of Doing Business/Ease of Living, Make in India and Aatma Nirbhar Bharat.
- **Strategic Focus:** The Board has focused on Key imperatives that include strengthening India's global maritime presence, enhancing national shipping tonnage, promoting coastal and inland waterways transport, and developing India as a global hub for shipbuilding, repair and recycling.
- **Sub- Committees of the Board:** The Board has constituted fourteen (14) thematic sub-committees to prepare sector-specific roadmaps aligned with the objectives of MAKV-2047. The sub-committees are examining the following key areas:
 - Augmentation of Indian shipping tonnage
 - Promotion of shipbuilding and ship repair facilities
 - Promotion of the ship recycling industry
 - Increasing share of Seafarers in Global Shipping Market
 - Promotion of coastal shipping and inland waterways
 - Promotion of cruise and House Boat Tourism
 - Maritime emergency preparedness and response ecosystem
 - Documentation of Indian Maritime Heritage
 - Creation of an integrated national single maritime window
 - Strengthening of the maritime skill ecosystem
 - Development of regional maritime hub and maritime linkages with neighbourhood
 - Adoption of emerging maritime technologies
 - Reduction in the logistics costs in the Maritime sector

4. The Members of the National Shipping Board shared their perspectives and recommendations based on stakeholder consultations carried out across the country. The key points raised are summarised below:

4.1. Shri Anil Devli, Member, NSB & CEO, INSA

- The 5% IGST on acquisition of ships and on overseas MRO (Maintenance, Repair and Overhaul) services along with the high rates of TDS on Seafarers wages places Indian

shipping companies at a competitive disadvantage and encourages flagging of vessels outside India.

- Although infrastructure status has been conditionally granted to Indian shipping, it has not yet translated into access to long-term, low-cost financing for ship acquisition.
- Customs continue to have differential interpretation of rules at different ports leading to a total commotion when it comes to practices in matter of “First entry of ships” and “conversion and reversion” of Indian flag ships. There is a need to have an All-India policy from the CBIC on this issue so that we have uniform practices at all Indian ports.
- Policy support is needed to promote the Indian Register of Shipping (IRS) as a globally recognised classification society and to ensure ships built in Indian shipyards are classified under IRS.
- Sought Government intervention in protecting the maritime assets and seafarers of the country which are stuck in west of straits of Hormuz as well as in East of Straits of Hormuz due to ongoing conflict in Middle East.

4.2. Shri Rakesh Singh, Member NSB & President, ICCSA

- Fuel used by coastal vessels should be brought under the 5% GST regime to reduce operational costs and improve competitiveness of coastal and inland transport vis-à-vis road and rail transport. The total fuel consumption by Coastal and inland water transport is less than 3% of the total fuel consumption in the country.
- Regulatory bottlenecks related to immigration requirements for coastal vessels and at Indian ports need to be addressed by issuing a national SOP by DG Shipping.
- A shortage of officers in the coastal shipping sector was highlighted; Indian nationals holding foreign Certificates of Competency (CoC) should be permitted to serve on Indian coastal vessels for a year by giving special dispensation by DG Shipping.

4.3. Shri Rahul Modi, Member, NSB & President CCTA

- An integrated logistics framework is essential to improve operational efficiency and reduce overall logistics costs in the country.
- A Domestic Multimodal Transport Document should be introduced to enable seamless cargo movement across road, rail, coastal shipping, and other transport modes under a unified framework.
- GST rates applicable to multimodal transport services need to be rationalised to promote modal shift and support a cost-effective logistics ecosystem.
- GST charged by terminals on handling of agricultural cargo should be reviewed, as such commodities are largely in the exempted category and the present levy requires policy re-examination.
- Adequate Indian shipping tonnage should be ensured for carriage of coastal cargo, thereby strengthening the role of coastal shipping in the national logistics chain. In this regard, the national shipping line Shipping Corporation of India (SCI) should operate a minimum of two coastal vessels at a time to ensure service reliability and capacity availability until the proposed Bharat Line is introduced to support India’s coastal container trade.
- The practice at some ports of increasing handling costs in the name of shifting charges and reducing free days is counterproductive and does not support the development of coastal cargo movement in India.
- Port and terminal policies should remain aligned with the national objective of promoting coastal shipping as a low-cost, sustainable, and efficient mode of transport.

4.4. Shri Milind Kandalgaokar, Member, NSB & General Secretary, NUSI

- Enhanced welfare measures for Indian seafarers such as a robust social security framework for Indian seafarers needs to be established.
- Ongoing discussions regarding social security provisions for seafarers, including amendments to relevant regulations and active engagement with industry bodies such as FOSMA, were highlighted.
- Sought Government intervention in protecting the maritime assets and seafarers of the country which are stuck in west of straits of Hormuz as well as in East of Straits of Hormuz due to ongoing conflict in Middle East.

4.5. Collective Recommendations of NSB Members

- The Ministry of Ports, Shipping and Waterways should effectively leverage the domain expertise of the National Shipping Board by:
 - Ensuring active involvement of NSB members in formulation, implementation, and review of all key maritime policies
 - Ensuring participation of NSB representatives in inter-ministerial meetings where decisions impact the maritime sector, logistics ecosystem, and trade
 - Empowering NSB members to present industry perspectives directly before concerned ministries and departments to support informed policy decisions.
 - Creating a structured mechanism for regular consultation with Hon'ble Minister and NSB members to bridge policy vision with industry realities
 - Utilising skills and expertise to promote growth of Indian Maritime Sector including modal shift of cargo
 - Allocating due weightage to recommendations made by the NSB
 - Issuing an advisory to all sub ordinate departments or offices of the MoPSW to respond to and interact in a constructive manner with the NSB

5. ACTION POINTS

After due deliberations, following action points were identified:

S. No.	Action Points	Responsible	Timeline
1.	Facilitate infrastructure financing for Indian shipping with access to long-term low-cost financing by engaging with infrastructure financing companies	Ministry of PSW/ Infrastructure Finance Companies	Immediate
2.	Initiate efforts to re-define infrastructure vis-à-vis shipping so that benefits are extended to large section of ship owners	Ministry of PSW/Ministry of Finance, Department of Economic Affairs	Immediate

S. No.	Action Points	Responsible	Timeline
3.	Review IGST (5%) on ship acquisition and overseas MRO, double taxation by customs on MRO Services and recommend fiscal amendments	Ministry of PSW/Ministry of Finance, CBIC	Immediate
4.	Inclusion of coastal vessel fuel under 5% GST regime	Ministry of PSW/Ministry of Finance, CBIC	Immediate
5.	Rationalization of GST on multimodal transport	Ministry of PSW/Ministry of Finance, CBIC	Immediate
6.	Issue standard operation procedure All-India for Customs procedures in respect of “First entry of Indian ships” and “conversion and reversion” of Indian flag vessels	Ministry of PSW/Ministry of Finance, CBIC	Immediate
7.	Revising the rate of TDS @5% on Wages paid to Indian Seafarers	Ministry of PSW/Ministry of Finance, CBDT	Immediate
8.	Expedite the amendments to the Finance Bill 2026 relating to Tonnage Tax Scheme for the Inland Vessels	Ministry of PSW/Ministry of Finance, CBDT	Immediate
9.	Expedite issue of regulation to facilitate claim of tonnage tax scheme by inland vessels	Ministry of PSW/IWAI	Immediate
10.	Expedite preparation of a single Multimodal Transport document for domestic transport	Ministry of PSW/Department of Internal Trade	Immediate
11.	Develop social security framework for Indian seafarers; amend relevant regulations	Ministry of PSW/DGS	Immediate
12.	Issue of National SOP to address immigration issues related to Coastal Vessels	Ministry of PSW/DGS	Immediate
13.	Examine policy for Indian nationals with foreign CoC to serve on coastal vessels for a period of 1 year as special dispensation	Ministry of PSW/DGS	Immediate
14.	Promote IRS as globally recognised classification society in foreign jurisdiction	Ministry of PSW/MEA	Immediate
15.	Explore policy support for classification of India-built ships under IRS	Ministry of PSW/DGS	Immediate
16.	Explore policy support for classification of domestically build containers under IRS	Ministry of PSW/DGS	Immediate

S. No.	Action Points	Responsible	Timeline
17.	Setting up of an institutional mechanism for involving NSB by the Ministry in policy formulation, policy implementation and policy review and update stage to utilize the domain expertise available with the NSB Members	Ministry of PSW/DGS	Immediate
18.	Setting up of an institutional mechanism for involving NSB by the Ministry in inter-ministerial consultations on maritime policy to utilize the domain expertise available with the NSB Members	Ministry of PSW/DGS	Immediate
19.	Issuing an advisory to all sub ordinate departments/offices/authorities/directorate under the MoPSW to respond to and interact in a constructive manner with the NSB	Ministry of PSW	Immediate
20.	Creating a structured mechanism for regular interaction of the Hon'ble Minister with the members of the NSB to bridge the gaps between policy vision and the ground level industry realities	NSB	Immediate

6. CONCLUDING REMARKS BY HON'BLE MINISTER

In his concluding remarks, the Hon'ble Minister Shri Sarbananda Sonowal highlighted the proactive efforts of the Government of India to protect the Maritime assets and the seafarers of the country in West and East of Straits of Hormuz due to ongoing conflict in the Middle East. He informed that the situation is monitored at the highest level to protect the interest of the country. He assured full support of the Government to the Shipping fraternity.

He appreciated the extensive efforts made by the National Shipping Board in conducting stakeholder consultations across the country and bringing forward valuable insights from the maritime industry. He emphasized the following priorities:

- Strengthening India's maritime capabilities in line with the Government's vision for Maritime Amrit Kaal 2047.
- Focus on green and sustainable shipping as a national imperative.
- Development of world-class ports to enhance India's maritime infrastructure.
- Promotion of coastal shipping and inland waterways as efficient, cost-effective modes of transport.
- Enhancement of India's global maritime competitiveness.
- Continued and deepened engagement between the Ministry and the National Shipping Board to ensure that industry perspectives are effectively integrated into policy formulation, policy implementation and policy review/update stages of the maritime policy framed by the Ministry and during inter-ministerial consultation on maritime policy to utilize the domain expertise available with the NSB Members.



NATIONAL SHIPPING BOARD

Annual Report 2025-26

Format, Guidelines & Member Contributions

Presented by Sanjam | NSB Meeting, Mumbai

16 April 2026

AGENDA

01

Why an Annual Report?

Legal mandate under NSB Rules 1960

02

Report Structure at a Glance

Six chapters + annexures overview

03

Individual Member Contributions

Chapter IV – your achievements & challenges

04

Board-Level Reporting

Chapter V – collective work & consultations

05

Way Forward 2026-27

Chapter VI – future priorities

06

Timelines & Next Steps

Submission deadlines and process

WHY AN ANNUAL REPORT?

Legal Mandate & Purpose

Legal Foundation

Rule 10 of the 'Rules of Procedure'
under the NSB Rules 1960
(as amended in 1991)

Mandates the Board to submit an
Annual Report to the Ministry of
Ports, Shipping & Waterways (MoPSW)

Purpose

Document the Board's work,
achievements, and challenges
during the financial year

Reporting Period:

1 May 2025 – 31 March 2026

Date of Submission to the Ministry:

7 / 8 May 2026, at NSB Meeting, Tuticorin

This report covers the period from the constitution of the new Board (01.05.2025) to the close of FY 2025-26 (31.03.2026)

REPORT STRUCTURE AT A GLANCE

FRONT MATTER

Cover Page

Publication Details

Index

CHAPTERS

Ch. I
Introduction
NSB Act, functions & rules

Ch. II
Annual Report Requirement
Rule 10 mandate

Ch. III
Constitution of the Board
Notification & Member CVs

Ch. IV
Individual Achievements
Each member's contributions

Ch. V
Board Achievements
Meetings, consultations, solutions

Ch. VI
Way Forward 2026-27
Future priorities & goals

ANNEXURES (Stakeholder representations, policies, case studies, data) | BIBLIOGRAPHY

CHAPTER IV: Individual Member Contributions

Each NSB member must document their personal achievements and challenges



Your Achievements

- Initiatives you led or supported
- Policy inputs & recommendations made
- Stakeholder engagements conducted
- Sub-committee contributions
- Expert consultations facilitated
- Domain-specific impact created



Challenges Faced

- Sector-level challenges observed
- Regulatory or policy hurdles
- Stakeholder concerns raised
- Resource or coordination gaps
- Issues requiring Government action
- Recommendations for resolution

SUGGESTED FORMAT FOR MEMBER SUBMISSIONS

How each member should structure their Chapter IV input



1. Member Profile

Name, designation, area of expertise, date of appointment to the Board



2. Personal Goals Set

Outline the goals you set for yourself as an NSB member for this term



3. Key Achievements

List specific initiatives, policy inputs, meetings attended, sub-committee work, and measurable outcomes



4. Challenges Encountered

Describe obstacles, gaps, or issues you faced in fulfilling your mandate; include sector-specific insights



5. Recommendations

Provide suggestions for the Board, MoPSW, or the sector at large based on your experience

CHAPTER V: Board-Level Achievements & Challenges

Collective work of the NSB during 2025-26



Meetings Held

Details of all Board meetings conducted during the year, agenda items discussed, and key decisions taken



Stakeholder Consultations

Summary of consultations held with shipping industry stakeholders, ports, and maritime bodies



Issues & Solutions

Issues raised by stakeholders and the Board's suggested solutions, policy recommendations, and follow-up actions



Sub-Committees Formed

Details of sub-committees constituted, their mandate, composition, and outcomes of their deliberations

ANNEXURES & BIBLIOGRAPHY

Supporting documentation to accompany the report

ANNEXURES

- Written representations by stakeholders
- Written views by domain experts
- Government policies discussed in meetings
- Global conventions referenced for recommendations
- Case studies – national & global best practices
- Data, tables, images, and supporting material

BIBLIOGRAPHY

Reference all documents, articles, and databases used in preparing the report

Include:

- Government orders & circulars
- Research papers & industry reports
- International maritime conventions
- Statistical databases & sources
- Published articles & media

TIMELINES & NEXT STEPS

1

Individual Submissions Due

Each member is requested to submit their Chapter IV writeup (achievements, challenges, goals, recommendations) to me by email.

2

Compilation

My team compiles all individual and committee contributions into the consolidated Annual Report draft

3

Review & Approval

Draft circulated to the Board for review; final version approved and signed off by the Chairperson

4

Submission to MoPSW

Final Annual Report 2025-26 submitted to the Ministry of Ports, Shipping and Waterways as mandated under Rule 10



Let's Build a Report

That Reflects Our Collective Commitment

Your individual contributions matter.

Please submit your Chapter IV input at the earliest by email at sanjam@sitarashipping.co.in

F. No. NSB-1/2026-NSB
Government of India
Ministry of Ports, Shipping and Waterways
National Shipping Board New Delhi

1, Parliament Street,
Transport Bhawan,
New Delhi – 110 001
Dated: 06.04.2026

Appointment of CPIO and First Appellate Authority
of National Shipping Board

In exercise of the powers conferred under the provisions of the Right to Information Act, 2005, the following officers of the National Shipping Board (NSB) are hereby designated with immediate effect:

1. **Central Public Information Officer (CPIO):** Shri Jitendra Jadhav, Assistant Director General, National Shipping Board.
2. **First Appellate Authority (FAA):** Capt. Nitin Mukesh, Secretary, National Shipping Board.

The above officers shall discharge their duties and responsibilities as prescribed under the Right to Information Act, 2005 and the rules framed thereunder.

Sameer Khare
06/04/2026

Sameer Kumar Khare IAS(Rtd.)
Chairperson, National Shipping Board
New Delhi
Mobile +91 9968096476
Email: chairperson.nsb@gov.in

To:

1. Shri Jitendra Jadhav, Asst Director General, National Shipping Board
2. Capt. Nitin Mukesh, Secretary, National Shipping Board

Travel Allowance (TA) & Daily Allowance (DA) of NSB Members



Presented by:

Shri Jitendra Jadhav

Additional Director General (ADG), NSB

TA/DA OVERVIEW: NON-OFFICIAL CATEGORIES

Three categories of non-official members are eligible for TA/DA benefits when attending government committee meetings.

01



Retired Govt. Officials

**Regulated as per their final rank.
Entitlement mirrors their retirement-time
benefits.**

02



Experts / Professionals

**Pay Level 11 equivalent. Economy air + AC-
II train. Hotel up to ₹2,250/day.**

03



Eminent Personalities

**Pay Level 14 equivalent. May travel
Executive class. Hotel up to ₹7,500/day.**

CATEGORY 1 — RETIRED GOVERNMENT OFFICIALS

Key Principle

- Status mirrors their final active-duty rank
- Entitlement is the same as at the time of retirement
- Regulated under DoE OM No. 19030/01/2017-E.IV dated 13.07.2017
- Applies to all travel classes, accommodation & daily allowance
- Local members entitled to Mileage Allowance only, as per retirement rates

Entitlement Structure

Component	Entitlement
Air Travel	As per retirement rank
Rail Travel	As per retirement rank
Hotel/Guest House	As per retirement level
Daily Allowance	As per retirement level
Local (Mileage)	As per retirement entitlement

CATEGORY 2 — EXPERTS / PROFESSIONALS FROM VARIOUS FIELDS

Equivalent to Pay Level 11 | Pre-revised Grade Pay: ₹6,600



Air Travel

Economy Class

Domestic flights



Rail Travel

AC-II Tier

Express / Mail trains



Accommodation

Up to ₹2,250/day


Hotel / Guest House



Food Bills

Up to ₹900/day

Reimbursement on bills

 **Local Travel (Touring Station):** Reimbursement of non-AC taxi charges up to ₹338 per day

CATEGORY 3 — EMINENT PERSONALITIES

Equivalent to Pay Level 14 | Pre-revised Grade Pay: ₹10,000



Air Travel

Executive Class (Domestic)

At discretion of Administrative Ministry



Accommodation

Up to ₹7,500 per day

Hotel / Guest House



Local Travel

AC Taxi — as per actuals

Reimbursement of actual charges



Food Bills

Up to ₹1,200 per day

Reimbursement on bills

Note: Executive Class entitlement requires prior approval of the Administrative Ministry.

RULES FOR LOCAL NON-OFFICIALS

⚠ "Local" members — those residing in the city where the meeting is held — have different reimbursement rules.

Category	Standard TA/DA	Mileage Allowance
Retired Officers	Not Entitled	As per retirement entitlement
Other Non-officials (Experts)	Not Entitled	Non-AC taxi up to ₹338/day
Eminent Personalities	Not Entitled	AC taxi as per actuals

Key Notes:

- Local non-officials are excluded from standard outstation TA/DA allowances.
- Mileage Allowance covers travel to and from the meeting venue only.

REVISED RATES AT A GLANCE (As per Annexure I)

Accommodation (per day)

Pay Level	Old Rate (₹)	Revised Rate (₹)
14 & Above	7,500	9,375
12 & 13	4,500	5,625
9 to 11	2,250	2,813
6 to 8	750	938
5 & Below	450	563

Food Charges (per day)

Pay Level	Old Rate (₹)	Revised Rate (₹)
14 & Above	1,200	1,500
12 & 13	1,000	1,250
9 to 11	900	1,125
6 to 8	800	1,000
5 & Below	500	625

Local Travel Reimbursement

Pay Level	Old (₹)	Revised (₹)
9 to 11	338	423
6 to 8	225	281
5 & Below	113	141
On Foot	₹12/km	₹15/km

House Rent Allowance

City Class	Old Rate	Revised Rate
X or A	27%	30%
Y or B	18%	20%
Z or C	9%	10%
	of Basic Pay	of Basic Pay

HOW TO CLAIM TA/DA — STEP BY STEP PROCESS

1

Receive Meeting Notice

Check the authorized travel agent listed in the notice (Balmer Lawrie / Ashok Travels / IRCTC).

2

Book Tickets via Authorized Agent

Book air/rail tickets ONLY through the authorized agents. Deviations require prior Ministry of Finance approval.

3

Attend Meeting & Collect Bills

Retain all original bills — hotel, food, taxi, conveyance. Ensure receipts are valid & itemized.

4

Fill TA/DA Claim Form

Complete Part A of the TA Bill form with journey details, dates, places visited and fare paid.

5

Attach Certificates & Submit

Attach Certificate for Tour TA Bills, all original receipts & get countersignature of Controlling Officer.

6

Bill Section Processing

Bill Section fills Part B: calculates net entitlement, deducts any advance, issues payment.

IMPORTANT CONDITIONS & COMPLIANCE



Authorized Agents Only

All tickets must be booked through authorized travel agents — Balmer Lawrie, Ashok Travels & Tourism, or IRCTC — as specified in the meeting notice.



Mandatory Certificates

The 'Certificate for Tour TA Bills' (14-point declaration) must be signed by the claimant and countersigned by the Controlling Officer.



Prior Approval for Deviations

Any deviation from standard rates or travel class requires prior written justification and explicit approval from the Ministry of Finance.



Original Bills Required

All hotel, food, and conveyance bills must be original, itemized receipts. Photocopies are not accepted without verification.



Sitting Fees (Separate)

Sitting fees are separate from TA/DA and governed by ministry-specific orders. Typical range: ₹3,000 to ₹5,000 per day (as per NAAC/similar orders).



Timely Submission

Claims must be submitted promptly after the meeting. Delayed submissions may be rejected or require additional approval from higher authorities.

CHECKLIST

1. Required Forms & Signatures

- Completed TA Bill: Use the prescribed Ministry proforma.
- Original Signature: Ensure the form is physically signed (digital signatures are often not accepted for audit purposes).
- Meeting Notice: Attach a copy of the invitation or meeting notice.

2. Travel Evidence (Mandatory)

- Air Travel: You must provide original Boarding Passes. If lost, a certificate from the airline or a self-declaration may be required (subject to Ministry approval).
- Invoices: Attach the original invoice/ticket showing the fare paid.
- Note: Air tickets must be booked through authorized agents (Balmer Lawrie, Ashok Travels, or IRCTC).

CHECKLIST

3. Stay & Food (If claiming as per actuals)

- Hotel Bills: Original GST-compliant bill showing the room tariff and dates of stay.
- Food Invoices: Original bills for meals (if you are not opting for the fixed daily rate)

4. Payment Information

- Bank Details: A copy of a Cancelled Cheque or Bank Passbook (first page) to ensure the funds reach the correct account.
- ID Proof: Copy of PAN Card (mandatory for processing payments/TDS).

5. Important Limits (Current as of Jan 2024)

- Since DA is above 50%, basic rates have increased by 25%:
- Experts (Level 11 equiv.): Hotel up to ₹2,813/day | Food up to ₹1,125/day.
- Eminent Personalities (Level 14 equiv.): Hotel up to ₹9,375/day | Food up to ₹1,500/day.

TRAVELLING ALLOWANCE BILL FOR TOUR

NOTE:- This bill should be prepared in duplicate-one for payment and the others as office copy

PART-A (To be filled up by Government servant)

1. Name _____
2. Designation _____ 3. Pay _____
4. Headquarters _____
5. Details and purpose of journey (s) performed.

Departure		Arrival		Mode of travel and class of accommodation	Fare Paid	Distance in Kms. for road mileage	Duration of Halt		Purpose of Journey
Date and Time	From	Date and Time	To				Days	Hrs.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	

6. Mode of journey:-

- (i) Air
- (a) Exchange voucher arranged by office Yes/No.
- (b) Ticket/Exchange voucher arranged by _____
- (ii) Rail
- (a) Whether travelled by Mail/Express/Ordinary train? Yes/No.
- (b) Whether return ticket was available? Yes/No.
- (c) If available, whether return ticket purchased? If not, state reasons _____

(iii) Road

Mode of conveyance used i.e. by Govt. transport/by taking a taxi, single seat in a bus or other public conveyance/by sharing with another Govt. servant in car belonging to him or to a third person, to be mentioned.

7. Dates of absent from place of halt on account of:-
(i) R H .and C.L.
(ii) Not being actually in camp on Sunday and holidays.
8. Dates on which free board and/or lodging provided by the State or any organisation financed by State funds:-
(a) Board only
(b) Lodging only
(c) Board and lodging
9. Particulars to be furnished alongwith hotel receipt etc. in cases where higher rate of D.A. is claimed for stay in hotel other establishments providing board and/or lodging at scheduled tariffs-

Period of Stay		Name of the Hotel	Daily rate of Lodging charged	Total Amount paid
From	To			

10. Particulars of journey(s) for which higher class of accommodation than the one to which the Government servant is entitled was used:-

Date	Period of Stay & Places		Mode of conveyance used	Class to which entitled	Class to which travelled	Fare of the entitled class/Rs
	From	To				
1.	2.	3.	4.	5.	6.	7.

If the journey(s) by higher class accommodation has been performed with the approval of the competent authority. No. and date of sanction may be quoted. _____

11. Details of Journey (s) performed by road between places connected by rail:-

Date	Name of places		Fare paid	
	From	To	Rs	Ps
1.	2.	3.	4.	

12. Amount of T.A. advance. If any, drawn.

Certified that the information as given above, is true to the best of my knowledge and belief.

Date

[Signature]
Signature of the Govt. servant

PART-B (To be filled in the Bill Section)

1. The net entitlement on account of travelling allowance works out to Rs. _____ as detailed below:-

- a) Railway/ air/ bus /steamer fare Rs. _____
- b) Road mileage for _____ Kms @ Rs. _____ Per/Km.
- c) Daily allowance
 - (i) _____ Days @ Rs. _____ /Per Days _____
 - (ii) _____ Days @ Rs. _____ /Per Days _____
 - (iii) _____ Days @ Rs. _____ /Per Days _____

d) Actual expenses Rs. _____
Gross Amount Rs. _____

e) Less amount of T.A. advance. If any, drawn vide
Voucher No. _____ Dated _____ Rs. _____
Net amount Rs. _____

2. The expenditure is debitable to _____

Initial Bill Clerk

Signature of D.D.O

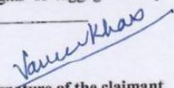
Countersigned

Signature of Controlling Officer

CERTIFICATE FOR TOUR T.A. BILLS

1. Certified that I/my family was neither allowed free transit by Rail under free pass or otherwise provided with. means of communication at expense of the state or local round journey for the which T.A. has been claimed in the bill.
2. Certified that I/my family actually travelled by the class for the T.A. claimed in this bill.
3. Certified that number of kilometers shown in this bill is in accordance with the poly metenal tables of the establishment.
4. Certified that journey on _____ was performed by Mail/Express train in the interest of public service.
5. Certified that I was actually not merely contrusively in camp on Sundays and holidays for which daily allowance is claimed.
6. Certified that I was not absent on casual leave during the period for which daily allowance has been claimed.
7. Certified that during my halt at _____ from _____ to _____ while on inspection duty continue to be in our expenditure after the first 10 days.
8. Certified that I. did not perform. the road journey for which the kilometer allowance has been claimed at the higher rates prescribed in Rule 46 of the supplementary Rule by taking a single sent in a taxi motor or mini bus or lorry plying for hire.
9. Certified that I incurred running expenses on a car in this journey.
10. Certified that the road journeys for which kilometer has been claimed at the higher prescribed in supplementary Rule 46 were performed in my own car.
11. Certified that the road journeys for which mileage is claimed were performed by road but were charged by rail. The number of kilometers actually travelled by road being.
12. Certified that the family members for whom T.A. has been claimed actually travelled with me or followed me on transfer.
13. Certified that actual expenses incurred as cost of transportation of personal was not less than the sum claimed in the bill.
14. Certified that I have transported _____ Kg _____ gms of luggage on my transfer from _____ to _____

Countersigned


Signature of the claimant

(Signature & Designation of the controlling officer)

SUMMARY

Category 1 Retired Officials

Same as
Retirement Rank

Category 2 Experts

Pay Level 11
₹900 Food | ₹2,250 Hotel

Category 3 Eminent Persons

Pay Level 14
₹1,200 Food | ₹7,500 Hotel

Key Rule: All claims must be supported by original bills, submitted through authorized agents, and certified by the Controlling Officer.

Thank You

Shri Jitendra Jadhav | Additional Director General | National Statistics Bureau

NATIONAL SHIPPING BOARD

Social Media & Digital Communication Plan

April 2026 – March 2027

Presented by: Shri Jitendra Jadhav, ADG, NSB

National Shipping Board | Ministry of Ports, Shipping & Waterways



AGENDA



01 Purpose & Objectives

02 Governance & Approval Framework

03 Platform Overview

04 Greetings & Observances Plan

05 Member-Led Communication Program

06 Youth & Community Engagement

07 Board Meeting Communication

08 Way Forward

PURPOSE & OBJECTIVES



This document establishes a structured, pre-approved, and predictable social media and digital communication plan for the National Shipping Board (NSB) for the financial year 2026–27.

Institutional Discipline

Ensure consistent, on-brand communication across all digital channels

Advance Approvals

All content circulated minimum T-1 day in advance for proper clearance

Member Responsibilities

Clearly define annual digital responsibilities for each Board Member

Public Outreach

Strengthen engagement with industry, youth, and the general public

GOVERNANCE & APPROVAL FRAMEWORK



01

Content Draft

Member prepares content as per assigned responsibility

02

T-1 Circulation

Draft circulated minimum 1 day before posting for approval

03

Chairperson Clearance

Final approval obtained from Chairperson's Office

04

Publish / Release

Meeting content only via PIB / Ministry channels

Key Rules

- Board Members contribute content as per their assigned schedule
- Meeting-related content released ONLY through PIB / Ministry of Ports, Shipping & Waterways
- Greetings & observances managed centrally by NSB Secretariat

PLATFORM & FORMAT OVERVIEW



X (Twitter)

Announcements, observances & polls

Instagram

Reels, infographics & storytelling

LinkedIn

Webinars, podcasts & professional engagements

YouTube

Documentary-style long-form content

Zoom / Webex

Webinars and virtual events

Spotify / YouTube

Podcasts — audio & video formats

Canva

Creative designs & content development

GREETINGS & OBSERVANCES PLAN (NSB-LED)



Managed centrally by NSB Secretariat • Board Members are NOT individually responsible • Process: Draft → Approval → Scheduled posting

Maritime, Institutional & Global Days

Earth Day	22 April
World Environment Day	5 June
World Oceans Day	8 June
Day of the Seafarer (IMO)	25 June
Women in Maritime (IMO)	18 May
World Maritime Day	Last Thu, Sep
National Maritime Day	5 April
Indian Navy Day	4 December
Indian Coast Guard Day	1 February
DG Shipping Foundation Day	3rd September

Social, Gender & Festive Days

International Women's Day	8 March
Constitution Day (India)	26 November
Human Rights Day	10 December
Christmas	25 December
Eid-ul-Fitr	Variable
Eid-ul-Adha	Variable
Diwali	Variable
Gurupurab	Variable
Buddha Purnima	Variable
Pongal	14–17 January

MEMBER-LED COMMUNICATION PROGRAM



Mandatory Annual Contributions per Member

- 1 Reel
- 1 Webinar
- 1 Podcast
- 1 Documentary (YouTube)
- 1 Infographic
- 1 Storytelling Post
- 1 Behind-the-Scenes Content

Board Members

- Shri Sameer Kumar Khare, Retd. IAS
- Shri Ajithkumar Sukumaran
- Shri Mandeep Singh Randhawa
- Ms. Esha Srivastava
- Capt. Vikas Anand
- DIG Pankaj Verma
- Shri Rakesh Singh
- Shri Anil Laxman Devli
- Shri Rahul Modi
- Shri Milind Kandalganekar
- Captain Savio Ramos
- Shri Arun Sharma
- CMD CSL
- Dr. K. Murali
- Ms. Sanjam Sahi Gupta
- Shri Shantanu Kalita

CONTENT CALENDAR — REELS & WEBINARS



REELS ALLOCATION

Apr-26	Ms. Sanjam Sahi Gupta
May-26	Shri Rahul Modi
Jun-26	Capt. Vikas Anand
Jul-26	DIG Pankaj Verma
Aug-26	Shri Rakesh Singh
Sep-26	Shri Anil Laxman Devli
Oct-26	Shri Milind Kandalgaonkar
Nov-26	Capt. Savio Ramos
Dec-26	Mr. Arun Sharma
Jan-27	CMD CSL
Feb-27	Dr. K. Murali
Mar-27	Shri Shantanu Kalita

WEBINARS

Apr-26	Capt. Savio Ramos
May-26	Ms. Sanjam Sahi Gupta
Jun-26	Shri Rahul Modi
Jul-26	Dr. K. Murali
Aug-26	Shri Shantanu Kalita
Sep-26	Capt. Vikas Anand
Oct-26	DIG Pankaj Verma
Nov-26	Shri Rakesh Singh
Dec-26	Shri Anil Laxman Devli
Jan-27	Shri Milind Kandalgaonkar
Feb-27	Shri Arun Sharma
Mar-27	CMD CSL

CONTENT CALENDAR — PODCASTS & DOCUMENTARIES



PODCASTS

Apr-26	Mr. Arun Sharma
May-26	Shri Shantanu Kalita
Jun-26	Capt. Savio Ramos
Jul-26	Shri Anil Laxman Devli
Aug-26	Ms. Sanjam Sahi Gupta
Sep-26	Shri Rahul Modi
Oct-26	Dr. K. Murali
Nov-26	CMD CSL
Dec-26	Capt. Vikas Anand
Jan-27	DIG Pankaj Verma
Feb-27	Shri Rakesh Singh
Mar-27	Shri Milind Kandalgaonkar

DOCUMENTARY / YOUTUBE

Apr-26	Shri Milind Kandalgaonkar
May-26	Mr. Arun Sharma
Jun-26	CMD CSL
Jul-26	Dr. K. Murali
Aug-26	Shri Shantanu Kalita
Sep-26	Capt. Savio Ramos
Oct-26	Capt. Vikas Anand
Nov-26	Ms. Sanjam Sahi Gupta
Dec-26	Shri Rahul Modi
Jan-27	DIG Pankaj Verma
Feb-27	Shri Anil Laxman Devli
Mar-27	Shri Rakesh Singh

YOUTH & COMMUNITY ENGAGEMENT



Behind-the-Scenes Content

- Once per member per year
- Coverage: Meetings, field visits & port visits
- Purpose: Humanise the institution while maintaining professionalism

Infographics & Visual Data

- Each member contributes once per year
- Topics: Shipping facts, trade routes, seafarer life, environment & oceans

School Partnerships & Youth Programs

- Maritime science modules & ocean stewardship
- Basics of shipping & trade
- Youth / Maritime Club: Career awareness, Ambassador programs, beach cleanups & port visits

Polls & Surveys

- Conducted via official NSB handles
- Topics: Careers in shipping, ocean protection, maritime awareness
- Platforms: X (Twitter) / Instagram Stories

Storytelling Series: 'Shipping & Society'

- One story per member per year
- Focus: Communities, economy, environment & heritage

Branded Hashtag Strategy

- Develop NSB branded hashtag for all initiatives
- Stakeholders encouraged to use it
- Enables tracking of engagement and outreach

BOARD MEETING COMMUNICATION (MANDATORY)



After every NSB Board Meeting, the following protocol shall be followed:

01 NSB Secretariat
Prepare a comprehensive media brief summarising key decisions and outcomes of the Board Meeting

02 Drafting & Review
The draft brief shall be shared with the Ministry of Ports, Shipping & Waterways for review and clearance

03 PIB Release
Press Information Bureau (PIB) shall issue an official press note based on the approved brief

04 Approved Visuals
Only pre-approved visuals and infographics accompanying the press note shall be released publicly

05 Channel Discipline
Meeting-related content to be released ONLY through PIB / Ministry — NOT by individual members directly

WAY FORWARD



Adopt the Plan

Board to formally adopt this Social Media & Digital Communication Plan for FY 2026–27

Member Acknowledgement

Each Member to acknowledge their content assignment and delivery schedule

Secretariat Coordination

NSB Secretariat to maintain a master calendar and send monthly reminders to members

Pre-Approval Compliance

Strict T-1 approval workflow to be followed for all content before publication

Hashtag Launch

Official NSB hashtag to be developed and promoted across all platforms

Quarterly Review

Progress against the communication calendar to be reviewed at each Board meeting



Thank-you



1 8 9 6

Need for a Robust Regulatory Framework on Abandoned Vessels & Abandonment of Seafarers

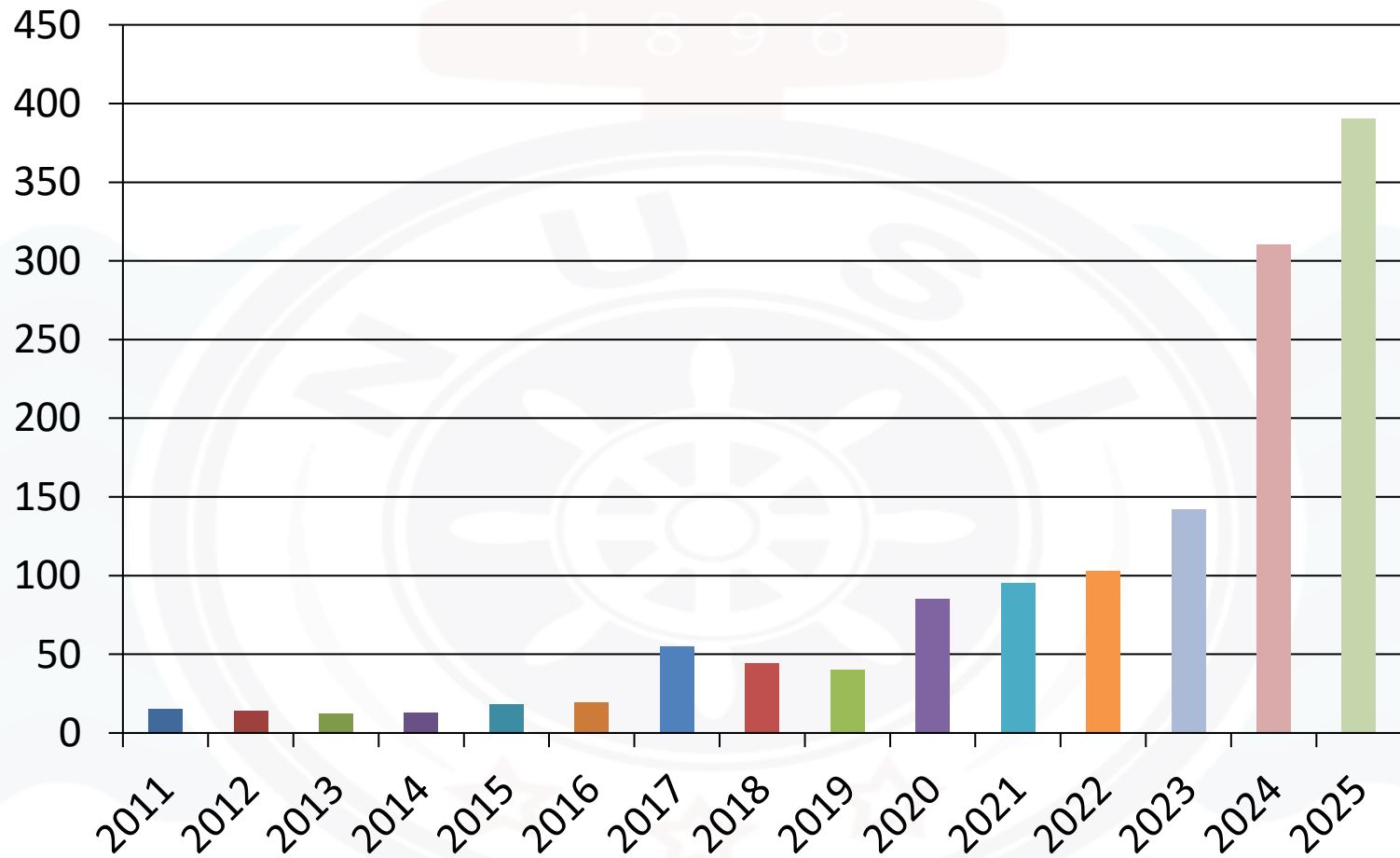
Abandonment / Abandoned Vessel

A vessel is considered abandoned when the shipowner has relinquished possession, control and responsibility for the vessel without making adequate arrangements for its maintenance, operation and the safety/welfare of its crew.

What it means for the crew

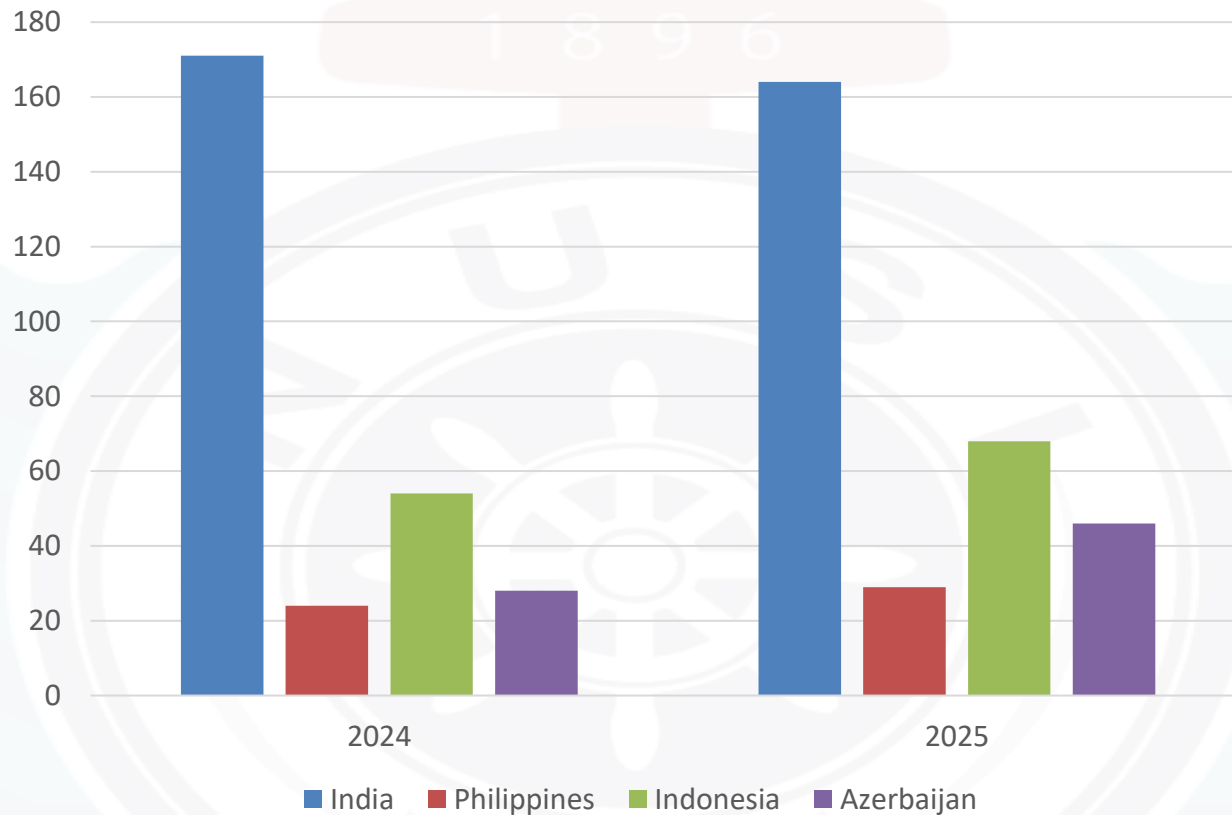
- No provisions and supplies of necessities
- No wages
- Stranded on board with no clarity of future
- No clarity on sign off
- No clarity on Repatriation
- Expiry of insurance and P&I
- Psychological stress

Global Seafarer Abandonment cases



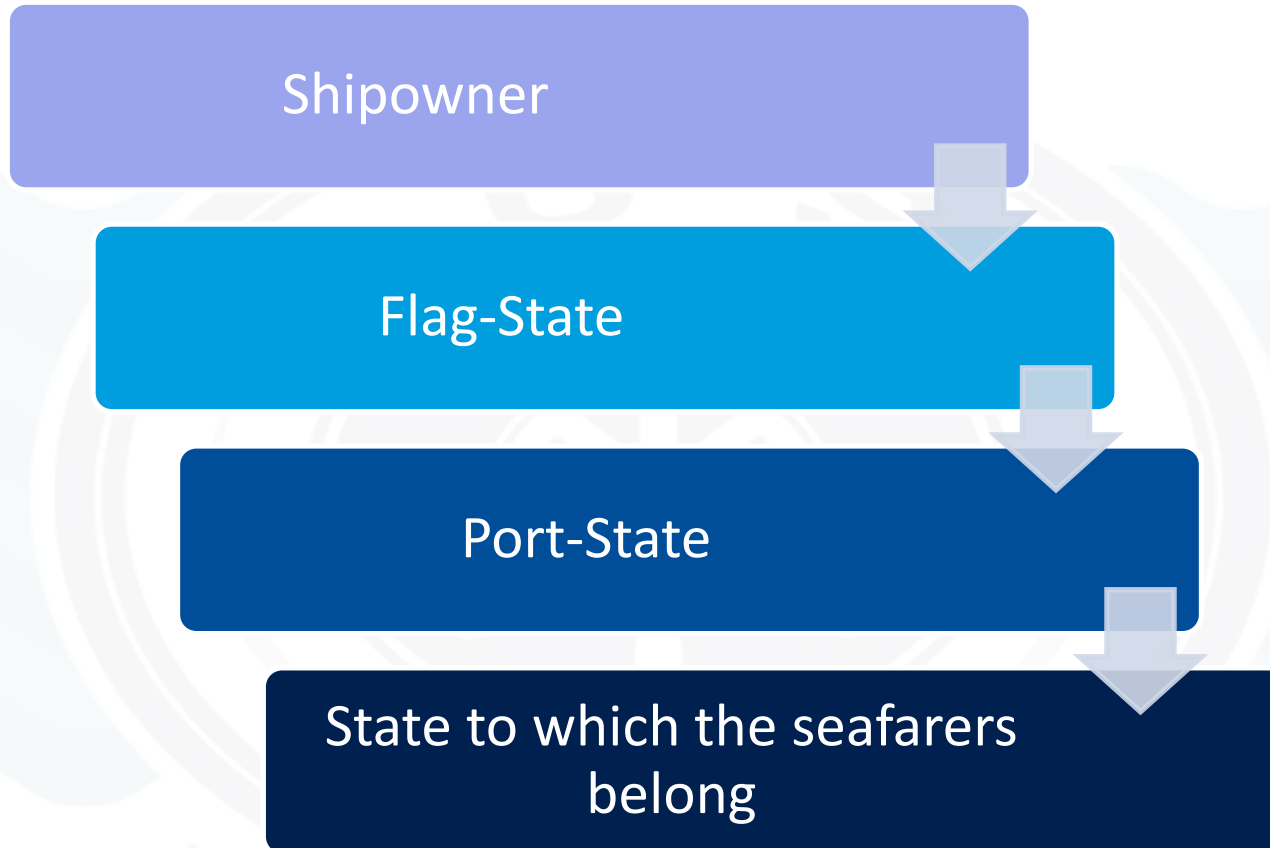
(As per IMO-ILO database)

Indian Seafarers: most affected



(As per IMO-ILO database)

Who has the responsibility?



(The flow chart is created as per IMO-ILO Guidelines on how to deal with abandonment cases r/w MLC)

Observations

- NMB Agreement, INSA-MUI Agreement and ICCSA-NUSI Agreement – rare instances of abandonment
- The Philippines, despite having large number of seafarers globally, has few cases of abandonment

Observations

- The DG Shipping often responds only after complaints are made, and it lacks a comprehensive system to monitor the post-deployment status of Indian seafarers working abroad. – *(GMU Journal 2025)*
- Lack of mechanism for RPS agencies to verify the shipowner's credibility



Abandoned Vessels in Indian Territorial Waters

Case Study: MV Seabulk Plover

- Vessel was abandoned for more than 5 years
- 4 Ghanian crew were stranded on board
- No wages
- No action or steps by authorities to repatriate the crew
- Matter resolved only after the crew approached the court

Remedies for the Crew

Administrative Action

The maritime administration/PSC/port duty to address the situation

Under the Merchant Shipping Act, 2025

Judicial Proceedings

Crew need to approach courts to resolve the issue

Under the Admiralty Act, 2017 or before the Writ Court

Challenges

Administrative Action

Lack of a executing framework

Therefore, no action is taken after the vessel is detained

Judicial Proceedings

Crew find it hard to approach courts for logistical and practical reasons

Time consuming and lack of clarity even when the matter goes before the court

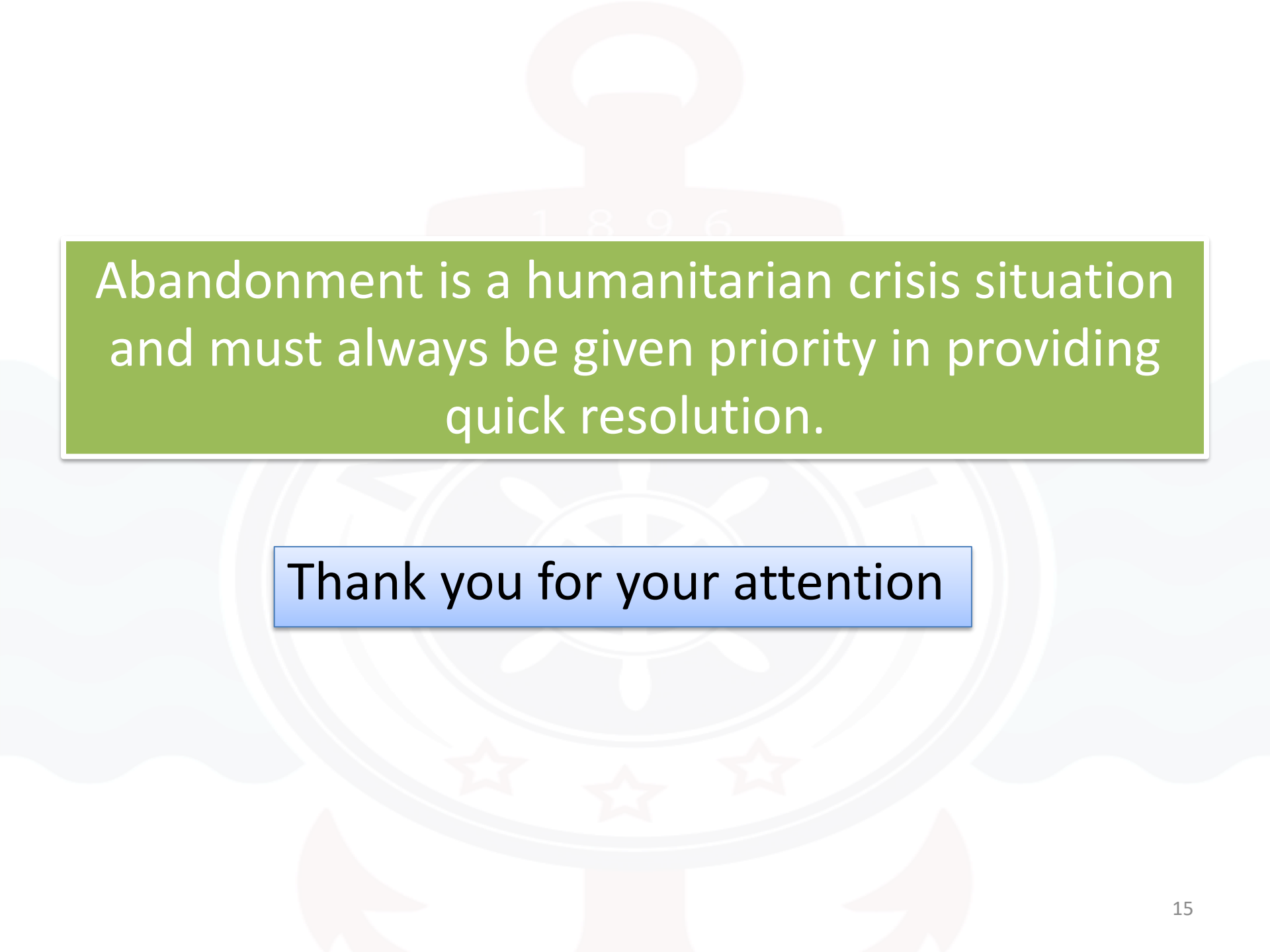
Why administrative framework needed

- Courts should always be the last & final resort
- Administration is in a dominant and better position to resolve the issue quickly
- No present executive mechanism
- No SOPs or timelines
- No financial corpus

Suggestions

Keeping section 311 of MS Act as base, create institutional framework on:

- I. Appointment of Proper Officer / Receiver
- II. Creating a report on abandoned vessel
- III. Creating timelines for the Proper Officer / Receiver
- IV. Creation of Fund for abandoned vessels
- V. Creation of mechanism to sell the abandoned vessels for defraying the expenses back to the Fund
- VI. Temporary crew management
- VII. Emergency response
- VIII. Repatriation Protocol
- IX. National level SOP



Abandonment is a humanitarian crisis situation and must always be given priority in providing quick resolution.

Thank you for your attention

SHORE LEAVE IS A RIGHT



Not a Privilege

Maritime Union of India



SEAFARER
WELFARE



MARITIME
SAFETY



STRONGER
SHIPPING



NATIONAL
INTEREST



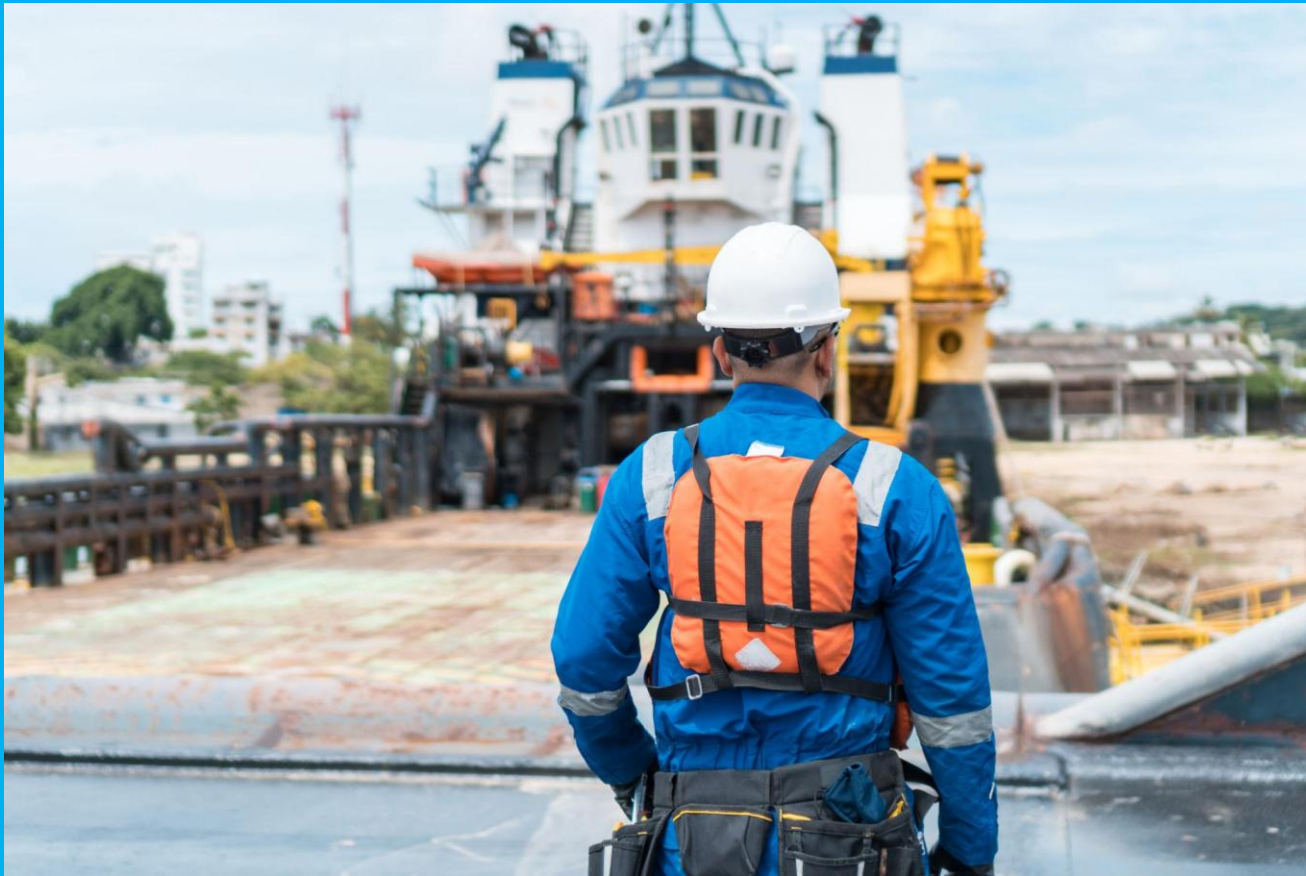
THE MARITIME UNION OF INDIA

**SHORE LEAVE AND SIGN OFF AT
INDIAN PORTS FOR INDIAN
SEAFARERS**



The Problem

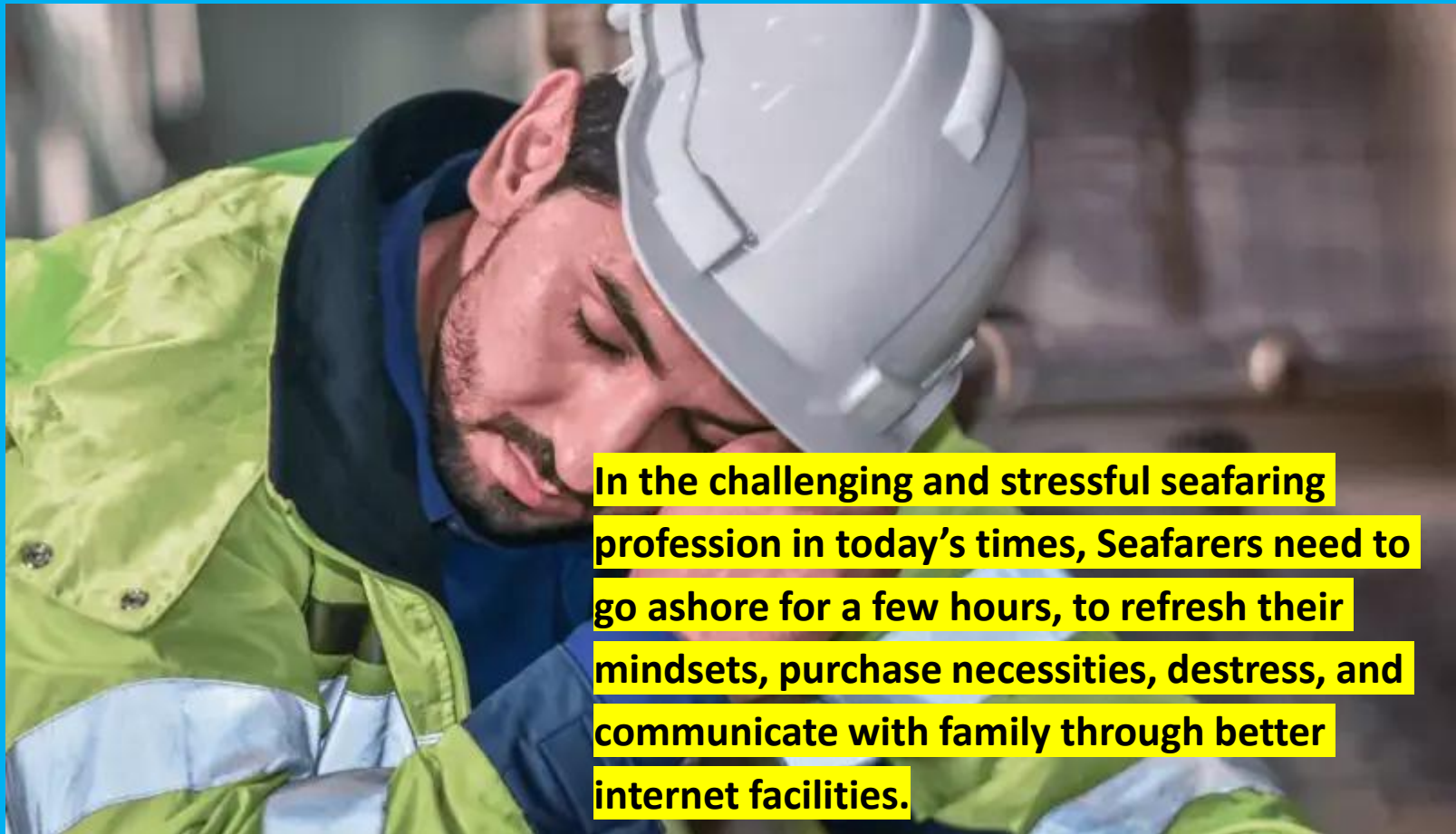
Indian seafarers are being denied shore leave at key ports.



Why It Matters



Fatigue, stress and isolation directly impact safety at sea.



In the challenging and stressful seafaring profession in today's times, Seafarers need to go ashore for a few hours, to refresh their mindsets, purchase necessities, destress, and communicate with family through better internet facilities.



CONSEQUENCES OF DENIAL OF SHORE LEAVE

- **Denial of shore leave affects the Seafarer's mindset, health and well-being. This may affect their performance on board, and morale, and may lead to undesirable incidents on board. Acute boredom, and mental and physical fatigue, are dangerous states of mind and body, which can lead to impairment of concentration, and frustration, leading to accidents to self, the ship, cargo, and the environment. Lack of Shore Leave and a refreshed mindset have caused numerous accidents due to fatigue; and in some cases, the seafarers have gone into depression, have feelings of worthlessness and may have even taken a serious toll on his/her life.**



Ground Impact

Mental health declines.

Operational risks increase.



MLC 2006

Global law guarantees shore leave as a basic right.



Fifth meeting of the Special Tripartite Committee of the MLC, 2006 as amended (Geneva 7-11 April 2025):



- Standard A2.4.2 – Shore leave
- 1. Each Member shall ensure that seafarers are allowed ashore by the public authorities while the ship on which they arrive is in a port in its jurisdiction, provided that the relevant formalities have been fulfilled and the public authorities have no reason to refuse permission to come ashore for reasons of public health, public safety and security or public order.
- 2. Shore leave shall be allowed in a manner which excludes discrimination on any grounds and irrespective of the flag State of the ship on which seafarers are employed, engaged or work.

Fifth meeting of the Special Tripartite Committee of the MLC, 2006 as amended (Geneva 7-11 April 2025):



- **Standard A2.4.2 – Shore leave**
- 3. No seafarer shall be required to hold a visa or special permit for the purpose of shore leave.
- 4. In any case where permission for shore leave has been refused, the relevant public authorities shall communicate their reasons for such denial to the seafarer concerned and the master. If requested by the seafarer concerned or the master, such reasons shall be provided in writing.
- 5. Each Member shall require shipowners to allow seafarers serving on ships that fly its flag to take shore leave to benefit their health and well-being, consistent with the operational requirements of their positions.
- 6. Shipowners shall allow shore leave to seafarers when off duty, upon the ship's arrival in port, except when leaving the ship is prohibited or restricted by relevant authorities of the port State, or due to safety or operational reasons.
- 7. Shore leave granted in accordance with the provisions of the Convention on Facilitation of International Maritime Traffic shall be considered as meeting the requirements of paragraphs 1 to 4 of this Standard.

Guideline B2.4.5

Facilitation of shore leave



- 1. Each Member should cooperate, as appropriate, with shipowners' and seafarers' organizations and other relevant stakeholders in port to establish procedures on board ships and in ports to facilitate shore leave for seafarers.
- 2. Each Member should ensure that personnel in its ports and terminals are provided with appropriate information and training on seafarers' rights, including the right to shore leave.

Case in Point: Karwar



Crew change denied. No official directive. System failure.



Karwar Port – Sign off case



- Crew Change for Indian Seafarer denied by Port Authorities.
- Crew change (sign on/off) suspended for all nationalities including Indian Seafarers.
- Based on FRRO Bangalore communication (verbal)
- As Karwar classified as a minor port no official circular issued yet
- **Serious Concern:**
- Vessel may proceed to war zone after Karwar and crew change denied if seafarer invokes right of refusal to sail in war zone area.
- In case of Emergency

Key Issues in Indian Ports



- Need for uniform National SOP implementation
- Complex documentations
- Lack of immigration facilities in certain ports
- Poor coordination between authorities
- **Result:**
Shore leave becomes practically unavailable

What Needs to Change



Uniform SOP. Digital clearance. Single-window system.



Recommendations



- Uniform National SOP
- Digital pre-clearance system
- Immigration availability at all ports
- Single-window clearance
- Accountability framework
- Time Bound Implementation and not just policy
- Shore leave statistics of every Port to be tabled at every NSB meeting.



The Bigger Picture

Seafarer welfare = Maritime Safety = National Interest



TIME TO ACT



Policy clarity. Accountability. Implementation.



POLICY
CLARITY



ACCOUNTABILITY



IMPLEMENTATION



STRONGER SYSTEM. SAFER SEAS. RESPECTED SEAFARERS. STRONGER INDIA.





NRI STATUS FOR SEAFARERS

- A Non-Resident Indian (NRI) is defined under the **Income Tax Act**.
- For seafarers, NRI status is determined by:
 - Number of days spent **outside India** during a financial year
 - Typically, presence outside India must be **183 days**
- **Importance of NRI Status:**
- Income earned outside India is generally **tax-exempt in India**
- Loss of NRI status leads to **significant tax liability**



Current Crisis & Impact on NRI Eligibility

- **Current Crisis & Impact on NRI Eligibility**
- War-like situation impacting global shipping routes
- Crew change restrictions and delayed repatriation
- Seafarers unable to:
 - Join vessels
 - Sign off after contract completion
- **Impact on NRI Qualification:**
- Seafarers unable to meet **minimum days outside India requirement**
- Situation is **beyond their control**
- **Resulting :**
- Loss of NRI status
- Increased taxation as resident
- Simultaneous loss of income/employment



Our Request to Government

- **Key Concern: Double Financial Burden**
- Reduced or no income due to crisis
- Higher tax liability due to loss of NRI status

- **MUI has send an appeal with Request to Government:**
- **One-Time Relief:**
- Grant **NRI status exemption for FY 2025–2026**
- **OR**
- **Relaxation:**
- Reduce required number of days for NRI qualification

- **Justification:**
- Crisis is **exceptional and unforeseen**
- Seafarers are **key contributors to India's economy**
- Relief is necessary to ensure **fair and equitable treatment**

Letter to Ministry



THE MARITIME UNION OF INDIA

Registered Trade Union No. BY-II-198-A Founded : 3-12-1939

Committed to Merchant Navy Officers Welfare and Solidarity

Admn. Office : Udyog Bhavan, 4th Floor, 29, Walchand Hirachand Marg, Ballard Estate, Mumbai - 400 001 INDIA

Tel. : (91-22) 3522 0466 / 3522 0716 / 3522 1178 / 3522 1336 / 4969 7817

Email : mail@maritimeunionofindia.com website : www.maritimeunionofindia.com

ESTD. 1939

AFFILIATED TO : *The International Transport Worker's Federation (ITF), and Hind Mazdoor Sabha (HMS)*

10th April, 2026

To:

Ministry of Finance Central Board of Direct Taxes
Hon'ble Finance Minister, Government of India
Hon'ble Minister of Ports, Shipping and Waterways
Directorate General of Shipping

Respected Sirs

Subject: Request for Exemption in NRI Status for Indian Seafarers for the Financial Year 2025–2026 due to Crisis in Persian Gulf Region

Respected Sir/Madam,

The Maritime Union of India (MUI), representing Merchant Navy Officers since 1939, has been consistently working towards safeguarding the rights and welfare of Indian seafarers.

Over the past few months, the war situation in the Persian Gulf region has resulted in significant operational disruptions, adversely impacting the employment, deployment, and timely repatriation of Indian seafarers.

Thousands of Indian seafarers deployed in or around the affected region have faced considerable risks and uncertainty, and it is deeply unfortunate that some have even lost their lives. Due to safety concerns and operational constraints, many seafarers have been unable to sign off from vessels upon completion of their contractual tenure.

Simultaneously, a large number of Indian seafarers in India have been unable to join vessels, resulting in loss of employment opportunities and income.

In view of the above circumstances, a significant number of seafarers are unable to fulfil the prescribed requirements for Non-Resident Indian (NRI) status, through no fault of their own. This has led to a situation of double financial hardship, wherein:

- Seafarers are unable to earn wages due to lack of employment opportunities; and
- They are further burdened with increased tax liabilities due to loss of NRI status.

In light of these exceptional and unforeseen circumstances, we humbly request the Ministry of Finance (CBDT) to consider granting a one-time relaxation or exemption in the NRI eligibility criteria for Indian seafarers for the Financial Year 2025–2026, or alternatively, provide suitable relaxation in the required number of days for NRI qualification.

Indian seafarers play a vital role in global maritime trade and contribute significantly to the nation's economy. It is therefore imperative that necessary relief measures are extended to support them during such unprecedented times.

We sincerely request your good offices to kindly consider this matter on priority and extend the necessary relief to the seafaring community.

Thanking you,

With respectful regards

Captain Savio Ramos
General Secretary



THANK YOU.

Proposal for re-defining infrastructure status to the Shipping Industry

Presented by
Shri Rakesh Singh
President ICCSA

Infrastructure Status for Shipping: Need for Scope Expansion

Policy note for NSB /
Ministry stakeholders

Based on Ministry of
Finance notification
dated 19 September
2015

Executive Summary

Infrastructure status granted to “Large Ships” under Transport & Logistics

Enabled long-term, low-cost financing

Current threshold creates high entry barriers

Critical maritime subsectors remain excluded

Need a function-based, ecosystem-oriented definition

Current Policy Definition

≥10,000 GT:
Indian-owned &
flagged

OR ≥1,500 GT:
built in India +
Indian-owned +
flagged

Benefits restricted
to narrow fleet
segment

Exclusion Impact Areas

Coastal & domestic shipping (incl. ~400 tugs <500 GRT)

Offshore support vessels (~100 OSVs/MSVs <1500 GRT)

MSME shipowners

Inland water transport

Small shipyards

Policy Misalignment

Inconsistent with
Maritime India Vision
2030

Misaligned with
Maritime Amrit Kaal
Vision 2047

Contradicts Coastal
Shipping and inland
modal shift goals

Suggested Reform

01

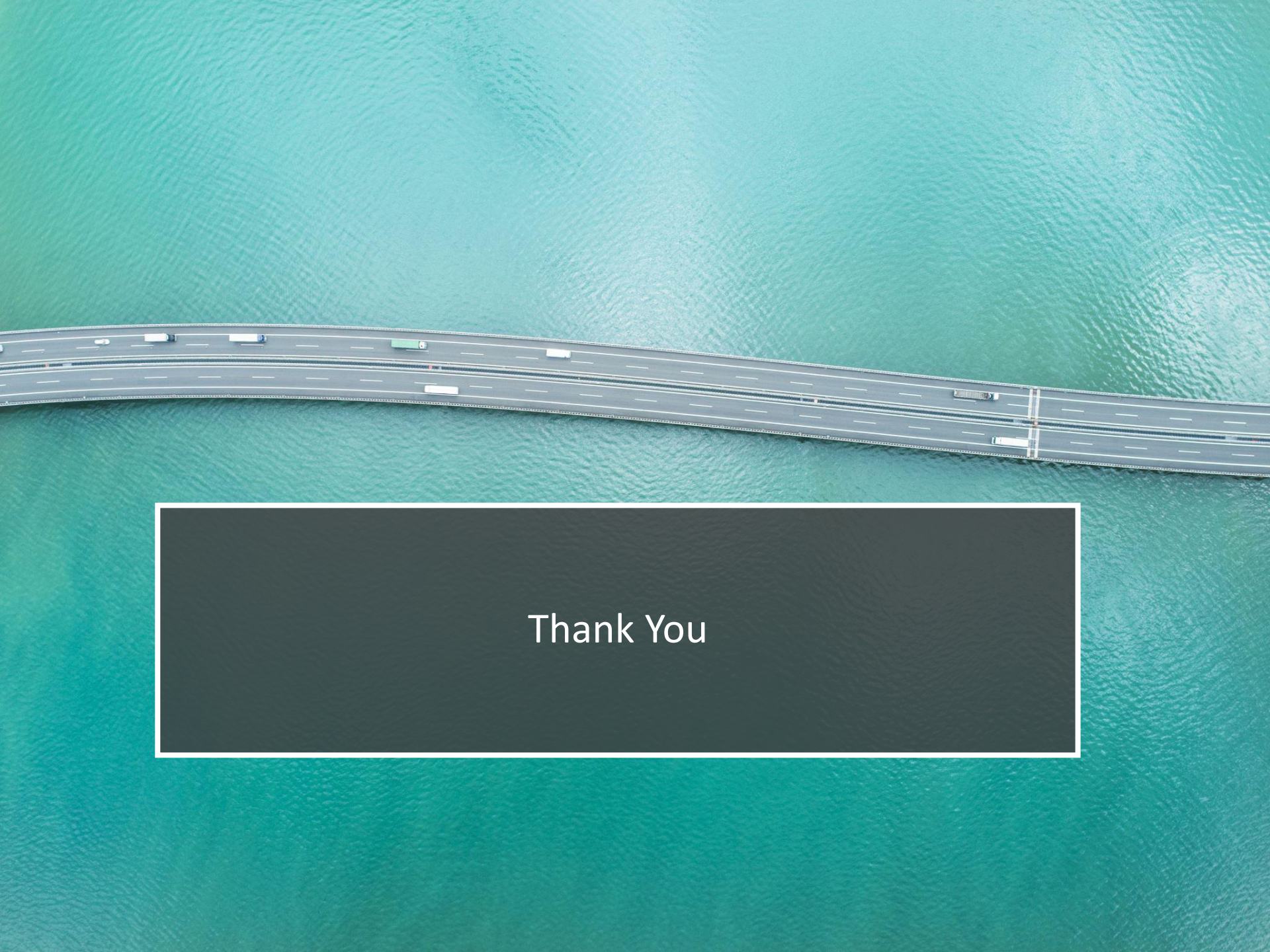
Adopt holistic ecosystem-based approach

02

Grant infra status to all ships of ≥ 500 GRT OR ≥ 24 m length

03

Support MSMEs, coastal trade, inland waterways and shipyards



Thank You

SOP on Crew Sign-On, Sign-Off & Shore Leave Pass (SLP) for Inland Coastal Vessels

Presentation by
Shri Rakesh Singh
President ICCSA

Policy Framework – Shore Leave Permission



Shore leave for Crew/Supernumerary shall be managed by the respective Port Authority.



Physical presence at immigration offices for SLP issuance or extension is not required within port limits.



Shore leave passes remain valid for the entire duration of the vessel's stay in port.

Procedure for Granting Shore Leave

Master/Ship Owner/Company/RPSL/ Agent submits IMO crew list with pre-arrival documentation.

Port Authority shares the approved crew list with the designated security gate.

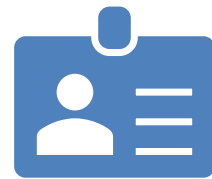
Gate security verifies identity against crew list and Shore Leave Pass issued by the Master.

After verification, exit is permitted and details are recorded.

On return, security re-verifies Government-issued ID against the crew list and gate records.

Operational Control Points

- Master-issued Shore Leave Pass format as provided by ICCSA/INSA.
- Single-point verification at port gate improves turnaround.
- Digital / paperless validation reduces immigration interface delays.
- Maintains full security audit trail for exit and re-entry.



Procedure for Crew Sign-Off & Sign-On

- Owner/Company/RPSL/Agent submits request with sign on/off details and current crew list.
- Port Authority nominates 24x7 nodal officer with contact details.
- Permission to be granted on 24/7 basis including weekends and holidays.
- Copy of permission shared with Port Security for verification and records.
- Master issues individual sign on/off letter with Passport / CDC / SID / Aadhaar copies.

Gate Security Process for Sign-On / Sign-Off



Security verifies port authority permission.



Crew / supernumerary movement recorded in designated gate register.



Baggage screening mandatory during sign-on and sign-off.



Ensure no prohibited, restricted, or ship-owned items are carried out.

Minimum Information Required (Annexures)

ANNEX – 2

- MINIMUM INFORMATION
TO BE PROVIDED FOR
CREW SIGN OFF AND ON

ANNEX -3

- Format of Shore Leave
Pass for
seafarers/supernumerary

Demands raised by Kolkata (SPM) Port

A. Documents required for SLP.

- 1. Companies Letter (For Sign On / Sign Off).**
- 2. Master's Letter (For Shore Leave / Sign Off).**
- 3. Vessel's Nominated Agent appointed letter.**
- 4. Liability Declaration from Vessel's Nominated Agent including registration / PD Account details.**
- 5. Crew List (signed / stamped by Master).**
- 6. Copy Of Passport (signed / stamped by Master).**
- 7. Copy Of Continuous Discharge Certificate (CDC) (signed / stamped by Master).**
- 8. Photographs.**
- 9. Police Verification / Clearance (For Sign On).**
- 10. Email / Letter Communication from Vessel's email id with copy to all concerned.**

B. Suggested SLP Validity – Kolkata **Proposal**

- General SLP Permit – 24 hours
- Sign On SLP Permit – 12 hours
- Sign Off SLP Permit – 12 hours
- RFID / Smart SLP cards recommended for access control

C. Suggested RFID / SLP Card Display

Fields

- 1. Name of the SLP (General / Sign On / Sign Off).**
- 2. Name of the Crew / Supernumerary.**
- 3. Designation.**
- 4. Date Of Birth.**
- 5. Vessel Name.**
- 6. Passport Details.**
- 7. CDC Details.**
- 8. Name of the vessel's agent.**
- 9. Validity Period.**

The image features a teal background with a central dark teal rectangle. The background is decorated with white dotted patterns and abstract, light teal shapes. The text "THANK YOU" is centered in the dark teal rectangle.

THANK YOU



IRCLASS
Indian Register of Shipping



**Corporate Presentation
for
National Shipping Board**

About Indian Register of Shipping



- Established in 1975
- Member of IACS
- Recognized as a Scientific Research Organization by the Department of Scientific and Industrial Research, Ministry of Science and Technology
- Technical Advisor to various government maritime agencies including Indian Navy
- Strong Technical Staff of over 500 Marine Engineers and Naval Architects



Strong Technical Core



IRCLASS
Indian Register of Shipping

Marine



Ship Classification
New & Existing Ships



Plan Approval &
Supervision during
Ship Construction



Rule Development
Research &
Innovation



Product/Equipment
Certification and
Approval



Technical Skill
Development &
Upgradation

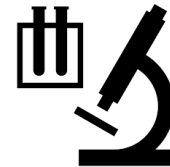
Non - Marine



Industrial Inspection



Management Systems
Certification & Training



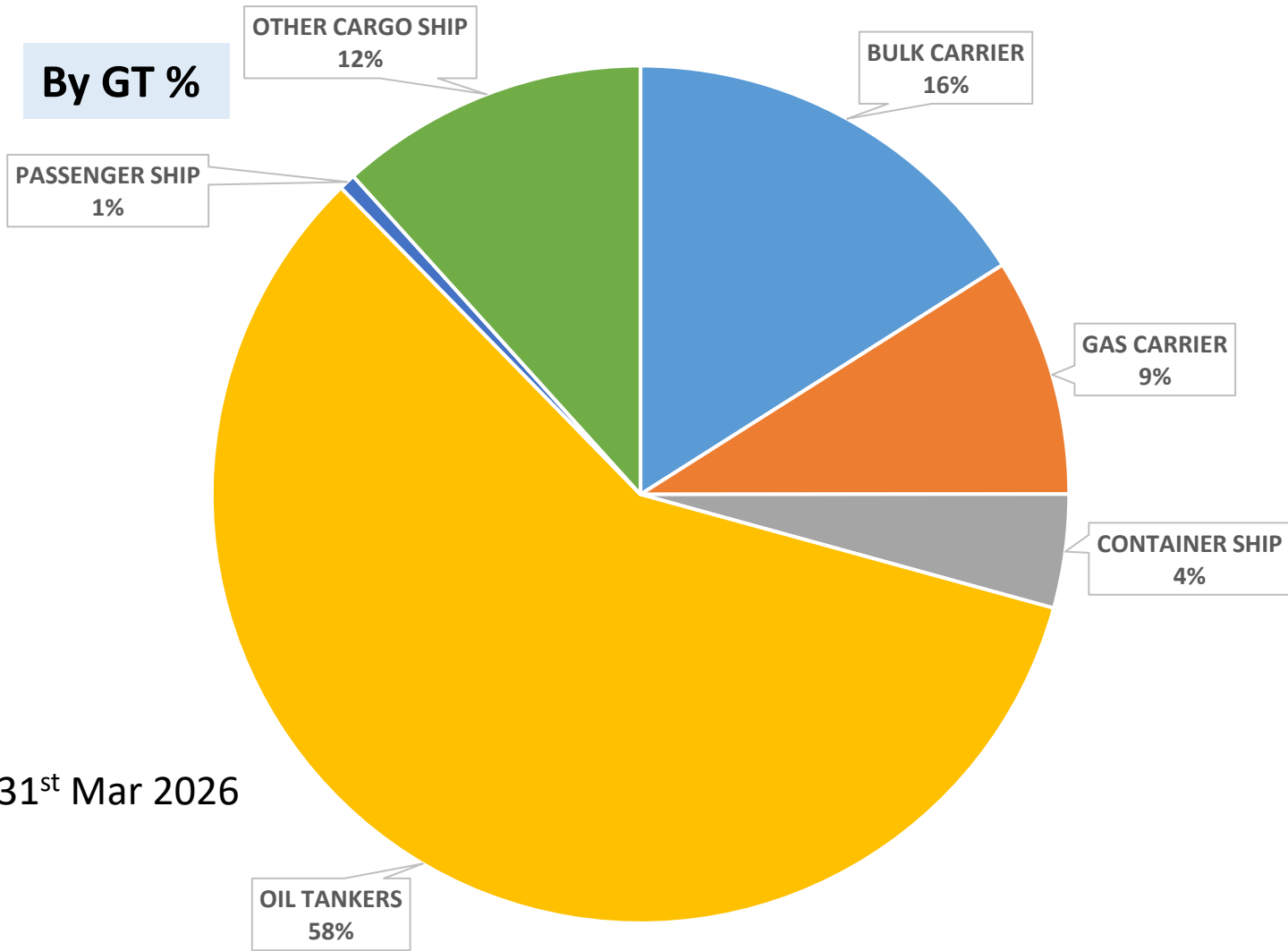
Test Laboratories



Industry 4.0 Training

Fleet Profile

Fleet by Ship Type (% GT & Nos)



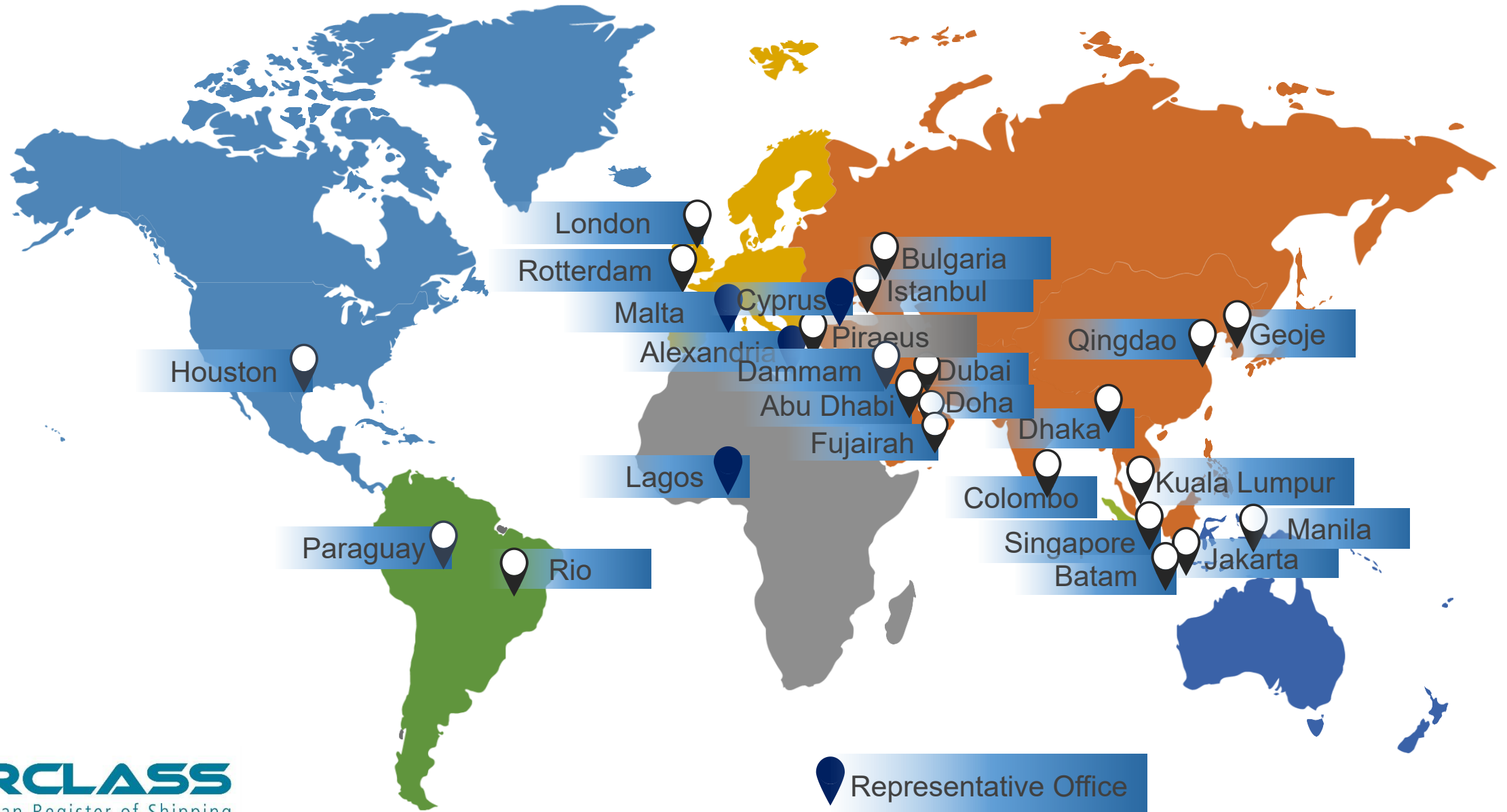
Vessel Type	No. of Vessels
Bulk Carriers	103
Container	40
Gas Carriers	51
Others	1705
Passenger	104
Tankers	330
Total	2333

As on 31st Mar 2026

Number of vessels withdrawn since Jan 2023

- Sanctions Related: **227**
- Quality Related: **91**

Global Coverage



Global Coverage



Flag Recognition - 55 Maritime Administrations



Authorization by

55

Flags representing

60%

of World Merchant Fleet

Participation in International Forums



- Actively participating in all IACS groups & various industry bodies
- Currently Chairing – IACS Sub-Committee on Quality Policy (SCQP)
- Chaired in past
 - IACS Small Group on Quality Policy (SGQP)
 - IACS Council from 1st July 2019 – 30th June 2020
 - IACS General Policy Group (GPG)
 - Association of Asian Classification Societies (ACS) in 2017 & 2024
- Technical representative of Govt of India in various IMO Committees & Subcommittees

Research & Innovation



Major Areas of Research



Rule Development (Rules, Classification Notes , Guidelines)

Environmental Protection and Sustainability

Autonomous Ships and Cyber Safety

Digitalization and Data Analytics

Ship Structures and Hydrodynamics

Vibration and Noise

Formal Safety Assessment / Risk Assessment

Rules/ Classification Notes/ Guidelines



Decarbonisation / Alternate Fuels	Published	Other	Published	
Ammonia Fuelled Vessels	Guidelines	Wind Turbine Installation Units	Class Notes	
Vessels with Fuel Cell Power Installations		Guidelines	Biofouling Management	Guidelines
Methanol Fuelled Ships			Underwater Radiated Noise and Measurements	
Fixed offshore wind turbine installations			Lifting Appliances	
Use of Biofuels on Ships			Shipbuilding & Remedial Quality Standard for Machinery Piping Systems	
LPG Fuelled Vessels			Guidelines under development	
Technology	Published	Wind Assisted Propulsion		
Remotely Operated Vessels & Autonomous Surface Vessels	Guidelines	Air Lubrication Systems		
Battery Powered Vessels		Class Notes		
Type Approval of Cyber Secured Control System Components				
Certification of Software for Computer Based Control Systems				
Approval of Lithium-Ion Battery Systems				

IRCLASS ACADEMY

Your Partner in Maritime Professional Development



Key courses offered

Ship Operations

- PSC and FSI
- Ship Surveys & Certificates: Class and Statutory
- Complying with MLC 2006
- Maritime Risk Assessment & Incident Investigation
- Compliance to EEXI & CII
- Maritime Cyber Risk Management

Ship Design and Shipbuilding

- Energy Efficiency Design Index (EEDI)
- Class requirements in design & construction of ships
- Welding Procedure Specification (WPS) for shipbuilding
- Safe work practices in shipbuilding & ship repairs
- Non-destructive Examination (NDE) in shipbuilding
- Quality Control in Ship Construction & Repairs

Ports & Terminals

- Port Facility Security Officer
- Certificate Course in Disaster Response Management
- Handling of IMDG Cargo
- Safety in Port Facility

Maritime Management Systems

- ISM-ISPS-MLC Awareness Course
- ISM Internal Auditor Course
- Designated Person Ashore (DPA)
- Company Security Officer (CSO)
- Compliance with MARPOL Annex VI with alternate fuel
- Ship Security Officer (SSO)
- Ship Recycling - Hong Kong Convention on Ship Recycling

Supporting Government Initiatives

- IRS is a part of various committees to advise on Technical Requirements
- Active participation in IMO / IACS working Groups for framing of requirements.
- Participation in MNRE subgroups on Maritime Transport & Use of Hydrogen
- Dissemination of information to stakeholders and facilitate implementation
- Approved design for fishing vessels

Supporting GOI Initiatives for Sustainable Maritime Operations

Onshore Power Supply

Participating in various committees to implement shore power in major ports.

Use of Biofuels

Implementing biofuels to reduce carbon emissions.

Green Tug Transition Program

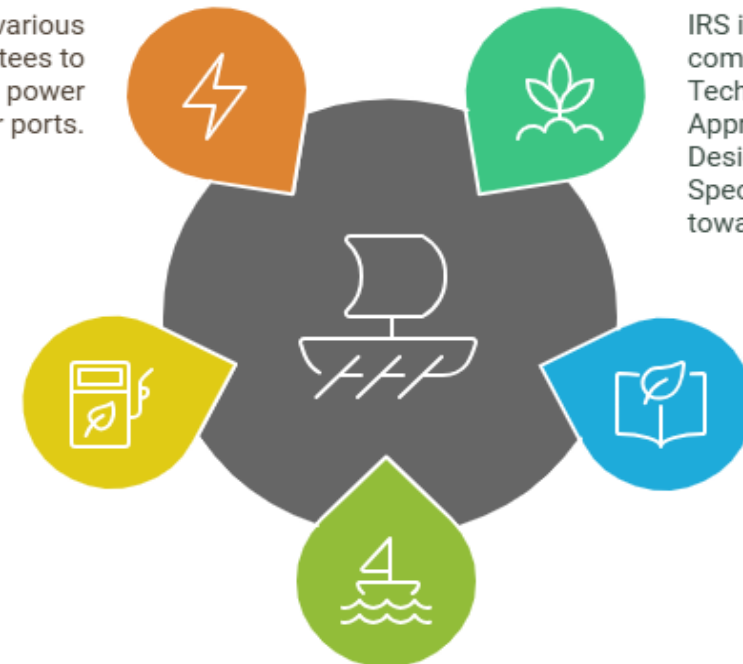
IRS is a part of committee to advise on Technical Requirements Approved Standard Tug Designs and Specifications (ASTDS) towards GTTP

Harit Sagar Guidelines

Framework for major ports to take various green initiatives.

Harit Nauka Guidelines

Guidelines for Inland vessels to transition to green fuels and technologies.



- Established by the Government of India / Ministry of Ports, Shipping and Waterways under Sagarmala, in collaboration with Indian Register of Shipping (IRS)
- Established in 2017; launched by Shri Nitin Gadkari and inaugurated by Shri Sarbananda Sonowal in 2022
- Provides an integrated platform for technical education, hands-on training, innovation, and employability
- Operates world-class cyber-physical labs at Visakhapatnam (East Coast) and Mumbai
- Houses 22+ State-of-the-art labs featuring Robotics, Virtual Reality, and Automation
- Offers Industry 4.0-driven training across IIoT, Robotics, 3D Printing, AR/VR, Digital Twins, Cloud Computing, and Cybersecurity



CEMS - Training Domains



Trainings are relevant in these sectors

OUR TRAININGS ARE RELEVANT FOR FOLLOWING STORS



Initiatives for Inland Waterways



Boost Coastal
Shipping and
Inland Waterways



Policy Support

Supporting Govt.
for Harit Nauka
Guidelines



Pilot Projects

Hydrogen Fuel Cell
Vessel built at CSL



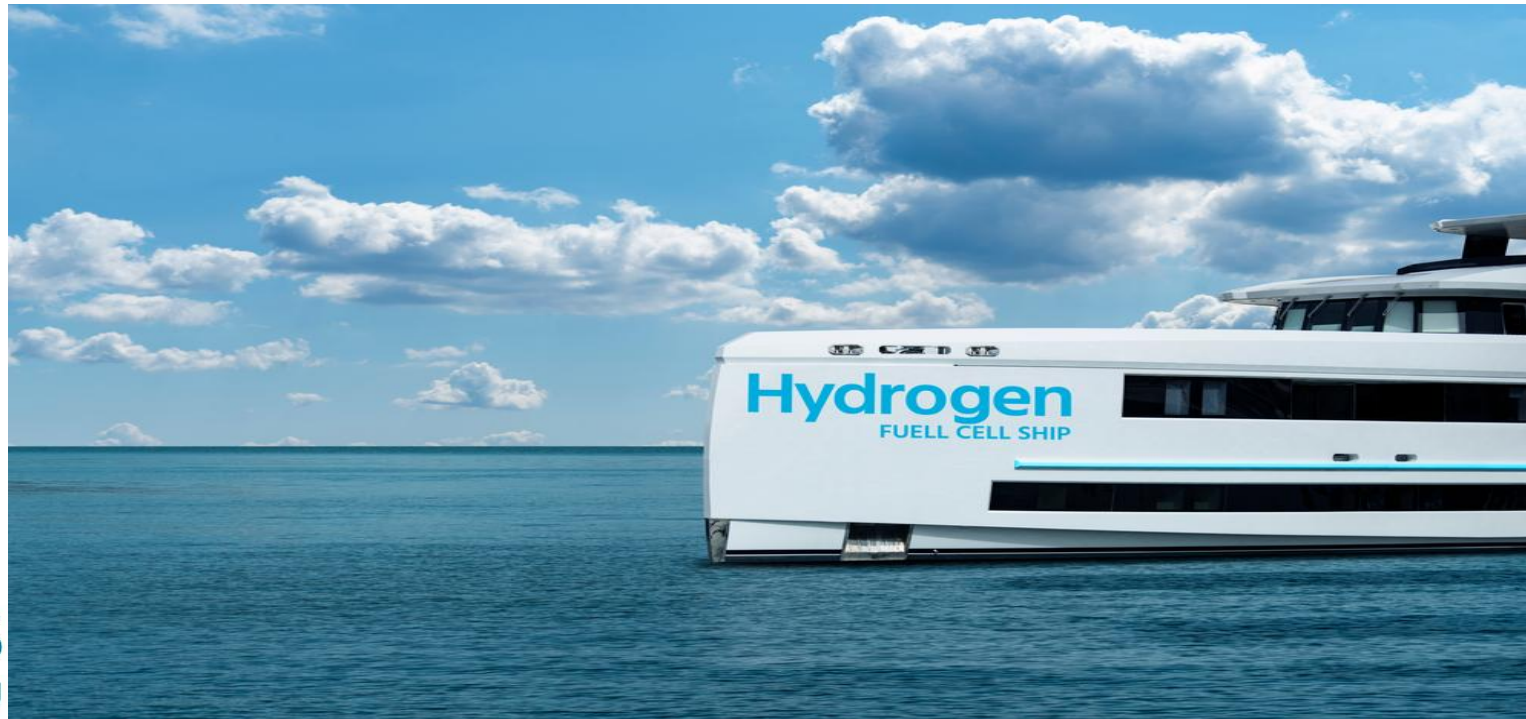
Deployments

Electric Catamaran
Ferries at Ayodhya
& Varanasi

IRS is involved in several projects and developing Rules/guidelines related to Inland waterways

Alternate Fuels | Autonomous Technology

Joint Industry Projects



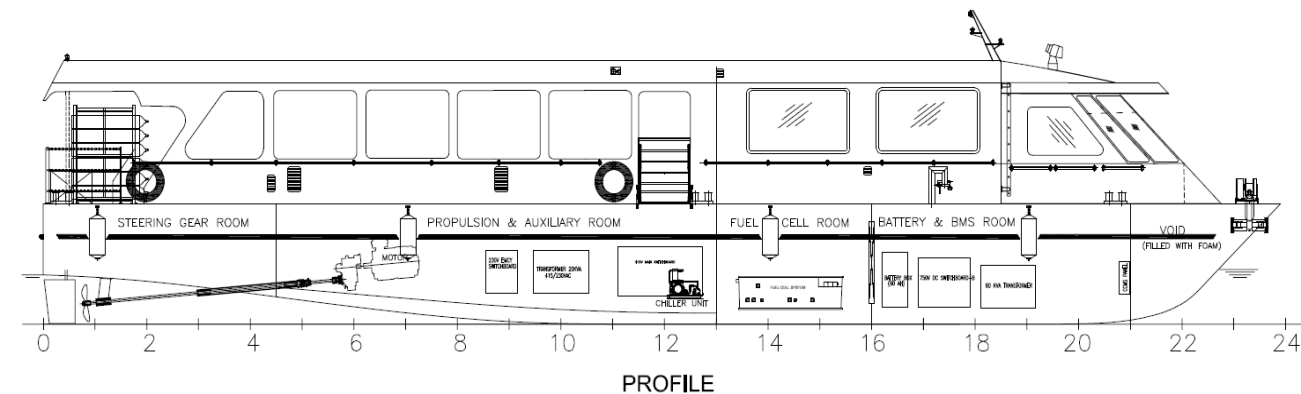
Hydrogen Fuel Cell Ferry

50 Passenger Ferry Boat – Cochin Shipyard

- Fully Indigenised ‘Home Grown Technology’
- Low Temperature PEM H₂ Fuel Cell
- Battery type: LiFePO₄ X 2 nos.
- Based on IRS Guidelines on Fuel Cell Installations

100 Passenger Ferry – Garden Reach

- Approved in Principle (AIP) for concept design
- Hydrogen Fuel Cell with battery system
- Based on IRS Guidelines on Fuel Cell Installations



Technical Specifications - 150 Passenger Ferry Boat

- 24m long twin hull vessel
- Aluminium Hull Battery powered with an FRP superstructure
- 246 kW liquid cooled batteries, designed to be charged from shore-based power source or through deck-mounted solar cell panels
- Based on IRS Guidelines for Battery Powered Vessels



Delivered – May 2024

Autonomous Surface Vessel

Unmanned Surface vessel (USV) L&T Defence

- Technology demonstration on 4m vessel
- IRS notation AUTN-USV
- Completed software assessment at works
- Final trials in closed waters, subsequently in open sea planned Q2 2025



Autonomous surface vessel – Mazagon Dock

- Technology demonstration on 29m vessel
- Autonomy Level – AUTN4
- Completed Software FAT, onboard installation – HAT
- Trials successfully completed – May 2024



Autonomous surface vessel

- Technology demonstration on 12m vessel
- Project commenced – Q1 2025
- Expected completion 2027



Representative Image

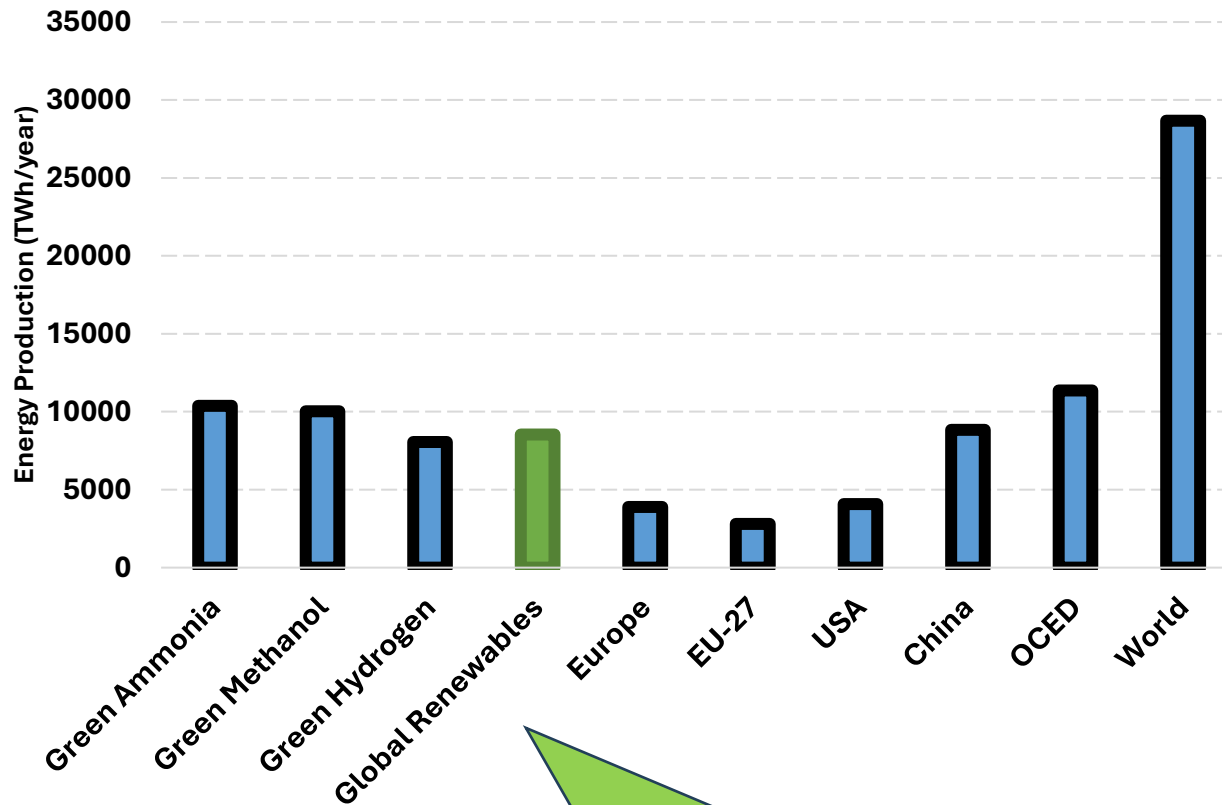
Approved Standard Tug Designs and Specifications (ASTDS) towards GTTP

- Designs for 5 versions of tugs 40T, 50T, 60T, 70T & 80T BP (with Diesel Engines) have been completed and Approved-in-Principle by IRS

(4 nos. tugs have been delivered and 20 nos. are at various stages of construction)

- Alternative Fuels may be considered – Methanol & Ammonia
- IRS is a part of Standing Specification Committee to advise on Technical Requirements
- Initial phase has kick started with development of designs for hybrid tugs, specification finalised and tenders floated.

Nuclear in Maritime



Without the support of nuclear power, we have no chance to reach our climate targets on time - *Rafael Grossi (DG - IAEA)*

- Alternative or “**Green**” Fuels could be used to meet IMO decarbonization targets
- The present renewable power generation capacity is inadequate to support the production of alternative fuels.
- 7300 Ships account for over 50% of the total fuel consumption in the maritime industry. These are deep seagoing ships
- **Nuclear Technology if fitted on these ships can help achieve the IMO GHG reduction Targets.**

Head of IAEA calls for a "clear roadmap" for maritime nuclear

17 May 2024

New Nuclear Power (Molten Salt Reactors)



- Nuclear Fuel is a potential gamechanger
- New Nuclear Fuel is Safe, clean and involves less maintenance
- Nuclear Power is conventionally used in Naval ships, Submarines and Ice Breaker
- High energy density makes it advantageous for long voyages and large energy demands
- Can operate for several years without the need for refuelling
- Decreases the dependence on existing fossil fuel supply chains and reduces oil imports
- Safe disposal of the nuclear fuel can be deliberated with experts like BARC
- IRS is also in discussion with a technology provider to explore possible usage in commercial maritime

Nuclear Power



NEMO

NUCLEAR ENERGY
MARITIME
ORGANIZATION

IRS is a member of Nuclear Energy
Maritime Organisation (NEMO)

New Construction Projects

Newbuilding - South Korea



Newbuilding - India



Newbuilding - Greece



Newbuilding - Greece



Newbuilding at Dubai



Passenger Vessel - Abu Dhabi



Newbuilding - Uganda



Defence Sector

- Defence Division provides a single point contact for all Defence Projects
- Focused Project Management of New building defence projects
- Ensuring high quality services are promptly rendered to Defence sector
- Close liaison and follow up with various Defence organizations
- Liaise with Naval/CG Authorities for Rules development and providing technical expertise
- Advance research solutions for Naval designs

Newbuilding - Diving Support Vessel (Indian Navy)



Newbuilding - ASW Corvette (Indian Navy)



Newbuilding - Survey Vessel Large (Indian Navy)



Digitalisation Initiatives

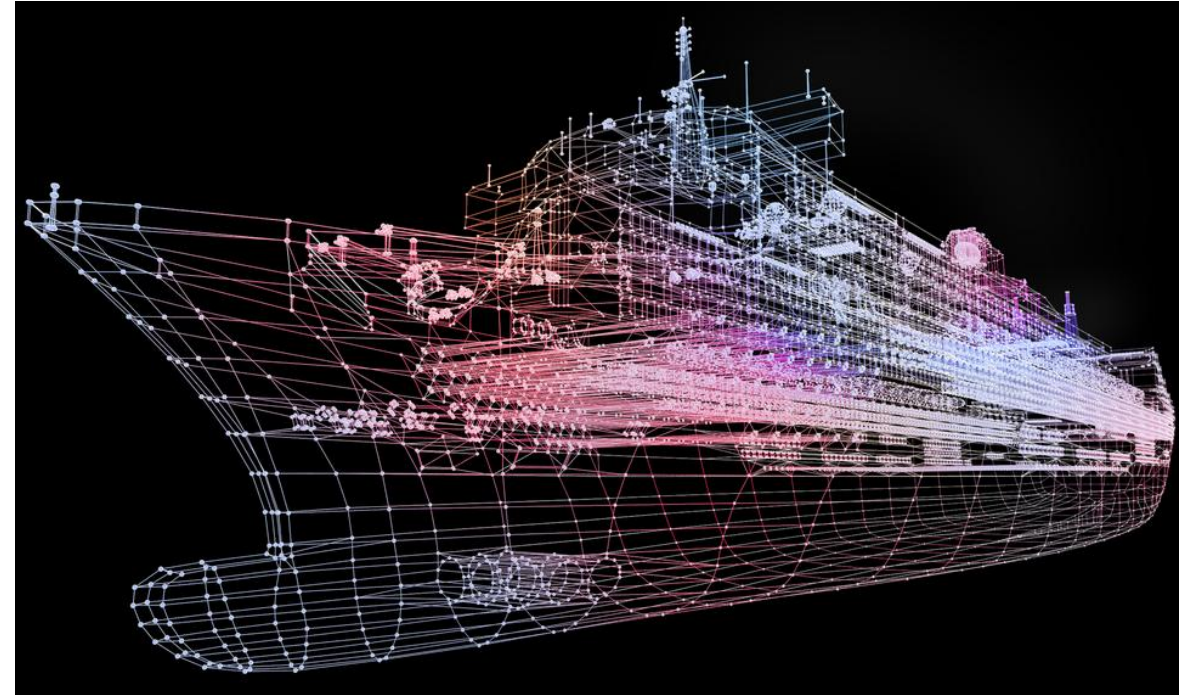
Collaboration with Dassault Systemes

Aim

- Improving the quality of IRS services
- Driving sustainability initiatives

Customer Benefits

- Virtual Twin | Digital traceability
- Life cycle management of marine assets
- Data driven decision making
- Condition monitoring



- Collaborative / Joint Industry Programs in the area of de-carbonisation
- Enhancing RO Authorisation from 55 to 80 flag administrations
- Improving geographical footprint Middle East, South America & Africa



Points for Consideration of NSB Chairperson

- GOI's thrust on local expertise
- Push for localisation in maritime procurement
- IRS is the preferred classification partner of Indian Navy, Shipping Corporation of India and various Government institutions
- Support to IRS will strengthen PM initiative of Vocal for Local and Atmanirbhar Bharat



Classing of Foreign Vessels Built in India



- **Proposal:**

Govt. of India to formulate a policy mandating:

- All Indian owned vessels built in Indian shipyards to be single classed with IRS
- Foreign-owned vessels built in Indian shipyards to be at least dual classed with IRS

- **Objective:**

- Strengthen India's National Classification Society
- Enhance credibility and global positioning of Indian shipbuilding
- Ensure technical oversight remains within the national framework

Problem: Key foreign flag states – UK (Red Ensign Group), Singapore, South Korea, Greece, Hong Kong and Saudi Arabia - have not authorized IRS as RO

Solution: Active support from MoPSW, MEA, and Indian missions to obtain RO status for IRS with UK, Singapore, South Korea, Greece, Hong Kong and Saudi Arabia

Justification:

- Recognition boosts IRS-classed tonnage and global presence
- Strengthens India's voice in global maritime governance
- Aligns with India's diplomatic efforts and maritime growth ambitions

Additional Context

UK flag (MCA) has specifically sought reciprocity as a condition for RO authorization which is fulfilled by Indian flag recognizing UK based class society (LR), yet the RO authorisation is not considered.

Singapore flag (MPA) has been approached by IRS several times since 1993 towards RO authorisation. Matter was also taken up by Hon'ble Minister – MoPSW during his visit to Singapore in March 2025

South Korea: Matter has been taken up with MoPSW earlier vide letter 18th Oct 2024.

Saudi Arabia: Matter has been taken up with MoPSW earlier vide letter May 28th 2025. MoPSW has recommend MEA to take it up with the Saudi Administration.

Greece: Matter has been taken up with MoPSW earlier vide letter Jan 17th 2022. MoPSW took it up with MEA in Jan 2022. Matter also discussed in India Greece JWG on 20th Apr 2022

IRS has demonstrated technical competence and global reach, but political and diplomatic support is critical for international flag recognition

Many foreign flags (e.g., Singapore, UK, South Korea Greece, Saudi Arabia) are conservative in adding ROs without home nation advocacy

Support from MEA, MoPSW, Indian missions abroad, and active dialogue with counterpart administrations is essential

Recognition by these key flags will boost Indian classification tonnage, enhance credibility, and support India's maritime ambitions

Builds on India's growing global maritime stature and aligns with Atmanirbhar Bharat in maritime services

- **IRS is India's indigenous classification society and a member of IACS and amongst Top 9 class societies globally**
- **Provides India with credible domestic technical capability**
- **Reduces dependence amid geopolitical and regulatory uncertainties**
- **Supports national objectives of maritime sovereignty and Atmanirbhar and Swavlambit Bharat**

IRS is geared up to provide value added services to its clients worldwide

**POWERED BY PASSION.
DRIVEN BY VALUES.**



IRCLASS
Indian Register of Shipping



תודה

Dankie Gracias

Спасибо

شكراً

Merci Takk

Köszönjük

Terima kasih

Grazie Dziękujemy Dékojame

Ďakujeme Vielen Dank Paldies

Kiitos Täname teid

谢谢

Thank You Tak

感謝您

Obrigado

Teşekkür Ederiz

감사합니다

Σας

धन्यवाद

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Bedankt Děkujeme vám

ありがとうございます

Tack



IRCLASS
Indian Register of Shipping



Floating Nuclear Power Plants for India

To

National Shipping Board

16 April 2026

India's GHG reduction commitments - Goals



- Reduce Emissions Intensity of its GDP by 47 percent by 2035 from 2005 level
- achieve 60 % cumulative electric power installed capacity from non-fossil fuel-based energy resources by 2035
- Net zero by 2070

Source: <https://www.pib.gov.in/PressReleasePage.aspx?PRID=2245209®=3&lang=2>

India's GHG reduction commitments – Present Status



SOLAR
~ 140 GW

WIND
~ 55 GW

HYDRO
~ 55 GW

NUCLEAR
~ 9 GW

Source: <https://www.pib.gov.in/PressReleasePage.aspx?PRID=2209478>

* As on 30 November 2025

- Constraints

- ⚓ Solar and Wind Power are not available on a continuous basis
- ⚓ Battery Storage is necessary to harness their full potential
- ⚓ Renewable energy rich states – difficult to transmit power efficiently
- ⚓ Subsidies necessary
- ⚓ Scope of expansion constrained:
 - ⚓ Land acquisition
 - ⚓ Not all land may have adequate solar or wind resource



Ensure energy security of India

The solution?

Source: <https://carboncredits.com/more-power-per-punch-nuclear-energy-outshines-fossil-fuels/>



Nuclear Energy Mission India

Nuclear energy is thus an important and inevitable option for India



Dr. Anil Kakodkar, Chairman Atomic Energy Commission

विद्युत मंत्रालय
MINISTRY OF
POWER

#ViksitBharatBudget2025

NUCLEAR ENERGY MISSION FOR VIKSIT BHARAT

9 GW
2026

100 GW
2047

Energy Mission for research and development of Small Modular Reactors (SMR) to be set up

Indigenously developed SMRs will be operationalised by 2033

Outlay of Rs. 20,000 crore is proposed for the Mission

Nuclear Energy Mission India

**Assets
Acquisition**

**Exclusion
Zone**

**Cooling
Water**

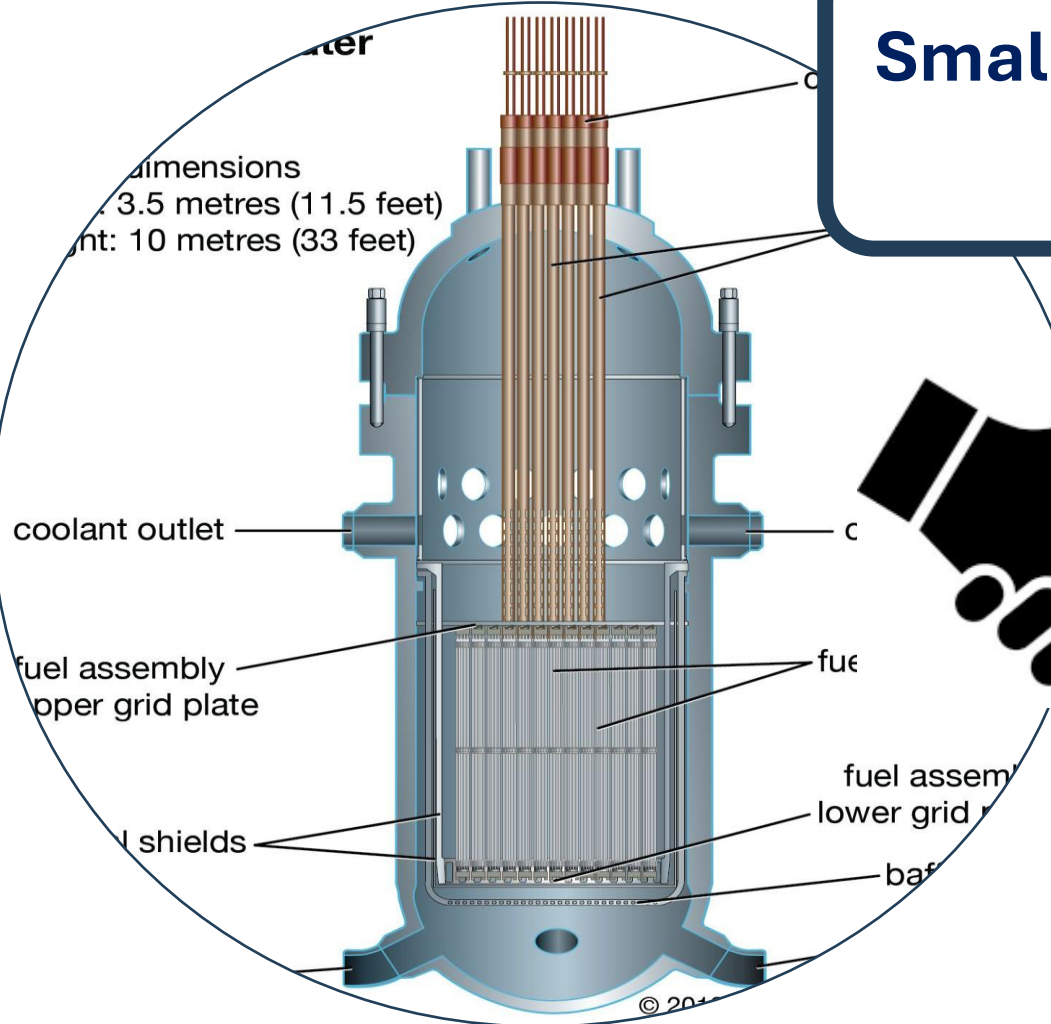
**Hurdles to
be
overcome!**

**Public
Acceptance**

**Long
Construction
time**

Floating Nuclear Power Plants

Small Modular Reactor Technology



MH 1A (Sturgis) – First Floating Nuclear Power Plant

Source: <https://en.wikipedia.org/wiki/MH-1A>

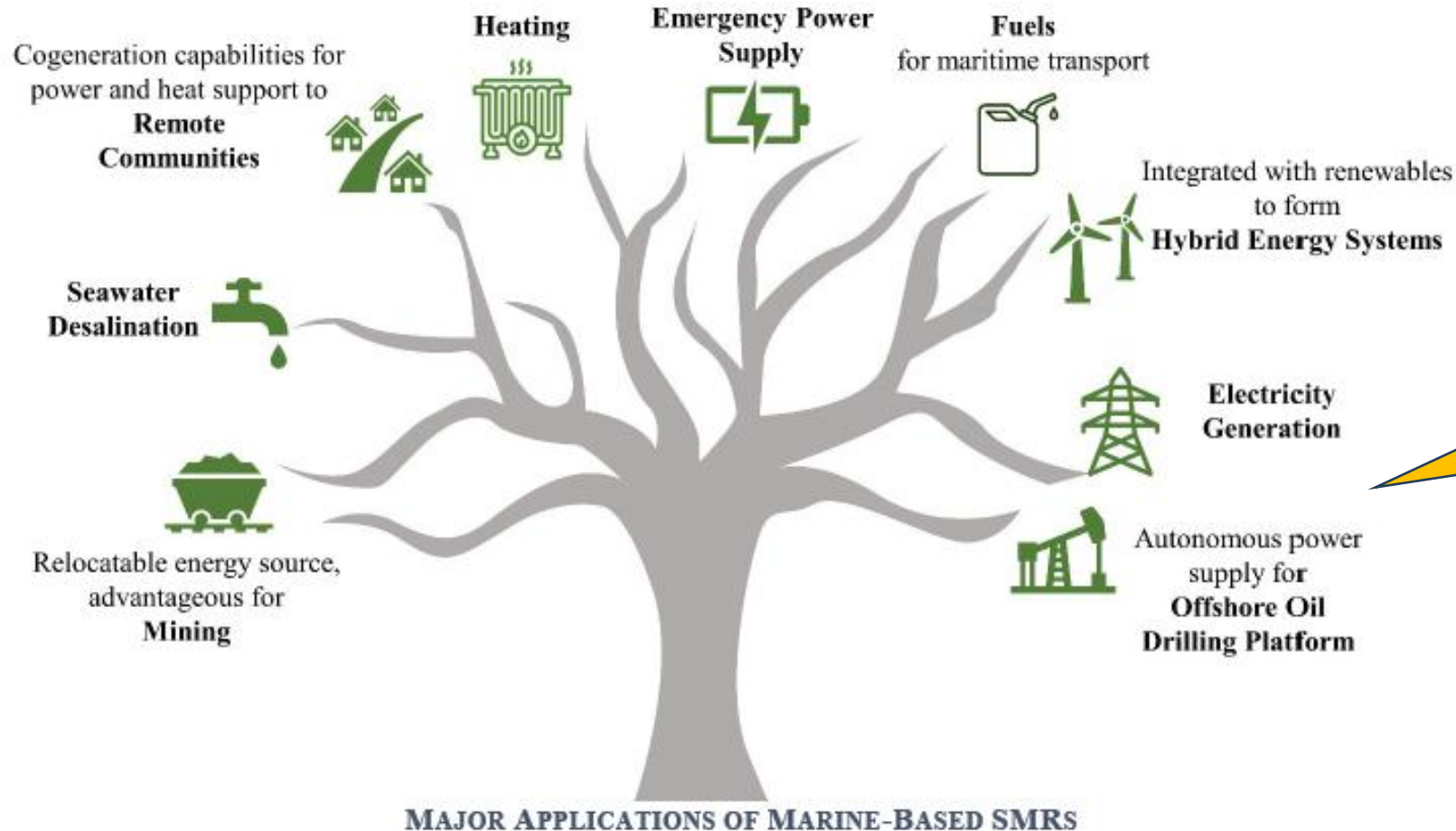


Floating Nuclear Power Plants

Akademik
Lomonosov



Floating Nuclear Power Plants




Nuclear Reactors deployed in a maritime environment can provide a lot of advantages and can help India on the path to inclusive development

Floating Nuclear Power Plants



Allseas chooses nuclear option for big vessels in offshore fleet

THE SUSTAINABLE HARNESSING AND ADVANCEMENT OF NUCLEAR ENERGY FOR TRANSFORMING INDIA BILL, 2025



EXPRESSION OF INTEREST (EOI)
NUCLEAR PILOT PROJECT | SMALL MODULAR REACTORS (SMR) AT ONGC FACILITIES

Road Map for the Development of Commercial Maritime Applications of Advanced Nuclear Technology

UN nuclear chief meets Greek shipping leaders to advance maritime nuclear propulsion

ASIA PACIFIC
China
modul

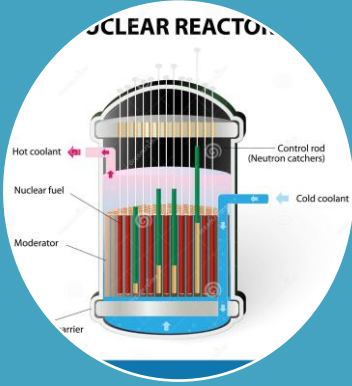
US And Saudi Arabia To Cooperate On Nuclear, Including Advanced Reactors

Advanced Maritime Nuclear
A unique opportunity for the UK
Publication Date: 24th February 2025

Advantages of Small Modular Reactors



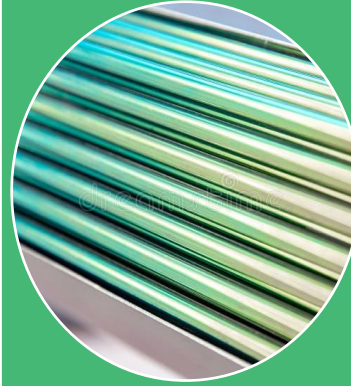
**Modular
Design**



**Compact
Size**



**Passive
Safety
Features**



**Reduced
Fuel
Inventory**



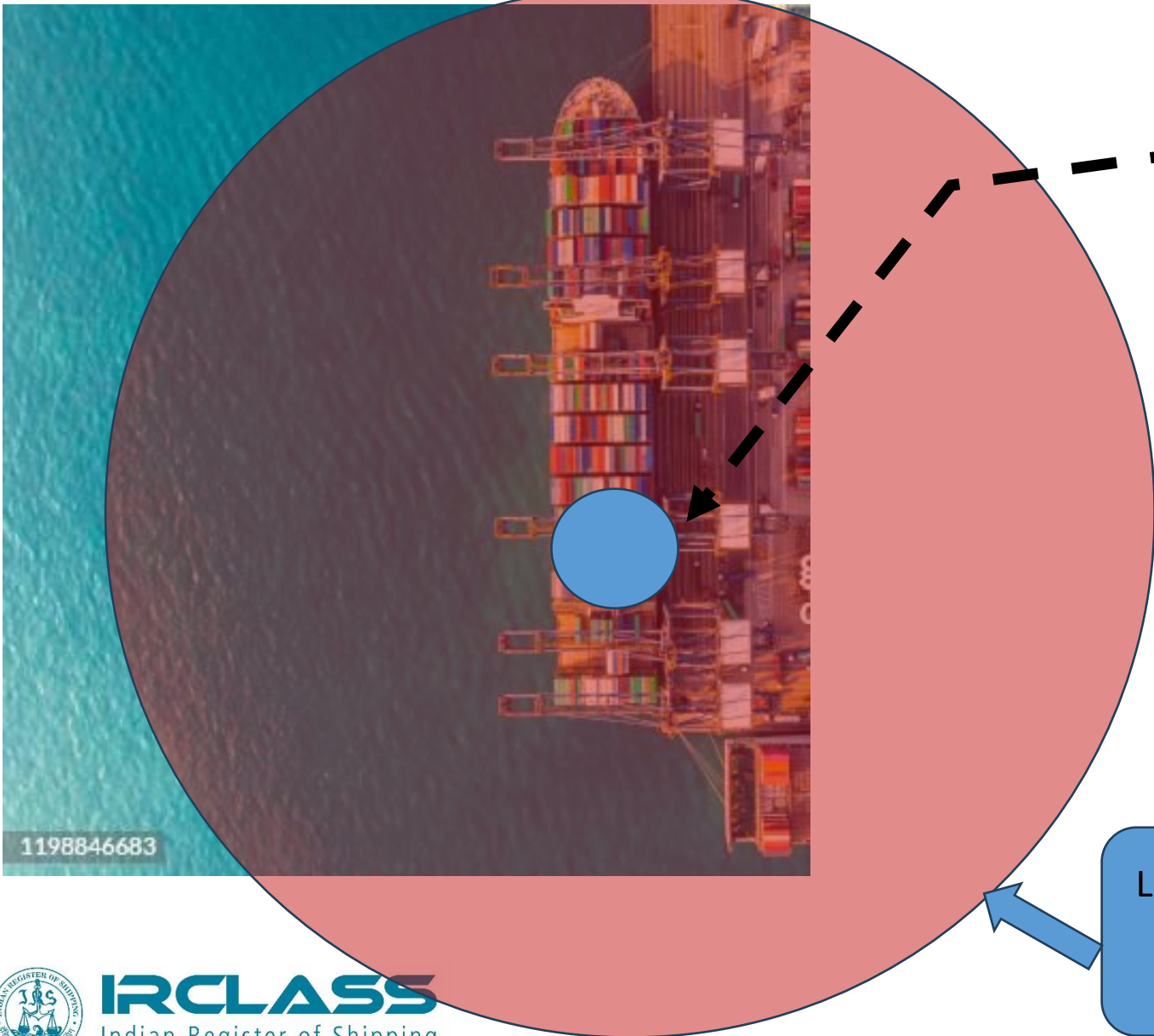
Affordability



**Increased
Burn-up**



New Nuclear versus Old Nuclear



Nuclear Reactor

“Old” Nuclear

Large Emergency Planning Zone (several sq.km) required for protection of people, property and environment in the vicinity

1198846683

New Nuclear versus Old Nuclear



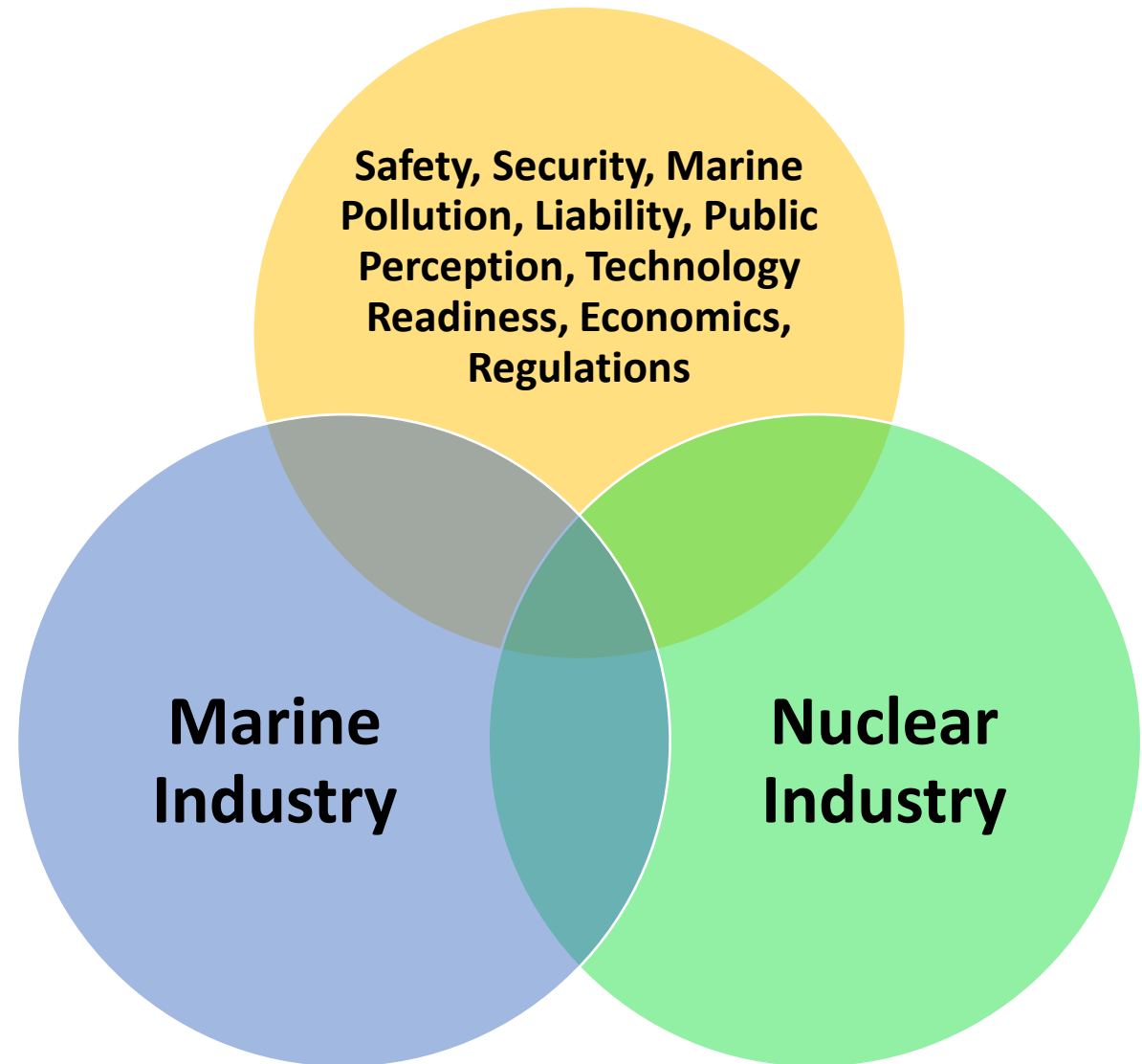
Nuclear Reactor

“New” Nuclear

New Technology leads to reduced Size of the Emergency Planning zone such that it remains within the Hull of the Ship – Reduction of Risk to the persons, property and environment in the vicinity

Barriers to be overcome for Nuclear in Maritime

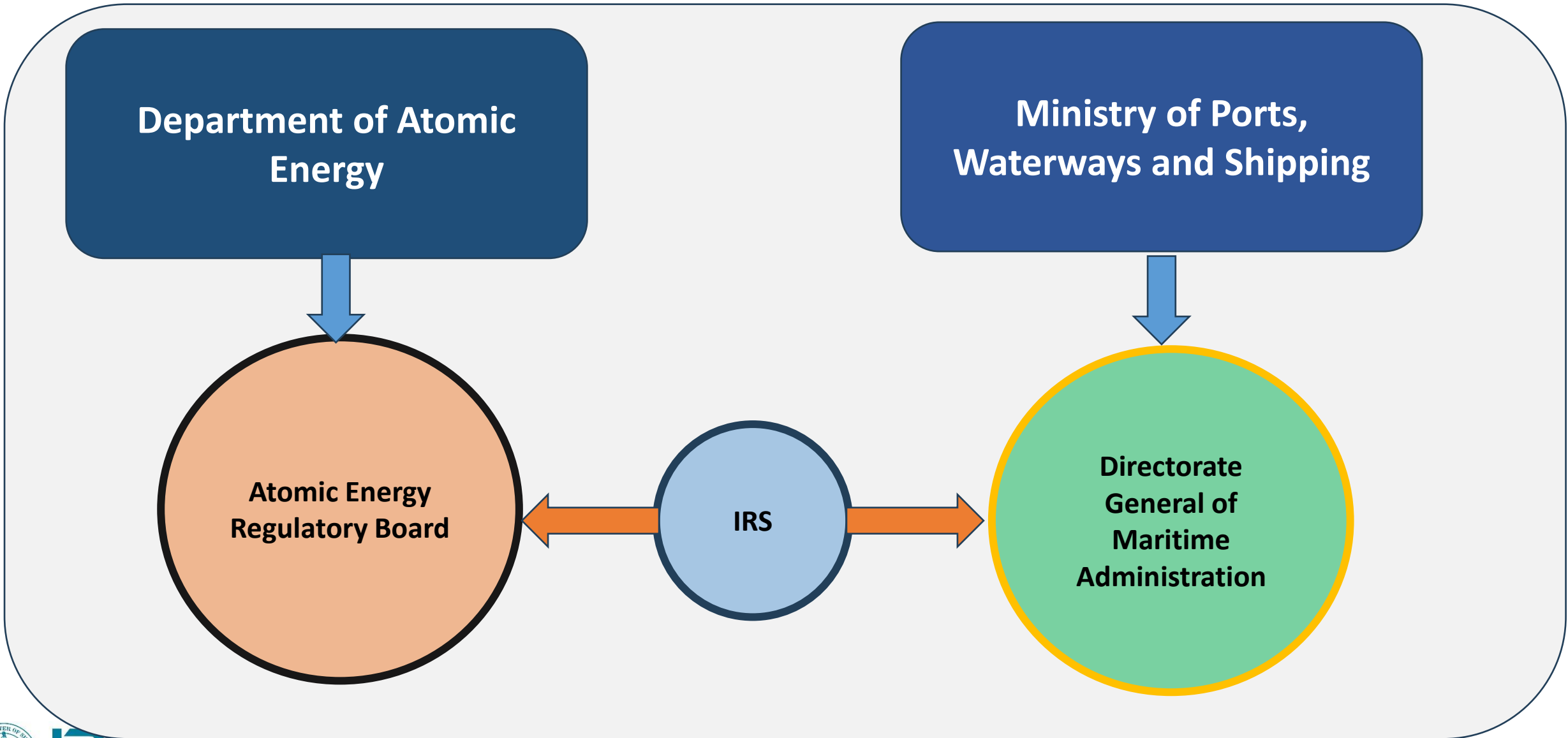
- Need for Experience of Nuclear Environment has to be synergized with Marine Environment
- Present Regulations in Maritime also need to be updated to take into account new technology and innovations
- Synergy between Nuclear and Maritime Regulatory Bodies



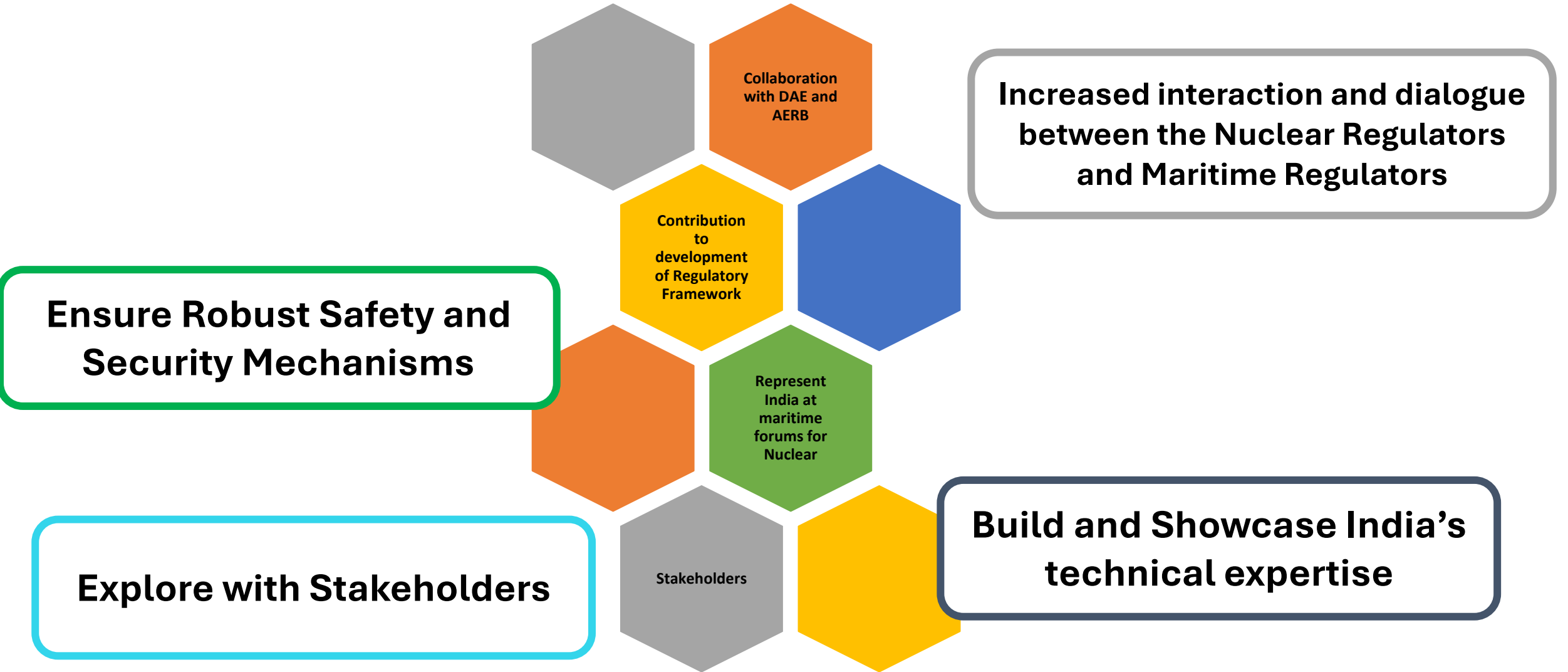
IRS initiatives for Floating Nuclear

- IRS has joined the Convoy Programme of COREPOWER UK
- IRS has subscribed for membership of the Nuclear Energy Maritime Organization (NEMO) (NEMO has applied for NGO status at the IMO and expected to act as a bridge between IAEA and IMO)
- Development of Draft Guidelines for Classification of Floating Nuclear Power Plants
- Access to Nuclear Experts & Technology Partners





Future Path



תודה

Dankie Gracias

Спасибо

شكراً

Merci Takk

Köszönjük

Terima kasih

Grazie Dziękujemy Dékojame

Ďakujeme Vielen Dank Paldies

Kiitos Täname teid

谢谢

Thank You Tak

感謝您

Obrigado

Teşekkür Ederiz

감사합니다

Σας

धन्यवाद

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Bedankt Děkujeme vám

ありがとうございます

Tack

SUGGESTED FORMAT FOR THE REPORT OF SUB-COMMITTEES OF NSB

Page-1	Sub Committee Report 2025-26 (Title of the Sub-Committee) Bottom- Add logo of MoPSW and NSB												
Page-2	Publication details & Disclaimer												
Page-3	<p style="text-align: center;">INDEX</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Content</th> <th style="text-align: right;">Page No.</th> </tr> </thead> <tbody> <tr> <td>(i) by the Chairperson, NSB</td> <td></td> </tr> <tr> <td>(ii) Preface by the Chair of the Sub-Committee</td> <td></td> </tr> <tr> <td>(iii) Acknowledgement</td> <td></td> </tr> <tr> <td>(iv) List of the contributors</td> <td></td> </tr> <tr> <td>(v) List of the abbreviations</td> <td></td> </tr> </tbody> </table> <p style="text-align: center;">CHAPTERS</p> <ul style="list-style-type: none"> ➤ Chapter I Introduction ➤ Chapter II Statement of the problem ➤ Chapter III Present Status of the issue under consideration globally and nationally ➤ Chapter IV Present Status & Challenges faced by stakeholder's ➤ Chapter V Past policies of the Government and their Efficacy ➤ Chapter VI Current policies of the Government & their efficacy ➤ Chapter VII Discussions with Stakeholder's ➤ Chapter VI Present Status & Challenges faced by the stakeholders ➤ Chapter VII Views of the domain experts ➤ Chapter VIII National & Global Best practices to resolve the issue ➤ Chater IX Suggested policies ➤ Chapter X Final policy recommendation to the Government to achieve MAKV-2047 Goal <p style="text-align: center;">ANNEXURES</p> <ul style="list-style-type: none"> ➤ Annexures as per need but should include written representations by the stakeholders, written views by the domain experts, Government policies discussed in the meetings, any global conventions used to best the recommendation, case studies of national and global best practices, any data, table, pictures, images etc. <p style="text-align: center;">BIBLIOGRAPHY</p> <ul style="list-style-type: none"> ➤ Bibliography (References of documents, articles, databases etc. used in making the report) 	Content	Page No.	(i) by the Chairperson, NSB		(ii) Preface by the Chair of the Sub-Committee		(iii) Acknowledgement		(iv) List of the contributors		(v) List of the abbreviations	
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F. No. NSB-13/14/2025-NSB
Government of India
Ministry of Ports, Shipping and Waterways National
Shipping Board New Delhi

1, Parliament Street,
Transport Bhawan, New
Delhi -110 001
Dated: 06.02.2026

APPOINTMENT OF SUB-COMMITTEES
(UNDER RULE 8 OF RULES OF PROCEDURE OF THE NSB)

In pursuance of the power vested vide Rule 8 of "Rules of procedure of National Shipping Board", the National Shipping Board hereby appoints following sub-committees with immediate effect:

Sub-Committee No.	Task assigned to the Sub-Committee	Chairperson of the Sub-Committee	Members of the Sub-Committee
1	To prepare a roadmap for Augmentation of the Indian Shipping Tonnage to achieve MAKV-2047 Goals	AnilDevli	Rakesh Singh Rahul Modi Shantanu Kalita
2	To prepare a roadmap for Promotion of Shipbuilding/Ship Repair facilities in India with focus on green & sustainable shipping to achieve MAKV-2047 Goals (incl. container manufacturing)	Anil Devli	Rakesh Singh Rahul Modi Arun Sharma CMDCSL
3	To prepare a roadmap for Promotion of the Ship Recycling Industries in India to achieve MAKV-2047 Goals	Rahul Modi	Rakesh Singh Anil Devli Sanjam Sahi Gupta Arun Sharma
4	To prepare a roadmap for resolution of the Indian Seafarers' issues including increasing share of Indian seafarers in the global shipping market to achieve MAKV-2047 Goals (incl. examination, recruitment, training, curriculum reforms)	Rakesh Singh	Anil Devli Sanjam Sahi Gupta Milind Kandalgaonkar Captain Savio Ramos
5	To prepare a roadmap for Development of inland waterways, including Improving regional connectivity to achieve MAKV-2047 Goals	Rakesh Singh	Rahul Modi Anil Devli Shantanu Kalita
6	To prepare a roadmap for Promotion of Coastal Shipping & Domestic waterways (coastal & inland) including policy, infrastructure and operational measures to increase coastal cargo share to achieve MAKV-2047 Goals	Rakesh Singh	Rahul Modi Anil Devli Shantanu Kalita



7	To prepare a roadmap for Promotion of Cruise & House Boat Tourism to achieve MAKV-2047 Goals	Rahul Modi	Rahul Modi Anil Devli Shantanu Kalita Sanjam Gupta
8	To prepare a roadmap for development of a robust Maritime Emergency Preparedness and Response ecosystem to achieve MAKV-2047 Goals	Rep from Navy	Rep from ICG Anil Devli Shantanu Kalita
9	To prepare a roadmap for documenting Indian Maritime Heritage to achieve MAKV-2047 Goals	Shantanu Kalita	Rep from Navy Sanjam Gupta Prof. K Murali
10	To prepare a roadmap for Creation of an Integrated National Single Maritime Window that is Globally Compliant to achieve MAKV-2047 Goals	Nitin Mukesh	Anil Devli Rakesh Singh Rahul Modi Shantanu Kalita
11	To prepare a roadmap for development of Skilling eco-system for future ready shipping sector (ship building, ship repairs, and ship recycling) to achieve MAKV-2047 Goals	Arun Sharma	Reps from MUI and NUSI, ICCSA, DGS, INSA, CCTA, CSL, Sanjam Gupta, K. Murali
12	To prepare a roadmap for development of Regional Maritime Hub and Maritime Linkages with the Neighborhood to achieve MAKV-2047 Goals	Shantanu Kalita	Anil Devli Rakesh Singh Rahul Modi
13	To prepare a roadmap for Emerging Technologies like Autonomous vehicles/advance navigation and Engine Systems/Alternate Fuels and propulsion technologies (including Nuclear)/Green Technologies/Climate Adaption & Mitigation Strategies to achieve MAKV-2047 Goals	Arun Sharma	Anil Devli Rakesh Singh Rahul Modi Shantanu Kalita K. Murali
14	To prepare a roadmap for reducing the logistic cost in the Maritime Sector including promotion and examination of modal shift from road and rail to coastal shipping, inland waterways, other waterborne transport to achieve MAKV-2047 Goals in line with National Logistics Policy (incl. development of a single Multimodal transshipment document)	Rahul Modi	Anil Devli Rakesh Singh Shantanu Kalia

2. Each of the Sub-Committees is expected to complete the assigned task within 100 days from the date of their appointment and submit its roadmap along with its findings and recommendations to the Board on expiry of 100 days from the date of their appointment.

3. Each of the Sub-Committees may co-opt any of the institutional representatives or the individual domain experts related to the assigned task as per the need of the Sub-Committee on an honorary basis and based on consensus among its members. The Chairperson of the Sub-Committee may invite such co-opted members during the meetings of the sub-committee as and when held.

4. Each of the Sub-Committees may devise their own procedure for conduct of their meetings.

5. Each of the Sub-Committees may split the assigned task into sub tasks as per need for ease of its functioning. The Chairperson of the Sub-Committee may appoint such sub task committees based on the consensus amongst its members.

6. Each of the Sub-Committees may

(a) engage with the Stakeholder's Associations which are working in area of operations related to the assigned task to assess the strength, weaknesses, opportunities and threats prevailing in the area of operations related to the assigned task;

{b} engage with the individual player (in public or private sector) working in area of operations related to the assigned task to assess the strength, weaknesses, opportunities and threats prevailing in the area of operations related to the assigned task;

(c) review the past schemes of the Government launched in area of operations related to the assigned task and to assess their efficacy in the current circumstances.

(d) review the ongoing schemes of the Government in area of operations related to the assigned task and to assess their efficacy in the current circumstances.

(e) devise any new scheme in area of operations related to the assigned task to fulfill the assigned task.

7. Each of the Sub-Committee may submit its findings and suggestions with a 5 years time horizon keeping in mind the Government vision as envisaged in

(a) MAKV-2047 (b) MIV-2030 (c) Ease of doing business/Ease of living (d) Atmanirbhar Bharat (e)PM Gati Shakti and (f),Budget announcement made in the budget for the year 2026-27.

8. Each of the sub-committee may take up any other assigned task as per the directions given by the Board from time to time.

9. This order issued as per the deliberations made in the NSB meeting dated 18-19/12/2025 held at Visakhapatnam.

Under the signature of,



Sameer Kumar Khare IAS(Retd.)
Chairperson, National Shipping Board
New Delhi
Mobile +91 9968096476
Email: chairperson.nsb@gov.in

Copy to;

1. All the members of the National Shipping Board.
2. Secretary, National Shipping Board



Sir Mohamed Yusuf Seamen Welfare Foundation

Training Ship Rahaman

Estd. 1910

Women Empowerment In Women Rating Programme





Sir Mohamed Yusuf Seamen Welfare Foundation

Training Ship Rahaman

Estd. 1910

INDIAN CONTRIBUTION TO WOMEN EMPOWERMENT IN WOMEN RATING PROGRAMME

India is known globally as a major source for seafarers as well as shore-based personnel for the maritime sector. With the opening up of pre-sea training to private participation nearly twenty years ago, a number of institutes came into existence across the country.

Introduction of T S Rahaman

To briefly introduce our organisation that has entered into its 115th year of existence, suffice to say that it is the Oldest maritime training and educational Institution preparing young students, irrespective of their caste, creed, colour and gender for a career in the maritime sector of the Country. The scope of our activities encompasses nautical education and training, marine engineering and maritime catering and hospitality. This Institution is spread in a 23-acre Campus at Nhava near Navi Mumbai. Training Ship Rahaman, a renowned institution in maritime education, has consistently played a pivotal role in shaping competent and skilled professionals for the maritime sector. The institutes commitment to providing top-notch training and its emphasis on innovation have led to noteworthy achievements in various aspects.

Industry Initiative For Women Empowerment

IMO has been making a concerted effort to avail the industry move forward and support women to achieve a representation that is in keeping with twenty-first century prospects.

Today in the 21st century where we all follow “Vasudhaiva Kutumbakkam” means “World is one Family”. Gender equality, gender balance, inclusive business environments and improved working conditions are very much needed. They are an engine for economic growth as well as a value creator for businesses themselves. There is ample evidence that investing in women is the most effective way to lift communities, companies, and even countries. Countries with more gender equality have better economic growth.

TSR embarked on a mission to make seafaring career a gender neutral career following IMO/DG Shipping and Industry requirements and went places to achieve this target.

We started on a project named “*Women in rating*” programme which was never thought of and had its own challenges.

16th - 21st January 23



Capt. (Dr.) Ashutosh Apandkar, Capt. Sachin Kamble, Mrs. Ashwini Deshmukh, Mrs. Manisha Phonde, Mr. Pramod Mhatre, Cadet Durvankur, Cadet Sanika, Ms. Samiksha and Mr. Libin visited Ratnagiri schools for promoting GP/CCMC course with Maersk Officials for Women in rating programme





23rd - 27th February 2023



Capt. (Dr.) Ashutosh Apandkar, Capt. Sachin Kamble, Mr. Shashank Phonde, Mr. Pramod Mhatre, & Cadet Simran Choudhary, visited Himachal Pradesh schools for promoting GP/CCMC course with Maersk Officials for Women in rating programme.



27th March - 03rd April 2023



Capt. (Dr.) Ashutosh Apandkar, Capt. Sachin Kamble, Mrs. Manisha Phonde & Ms. Gurmeet Kaur visited Assam schools for promoting GP/CCMC course with Maersk Officials for Women in rating programme.



30th May 2023



Mr. Libin Nishanth Robinson & two representatives from MAERSK visited campus to conduct interview of girl candidates for GP & CCMC course



27th July 2023



Capt. (Dr.) Ashutosh Apandkar, Mrs. Manisha Phonde, Mrs. Ashwini Deshmukh & 16 girls candidates had meeting with Global Maersk CEO, Niel Bruss at Maersk office, Vikroli



01st July 2023



We achieved our target of 1st Women in rating batch by enrolling 22 girls, for July 2023 batch All the girls selected are sponsored by Shipping companies like Maersk /BW/Synergy and we have secured scholarship for them, up to 20 lakhs till date.



GP Rating Girls 1st Batch

Duration 01-07-2023 to 23-12-2023

HIMACHAL PRADESH

Sl No.	Name	Company	Total Scholarship
1	MUSKAN	Maersk	161315.00
2	NISHA	Maersk	206315.00
3	PREETI	Maersk	161315.00
4	SHILPA	BW Maritime	245000.00
5	NEHA	Maersk	111330.00

UTTAR PRADESH

Sl No.	Name	Company	Total Scholarship
1	SONIYA	Maersk	245000.00

MAHARASHTRA

Sl No.	Name	Company	Total Scholarship
1	ADIVAL JYOTI VIJAY	Maersk	161315.00
2	KAGADI NASREEN AKBAR	BW Maritime	245000.00
3	KAMBLE DHANASHREE GAUTAM	Maersk	161315.00
4	KUMARI DIVYA	Maersk	161315.00
5	MUMBAIKAR SHRUSHTI RAJENDRA	Maersk	161315.00
6	PATHARE SANJANA RAHUL	Maersk	161315.00
7	VARAK PAYAL BABYA	Maersk	161315.00
8	VAROSE NIHA NIJAM	Maersk	161315.00
9	WAD AARYA PRAKASH	Maersk	161315.00
10	YADAV SANJANA ANIRUDH	Synergy	245000.00
11	BHERE PRATIKSHA VIJAY	Synergy	161315.00

ASSAM

Sl No.	Name	Company	Total Scholarship
1	BISWAS BHASHIKA KASHYAP	Maersk	161315.00

13th September 2023



Capt. (Dr.) Ashutosh Apandkar, Capt. Sachin Kamble, Mr. Shashank Phonde, Mrs. Ashwini Deshmukh & Cadet Sanika Ranbhare visited Govt. ITI school for promoting GP/CCMC course with Maersk Officials for Women in rating programme





Capt. (Dr.) Ashutosh Apandkar, Capt. Sachin Kamble, Mrs. Ashwini Deshmukh, Mr. Shashank Phonde, Mrs. Manisha Phonde, Ms. Payal Varak & Ms. Neha Divekar visited Sindhudurg schools for promoting GP/CCMC course with Maersk Officials for Women in rating programme.



जिल्ह्यात ९, १० रोजी मर्चंट नेव्हीबाबत करियर मार्गदर्शन

अकरावी, बारावी व आयटीआयच्या विद्यार्थ्यांसाठी महाराष्ट्र चेंबर ऑफ कॉमर्सतेर्फे आयोजन

बार्ताहर
मालवण

महाराष्ट्र चेंबर ऑफ कॉमर्स अँड इंडस्ट्री व ट्रेनिंगशिप देवधान, पन्वेल यांच्या संयुक्त विद्यमाने जिल्ह्यात मर्चंट नेव्हीसंदर्भात करियर मार्गदर्शन आयोजित करण्यात आले आहे. जिल्हातील अकरावी, बारावी व आयटीआयच्या विद्यार्थ्यांसाठी हे मार्गदर्शन आहे. ९ ऑक्टोबर रोजी सकाळी १०.३० वाजता साततवाडी आयटीआय येथे शिबिराचे उद्घाटन महाराष्ट्र चेंबर ऑफ कॉमर्सचे अध्यक्ष ललित गांधी, उपाध्यक्ष दीपक मुद्दिक, आयटीआयचे अधीक्षक अनिल मोहाळे, मुंबई त्रिवाणेत सिनेट मॅबर लखनराज भोसले यांचा उपस्थितीत होणार असल्याची माहिती चेंबर ऑफ कॉमर्सचे माजी अध्यक्ष आशिष पेडणेकर यांनी हॉटेल कार्नाई येथे आयोजित पत्रकार परिषदेत दिली या पत्रकार परिषदेला विजय



मालवण : मर्चंट नेव्ही करियर मार्गदर्शन शिबिराबाबत माहिती देताना आशिष पेडणेकर, सोबत विजय केनवडेकर, नंदकिशोर महाजन व अन्य.

केनवडेकर उपस्थित होते. पेडणेकर म्हणाले, मर्चंट नेव्हीमध्ये असणाऱ्या अनेक संघी व कोर्स, त्यात अॅडमिशन करणे घ्यावे, पांदाणी करणे करावी? मर्चंट नेव्ही म्हणजे काय? मर्चंट नेव्हीमध्ये मुलांवरोबर खास मुलींना असणाऱ्या विविध संघी, नौकरी मिळवून देण्यात प्रशिक्षण करणे घ्यावे, याची माहिती करियर मार्गदर्शनमध्ये देण्यात येणार आहे. कॅ. डॉ. आशुतोष आपंडकर यांच्या नेतृत्वाखाली मर्चंट नेव्हीच्या पाच

नियोजन विजय केनवडेकर करत असून अधिक माहितीसाठी ९४२०२०६८७३ येथे संपर्क साधावा.

विजय केनवडेकर म्हणाले, महाराष्ट्र चेंबर ऑफ कॉमर्सतेर्फे उद्योजकांना प्रोत्साहन देण्यात येते, परंतु कोकणातील मुलांना रोजगाराच्या संधी मिळवण्यात व त्याबाबत सखोल माहिती देवी, यासाठी मर्चंट नेव्हीचे करियर मार्गदर्शन शिबिर व्हावे, यासाठी चेंबर ऑफ कॉमर्सच्या माध्यमातून दोन वर्षे प्रयत्न सुरू होते. त्यानंतर मर्चंट नेव्हीचे शिबिर होत आहे. ९ रोजी सकाळी १०.३० वाजता साततवाडी आयटीआय येथे शिबिराचे उद्घाटन, दुपारी २.३० वाजता आयटीआय सिधुदुर्गमहाराष्ट्र-ऑरिस, १० रोजी सकाळी १० वाजता स. का. पाटील सिधुदुर्ग महाविद्यालय, मालवण, दुपारी २.३० वाजता कणकनती येथे करियर मार्गदर्शन होणार आहे.

01st January 2024



The second batch started from 1st January 2024 and the total number of girls enrolled is 21 which are from eight different states. For these 21 girls we visited Himachal, Maharashtra, north-east which includes Assam, Manipur, Nagaland. Total 1300+ girls were given introductory lecture on merchant navy/training/job opportunities and our *Women in Rating” drive is ON



GP Rating Girls 2nd Batch

Duration 01-01-2024 to 23-06-2024

HIMACHAL PRADESH

Sl No.	Name	Company	Total Scholarship
1	ANSHITA	Maersk	153778.00
2	DEVI GOURSHI	Maersk	126889.00
3	RANA NITIKA	Maersk	126889.00
4	SUMEDHNA	Maersk	126889.00
5	TAMANNA	Synergy	126888.00
6	THAKUR PALAK	Synergy	26888.00
7	VANSHITA	Maersk	100000.00
8	KUMARI NITIKA	Maersk	126889.00

UTTAR PRADESH

Sl No.	Name	Company	Total Scholarship
1	CHOUDHARY KOMAL	Synergy	26889.00
2	GOSWAMI PRIYA	Maersk	126889.00

MADHYA PRADESH

Sl No.	Name	Company	Total Scholarship
1	PANDAGRE HARSHITA	Maersk	126889.00

MAHARASHTRA

Sl No.	Name	Company	Total Scholarship
1	AGARWAL RUTUJA SACHIN	Maersk	126889.00
2	BERA SAUMITA SADANAND	Maersk	200000.00
3	DSOUZA FIOLA FELIX	Maersk	126889.00
4	JUNNARE MANSI MAHENDRA	Maersk	126889.00
5	KADAM MANSI PANKAJ	Maersk	126889.00
6	MALANDKAR DIVYA VISHNU	Maersk	200000.00
7	PATIL SAMIKSHA SAMIR	Maersk	200000.00
8	PAWAR SHAILAJA SUDHIR	Maersk	126889.00
9	SHAIKH MAHEZ IBRAHIM	Maersk	126889.00
10	SURVE SAKSHI JAYWANT	Maersk	126889.00

28th January - 2nd February 2024



Capt. Sachin Kamble, Mr. Shashank Phonde & Mrs. Ashwini Deshmukh visited Goa schools for promoting GP/CCMC course for Women in rating programme



04th - 07th February 2024



Capt. (Dr.) Ashutosh Apandkar, Mrs. Manisha Phonde & Ms. Nasreen Kagdi visited Northeast schools for promoting GP/CCMC course for Women in rating programme



01st March 2024



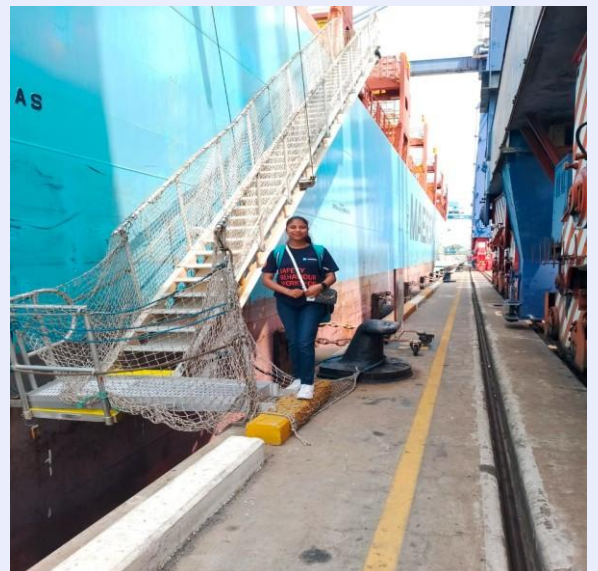
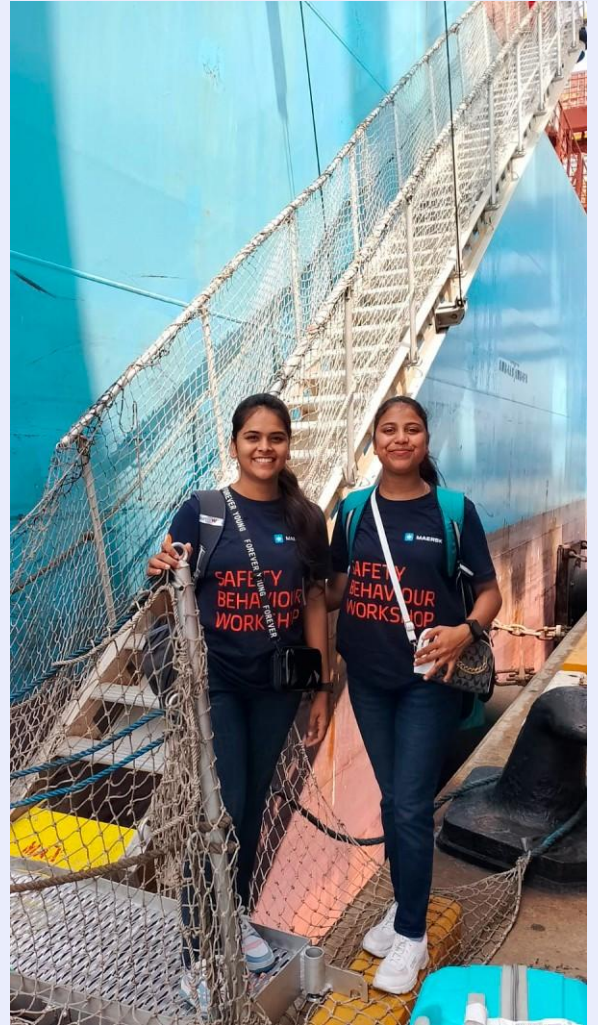
Capt. (Dr.) Ashutosh Apandkar, Mrs. Ashwini Deshmukh, Mrs. Manisha Phonde, Ms. Jyoti Wankhede and 18 GP/CCMC girls visited Maersk office at Vikroli.



03rd March 2024



First batch of Women in rating programme- GP/CCMC in July 2023 . All sponsored by MAERSK / SYNERGY /BW First batch passed out in December 2023 and all are ready to join ship .



08th March 2024



“Women's Day” programme celebrated to all pre sea girls



GPS Map Camera

Google

Navi Mumbai, Maharashtra, India
XX77+QWH, Nhava, Navi Mumbai, Maharashtra 410206, India
Lat 18.964425°
Long 72.964729°
08/03/24 08:54 AM GMT +05:30



17th March 2024



English classes conducted for GP girls on every Sunday



31st March 2024



Capt. (Dr.) Ashutosh Apandkar, Cadets & GP girls attended "Sagar Mein Yoga" organised by National Maritime Day Celebrations (Central) Committee (NMDCC) & Directorate General of Shipping at Belapur Jetty, Navi Mumbai



08th May 2024



Capt. Anshul Rajvanshi – MD Synergy Mumbai, Capt. Sairaj – MD Synergy Pune, Mr. Vishnu – MD Synergy Chennai & Mr. Suresh – MD Synergy Cochin from Synergy Recruitment Services visited campus to attend Synergy Chakra Scholarship distribution for GP/ CCMC girls



15th May 2024



18 GP girls along with Mr. Chander Bhan visited vessel at JNPT Port organised by Maersk Fleet Management



30th May 2024



Capt. (Dr.) Ashutosh Apandkar, five IMU DNS girls, 10 GP girls and Ms. Vinita Chavan attended “Women's Wing Seminar” organised by MUI at The Club, Andheri



01st July 2024



Third batch of Women in rating programme- GP/CCMC in July 2024 . All sponsored by MAERSK/ SYNERGY



GP Rating Girls 3rd Batch

Duration 01-07-2024 to 22-12-2024

HIMACHAL PRADESH

Sl No.	Name	Company	Total Scholarship
1	DADWAL PALAK	Maersk	148000.00
2	SHANIYA	Maersk	48000.00

DELHI

Sl No.	Name	Company	Total Scholarship
1	MAMTA	Maersk	148000.00

UTTAR PRADESH

Sl No.	Name	Company	Total Scholarship
1	CHAUDHARY PEEHU	Maersk	148000.00

JHARKHAND

Sl No.	Name	Company	Total Scholarship
1	PURTY ANU PRIYA	Maersk	148000.00

WEST BENGAL

Sl No.	Name	Company	Total Scholarship
1	CHOWDHURY AYASA JULEKHA	Maersk	148000.00
2	PRAMANIK MOON	Maersk	148000.00

GP Rating Girls 3rd Batch

Duration 01-07-2024 to 22-12-2024

MAHARASHTRA

Sl No.	Name	Company	Total Scholarship
1	CHAWAN SHREYA SANJAY	Maersk	148000.00
2	HADKAR DIKSHA RAMCHANDRA	Synergy	255000.00
3	KARDEKAR SHRUTI PRAVIN	Maersk	148000.00
4	KATE SEJAL RAKESH	Maersk	148000.00
5	KHOPTA SHREYA SUBHASH	Maersk	148000.00
6	NIGADE SNEHAL RAJENDRA	Maersk	148000.00
7	WADKAR PRIYANKA RAJESH	Maersk	148000.00
8	MHATRE SHIVANI MANGESH	Synergy	255000.00

GOA

Sl No.	Name	Company	Total Scholarship
1	MULI SIYA ROHIDAS	Maersk	148000.00
2	SHAIKH NUZHAT FATMA	Maersk	148000.00

04th August 2024



Capt. (Dr.) Ashutosh Apandkar, Mr. Anupam Dhoundiyal, Mrs. Ashwini Deshmukh & 2 GP girls conducted session for “Women in rating” programme (GP Rating/ CCMC) for our LKMN girls



25th August 2024



Capt. (Dr.) Ashutosh Apandkar, Mrs. Ashwini Deshmukh & GP girl Ms. Siya Muli visited Ratnagiri Colleges for “Women in Rating programme



19th October 2024



Meeting with Chief Minister of Odisha - Mohan Majhi followed by meeting with skill development minister of Odisha Mr Swain to explain Women in rating program and other allied marine courses .



24th October 2024



First batch of GP girls sponsored by Maersk, finished 6 months contract and back home. They were called for felicitation and to share there experience with all students incampus. Sailed with mixed crew and Danish officers.



25th October 2024



The Maritime Union of India (MUI) has donated Rs. 2,94,000/- for "Women in Rating programme"



THE MARITIME UNION OF INDIA

Registered Trade Union No. BY-II-198-A Founded: 3-12-1939

Head Office: Uday Bhawan, 4th Floor, 21, Welland Haachard Marg, Ballard Estate, Mumbai - 400 001 INDIA
Tel: (91-22) 2261 3052 / 2261 5567 • Dr: 022 2262 0633
email: mail@maritimeunionofindia.com • website: www.maritimeunionofindia.com

AFFILIATED TO: The International Transport Worker's Federation (ITF), and Hind Mazdoor Sabha (HMS)

24 October, 2024

Capt. (Dr.) Ashutosh Apendkar
Captain Superintendent/Principal
Training Ship "Rahaman"

Respected Sir

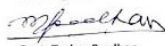
The Maritime Union of India (MUI) is privileged to support the Second Batch of Women in Rating Program of Training Ship "Rahaman" (Sir Mohamed Yusuf Seamen Welfare Foundation).

We would like to submit a cheque bearing No. 001143, dated 24.10.2024 for Rupees 2,94,000.00 (Rupees Two Lakh Ninety Four Thousand). TDS of Rs.6,000 has been deducted.

We wish your organization the best for betterment of Seafarers.

Request to provide a receipt for audit purpose.

Best Regards


Capt. Tushar Pradhan
General Secretary


25/10

Capt. (Dr.) Ashutosh Apendkar
Principal
Training Ship Rahaman

3rd - 8th November 2024



Himachal visit – Briefed around 500 students for women in Rating program with Maersk Officials . We also visited the Chief minister’s team to share with them the progress of Himachali girls in T S Rahaman .



16th November 2024



The Maritime SheEO conference was attended by TSR and our first batch GP Girl spoke in the conference amongst the National and International woman achievers. T S Rahaman was awarded amongst all the Maritime colleges (National/International) the award for Empowering Diversified Maritime education.



19th February 2025



Capt. (Dr.) Ashutosh Apandkar, Capt. Makarand Sardesai, Mr. Shashank Phonde, Mrs. Manisha Phonde & Mrs. Ashwini Deshmukh visited Chembur schools for promoting GP/CCMC course for Women in rating programme



06th March 2025



Felicitation for Ex girl Cadet Capt. Neelam Pandey, IGNOU batch no. 07 from 01/08/2007 to 28/06/2008, conducted in our campus



23rd March 2025



Capt. (Dr.) Ashutosh Apandkar, Mr. Karnadev Mandal & 19 GP & 1 CCMC girls visited vessel at JNPT Port organised by Maersk Fleet management



23rd April 2025



The first day of the outreach program took place in the capital city of Shillong, where the focus was on raising awareness about career opportunities in the maritime sector.





24th April 2025



On the second day, the program moved to Dimapur, Nagaland where the outreach focused on career opportunities in the maritime sector.



25th April 2025



The final day of the outreach program was dedicated to reaching out to local communities in the remote village of Longpayimsen.





25th June 2025



4th Batch of Women in rating passed out on 25th June 2025



GP Rating Girls 4th Batch

Duration 01-01-2025 to 24-06-2025

HARYANA

Sl No.	Name	Company	Total Scholarship
1	KHUSHI	Maersk	90000.00

UTTAR PRADESH

Sl No.	Name	Company	Total Scholarship
1	RIYAT ISHANA	Maersk	90000.00

RAJASTHAN

Sl No.	Name	Company	Total Scholarship
1	PUSHPA	ASP Ship	50000.00

BIHAR

Sl No.	Name	Company	Total Scholarship
1	KUMARI PINKY	Maersk	90000.00

WEST BENGAL

Sl No.	Name	Company	Total Scholarship
1	MALO CHANDRANI	Maersk	108850.00
2	SAH PUJA	Maersk	90000.00

GP Rating Girls 4th Batch

Duration 01-01-2025 to 24-06-2025

MAHARASHTRA

Sl No.	Name	Company	Total Scholarship
1	CHAVAN SAMRUDDHI RAKESH	Maersk	108850.00
2	GUJAR PRACHI RAKESH	Maersk	90000.00
3	KARDEKAR AISHWARYA PRAVIN	Anglo	50000.00
4	MHASKE PRATIKSHA SANTOSH	Maersk	90000.00
5	MORE GAURI NARESH	Maersk	108850.00
6	NISHAD RINKY RAKESH	Maersk	90000.00
7	PATIL JANHAVI JITESH	Maersk	90000.00
8	SAIL ADITI ANIL	Maersk	90000.00
9	SAYYED ZOYA IMRAN	Maersk	90000.00
10	SOLANKI AAKANSHA NARESH	Maersk	90000.00
11	TAYADE TANISHA SUNIL	Maersk	90000.00
12	THOPATE SANCHITA SANTOSH	Maersk	90000.00
13	VIDHATE SARASWATI PANDIT	Maersk	90000.00
14	VISHWAKARMA NIHARIKA PYARELAL	ASP Ship	50000.00

KERALA

Sl No.	Name	Company	Total Scholarship
1	MANOHARAN SAHITHI	Maersk	90000.00
2	VINOD NAVYA	Maersk	90000.00
3	VAZHITHALACKAL ADITHYAJYOTHI	BW Maritime	50000.00

15th September 2025



Capt. Makarand Sardesai, Mrs. Ashwini Deshmukh, Mr. Pramod Mhatre & FY BSC girl Ms. Niyati Patil visited Ratnagiri colleges for “Women in Rating” programme.



Sawarde, Maharashtra, India
9gxx+c6q, Sawarde, Maharashtra 415606, India
Lat 17.398369° Long 73.548179°
15/09/2025 10:38 AM GMT +05:30



Sawarde, Maharashtra, India
9gxx+c6q, Sawarde, Maharashtra 415606, India
Lat 17.3983° Long 73.548145°
15/09/2025 10:37 AM GMT +05:30



Dervan, Maharashtra, India
9gxx+343, Dervan, Maharashtra 415606, India
Lat 17.397424° Long 73.548245°
15/09/2025 10:49 AM GMT +05:30



Sawarde, Maharashtra, India
9gxx+cmc, Sawarde, Maharashtra 415606, India
Lat 17.398118° Long 73.548794°
15/09/2025 10:37 AM GMT +05:30

15th September 2025



Sayadri Polytechnic, Chiplun



Savarde Kh., Maharashtra, India
9gxx+xx, Savarde Kh., Maharashtra 415606, India
Lat 17.400122° Long 73.528712°
15/09/2025 02:28 PM GMT +05:30



Savarde Kh., Maharashtra, India
9gxx+xx, Savarde Kh., Maharashtra 415606, India
Lat 17.400038° Long 73.528261°
15/09/2025 02:29 PM GMT +05:30



Savarde Kh., Maharashtra, India
9gxx+xx, Savarde Kh., Maharashtra 415606, India
Lat 17.400023° Long 73.528203°
15/09/2025 02:29 PM GMT +05:30



Savarde Kh., Maharashtra, India
9gxx+xx, Savarde Kh., Maharashtra 415606, India
Lat 17.400122° Long 73.528712°
15/09/2025 02:28 PM GMT +05:30



Gogate College, Ratnagiri



Ambav, Maharashtra, India
Shop No 1 Ambav, Kondbhujbal, Near Rajendra Mane College, Ambav, Maharashtra 415804, India
Lat 17.049737° Long 73.56963°
16/09/2025 02:28 PM GMT +05:30



Ambav, Maharashtra, India
Shop No 1 Ambav, Kondbhujbal, Near Rajendra Mane College, Ambav, Maharashtra 415804, India
Lat 17.049755° Long 73.569645°
16/09/2025 02:27 PM GMT +05:30



Ambav, Maharashtra, India
2hxc+v37, Ambav, Maharashtra 415804, India
Lat 17.049759° Long 73.570056°
16/09/2025 02:38 PM GMT +05:30



Ambav, Maharashtra, India
Shop No 1 Ambav, Kondbhujbal, Near Rajendra Mane College, Ambav, Maharashtra 415804, India
Lat 17.04977° Long 73.569674°
16/09/2025 02:27 PM GMT +05:30



Ratnagiri, Maharashtra, India
286q+j4c, Madhaliwadi, Ratnagiri, Maharashtra 415639, India
Lat 17.011595° Long 73.337639°
17/09/2025 01:55 PM GMT +05:30



Ambav, Maharashtra, India
Shop No 1 Ambav, Kondbhujbal, Near Rajendra Mane College, Ambav, Maharashtra 415804, India
Lat 17.049754° Long 73.569637°
16/09/2025 02:37 PM GMT +05:30



Ratnagiri, Maharashtra, India
286q+j4c, Madhaliwadi, Ratnagiri, Maharashtra 415639, India
Lat 17.011559° Long 73.337682°
17/09/2025 02:19 PM GMT +05:30



Ratnagiri, Maharashtra, India
286q+j4c, Madhaliwadi, Ratnagiri, Maharashtra 415639, India
Lat 17.011588° Long 73.337701°
17/09/2025 02:01 PM GMT +05:30



Ratnagiri, Maharashtra, India
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Ratnagiri, Maharashtra, India
X8p2+p3m, Rajiwada, Ratnagiri, Maharashtra 415612, India
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Madhaliwadi, Maharashtra, India
286q+j4c, Madhaliwadi, Maharashtra 415639, India
Lat 17.011526° Long 73.337672°
17/09/2025 02:00 PM GMT +05:30



Ratnagiri, Maharashtra, India
X8p2+p3m, Rajiwada, Ratnagiri, Maharashtra 415612, India
Lat 16.986564° Long 73.299862°
17/09/2025 04:18 PM GMT +05:30

13th October 2025



Women in Rating program: National Skill Training Institute (Women), Shivam Road vidyanagar, Hyderabad Smt. Priya S principal, Deputy Director Sudhakar joint Director NSTI ... Students: 200-250 all courses National skill Training institute Ramanthapur, Hyderabad Mr. Bunny Bagi , Principal 150 students all courses Second session: 13-10-2025 , 2PM -4 PM 3. Government ITI , Musheerabad , Hyderabad B.Radhakrishna Murthy, principal





14th October 2025



Second Day SMS program: Government ITI , Mallepally, Hyderabad Smt.Shailaja ,principal 2.CVR Engineering college Mangalpally village,Rangareddy district Mr. Venkataramana Mechanical Engineering HOD Mr. Srinivasa Reddy faculty 3. Victoria Memorial Home Smt. Laxmi Parvathi Superintendent 5 PM -6 pm



మర్చంట్ నేవీలో ఇంజనీరింగ్ విద్యార్థులకు ఉద్యోగ అవకాశాలు

కెప్టెన్ అశుతోష్ విజయ్ ఆపండ్కర్

విశ్వంభర, హైదరాబాద్ : డీజీ పిప్పింగ్ సాగర్ మే సమ్మాన్ కార్యక్రమం లో భాగంగా మంగళవారం సీవీఆర్ ఇంజనీరింగ్ కళాశాలలో మర్చంట్ నేవీ ఇంజనీరింగ్ విద్యార్థులకు ఉద్యోగ అవకాశాలు అంశంపై సెమినార్ జరిగింది. ఈ కార్యక్రమంకు ముఖ్య అతిథిగా హాజరైన డీజీ పిప్పింగ్ నోడల్ ఆఫీసర్, ట్రైనింగ్ రహమాన్ కళాశాల ప్రిన్సిపాల్ డాక్టర్ అశుతోష్ కుమార్ ఆపండ్కర్ మాట్లాడుతూ మెకానికల్ ఇంజనీరింగ్ పూర్తి చేసిన విద్యార్థులకు మర్చంట్ నేవీ లో అనేక ఉద్యోగ అవకాశాలు ఉన్నాయని వివరించారు. నేవీ రంగంలో మహిళలకు పెద్ద ఎత్తున అవకాశాలు కల్పించాలని, మహిళా సాధికారత సాధించే లక్ష్యంతో ముందుకు వెళుతున్నామని అన్నారు. మెకానికల్ ఇంజనీరింగ్ తరువాత మర్చంట్ నేవీ లో ఒక సంవత్సరం శిక్షణ ఉంటుందని వెంటనే 100 శాతం ఉద్యోగాలు



మంచి జీతంతో దొరుకుతాయని తెలిపారు. ట్రైనింగ్ షిప్ రహమాన్ మర్చంట్ నేవీ శిక్షణ లో అనేక కోర్సులు అందిస్తుందని వివరించారు. తెలంగాణ రాష్ట్రం నుండి మర్చంట్ నేవీ లో విద్యార్థుల సంఖ్య పెరగాలని ఆకాంక్షించారు. మర్చంట్ నేవీ లో ట్రైనింగ్ తీసుకుంటున్న విద్యార్థిని భీమగాని సత్య మాట్లాడుతూ విద్యార్థులు రొటీన్ కు భిన్నంగా ఆలోచించాలని, ప్ర

త్యేక శిక్షణతో నేవీ రంగంలోకి మంచి జీతంతో అడుగు పెట్టాలని కోరారు. ఈ కార్యక్రమంలో డీజీ పిప్పింగ్ నోడల్ ఆఫీసర్, టీఎస్ రహమాన్, అధ్యాపకురాలు మనీషా పోండే, భీమగాని సత్య, సీవీఆర్ ఇంజనీరింగ్ కళాశాల ప్రిన్సిపాల్ వెంకటరమణ, ఫాకల్టీ శ్రీనివాసరెడ్డి, సీనియర్ జర్నలిస్ట్ భీమగాని మహేష్ గౌడ్ తదితరులు పాల్గొన్నారు.

సాక్షి

నేవీలో మంచి అవకాశాలు



సదస్సులో మాట్లాడుతున్న కెప్టెన్ అశుతోష్ కుమార్ ఆపండ్కర్

కెప్టెన్ అశుతోష్ కుమార్ ఆపండ్కర్

హుదాకాంప్లెక్స్: డీజీ పిప్పింగ్ సాగర్ మే సమ్మాన్ కార్యక్రమంలో భాగంగా మంగళవారం సదానగర్ వీఎంహోలో స్కూల్ విద్యార్థులకు పదో తరగతి, ఇంటర్ తరువాత ఉద్యోగావకాశాలు అనే అంశంపై సదస్సు నిర్వహించారు. ముఖ్య అతిథిగా హాజరైన డీజీ పిప్పింగ్ నోడల్ ఆఫీసర్, ట్రైనింగ్ రహమాన్ కళాశాల ప్రిన్సిపాల్ డా.అశుతోష్ కుమార్ ఆపండ్కర్ మాట్లాడుతూ.. పదో తరగతి, ఇంటర్ పూర్తి చేసిన విద్యార్థులకు మర్చంట్ నేవీలో అనేక ఉద్యోగ అవకాశాలు ఉన్నాయని తెలిపారు. నేవీ రంగంలో మహిళలకు పెద్ద ఎత్తున అవకాశాలు కల్పించాలని, మహిళా సాధికారత సాధించే లక్ష్యంతో ముందుకు వెళ్తున్నామని అన్నారు. మర్చంట్ నేవీలో 10వ

తరగతి తరువాత ఒక సంవత్సరం శిక్షణ ఉంటుందని, ఇంటర్ తరువాత మూడేళ్ల టీఎస్సీ డిగ్రీ చదివిన వెంటనే పంద శాతం ఉద్యోగాలు మంచి వేతనంతో దొరుకుతాయని చెప్పారు. ట్రైనింగ్ షిప్ రహమాన్ మర్చంట్ నేవీ శిక్షణలో అనేక కోర్సులు అందిస్తోందని వివరించారు. తెలంగాణ రాష్ట్రం నుండి మర్చంట్ నేవీలో విద్యార్థుల సంఖ్య పెరగాలని ఆకాంక్షించారు. మర్చంట్ నేవీ లో ట్రైనింగ్ తీసుకుంటున్న విద్యార్థిని భీమగాని సత్య మాట్లాడుతూ.. విద్యార్థులు రొటీన్ కు భిన్నంగా ఆలోచించాలని, ప్రత్యేక శిక్షణతో నేవీ రంగంలోకి అడుగు పెట్టాలని కోరారు. కార్యక్రమంలో అధ్యాపకులు మనీషా పోండే, వీఎం హోం ప్రిన్సిపాల్ పి.నర్సింహారెడ్డి, సూపరింటెండెంట్ అశ్రీపాఠ్యం, పూర్వ విద్యార్థుల సంఘం అధ్యక్షుడు భీమగాని మహేష్ గౌడ్ పాల్గొన్నారు.

సాక్షి

మర్చంట్ నేవీలో ఉద్యోగావకాశాలు మెండు

ముషీరాబాద్: మర్చంట్ నేవీలో ఇంటర్, పదో తరగతి ఐబీఎ మెకానికల్ ఇంజనీరింగ్ పూర్తి చేసిన విద్యార్థులకు అనేక ఉద్యోగావకాశాలు ఉన్నాయని టీఎస్ రహమాన్ ప్రిన్సిపాల్ డీజీ పిప్పింగ్ నోడల్ అధికారి కెప్టెన్ డాక్టర్ అశుతోష్ అన్నారు. సోమవారం సేషనల్ స్కూల్ డెవలప్ మెంట్ ఇన్స్టిట్యూట్ (మహిళ) ముషీరాబాద్ ఐబీఎ నిర్వహించిన సెమినార్లో ఆయన మాట్లాడారు. నేవీ రంగంలో మహిళలకు పెద్ద ఎత్తున అవకాశాలు కల్పించాలన్నామని, మహిళా సాధికారత సాధించే లక్ష్యంతో ముందుకు వెళ్తున్నామని అన్నారు. పదో తరగ

తి, ఇంటర్ ఐబీఎ తర్వాత మర్చంట్ నేవీలో ఆరు నెలల శిక్షణ ఉంటుందని వెంటనే 100 శాతం ఉద్యోగాలు మంచి జీతంతో దొరుకుతాయని తెలిపారు. ట్రైనింగ్ షిప్ రహమాన్ మర్చంట్ నేవీ శిక్షణలో అనేక కోర్సులు అందిస్తుందని వివరించారు. ఈ కార్యక్రమంలో అధ్యాపకులు మనీషా పోండే, భీమగాని సత్య, ఎన్ఎస్ఐఐ (మహిళా) ప్రిన్సిపాల్ ఎస్.ప్రియ, ముషీరాబాద్ ఐబీఎ ప్రిన్సిపాల్ రాధాకృష్ణమూర్తి, స్టేన్ మెంట్ ఆఫీసర్ విశ్వపాలకెరెడ్డి, ట్రైనింగ్ ఆఫీసర్ మోహన్ బాబు, ఏటీవో శ్రీనివాస్ పాల్గొన్నారు.



శిక్షణ కార్యక్రమంలో కెప్టెన్ అశుతోష్, విద్యార్థులు

14th October 2025



Also on last day due to newspaper article - NCC cadet - Hyderabad unit came to know about our drive and they requested for a podcast to spread awareness Same done on last day



TOTAL GP RATING GIRLS FROM ALL STATES

Sl No.	Name	Company	Total Scholarship
1	ADIVAL JYOTI VIJAY	Maersk	161315.00
2	BISWAS BHASHIKA KASHYAP	Maersk	161315.00
3	KAGADI NASREEN AKBAR	BW Maritime	245000.00
4	KAMBLE DHANASHREE GAUTAM	Maersk	161315.00
5	KUMARI DIVYA	Maersk	161315.00
6	MUMBAIKAR SHRUSHTI RAJENDRA	Maersk	161315.00
7	MUSKAN	Maersk	161315.00
8	NISHA	Maersk	206315.00
9	PATHARE SANJANA RAHUL	Maersk	161315.00
10	PREETI	Maersk	161315.00
11	SHILPA	BW Maritime	245000.00
12	SONIYA	Maersk	245000.00
13	VARAK PAYAL BABYA	Maersk	161315.00
14	VAROSE NIHA NIJAM	Maersk	161315.00
15	WAD AARYA PRAKASH	Maersk	161315.00
16	YADAV SANJANA ANIRUDH	Synergy	245000.00
17	NEHA	Maersk	111330.00
18	BHERE PRATIKSHA VIJAY	Synergy	161315.00
19	AGARWAL RUTUJA SACHIN	Maersk	126889.00
20	ANSHITA	Maersk	153778.00
21	BERA SAUMITA SADANAND	Maersk	200000.00
22	CHOUDHARY KOMAL	Synergy	26889.00
23	DSOUZA FIOLA FELIX	Maersk	126889.00
24	GOSWAMI PRIYA	Maersk	126889.00
25	DEVI GOURSHI	Maersk	126889.00
26	JUNNARE MANSI MAHENDRA	Maersk	126889.00

27	KADAM MANSI PANKAJ	Maersk	126889.00
28	MALANDKAR DIVYA VISHNU	Maersk	200000.00
29	PANDAGRE HARSHITA	Maersk	126889.00
30	PATIL SAMIKSHA SAMIR	Maersk	200000.00
31	PAWAR SHAILAJA SUDHIR	Maersk	126889.00
32	RANA NITIKA	Maersk	126889.00
33	SHAIKH MAHEZ IBRAHIM	Maersk	126889.00
34	SUMEDHNA	Maersk	126889.00
35	SURVE SAKSHI JAYWANT	Maersk	126889.00
36	TAMANNA	Synergy	126888.00
37	THAKUR PALAK	Synergy	26888.00
38	VANSHITA	Maersk	100000.00
39	KUMARI NITIKA	Maersk	126889.00
40	CHAWAN SHREYA SANJAY	Maersk	148000.00
41	CHOWDHURY AYASA JULEKHA	Maersk	148000.00
42	HADKAR DIKSHA RAMCHANDRA	Synergy	255000.00
43	KARDEKAR SHRUTI PRAVIN	Maersk	148000.00
44	KATE SEJAL RAKESH	Maersk	148000.00
45	KHOPTA SHREYA SUBHASH	Maersk	148000.00
46	MAMTA	Maersk	148000.00
47	MULI SIYA ROHIDAS	Maersk	148000.00
48	NIGADE SNEHAL RAJENDRA	Maersk	148000.00
49	PRAMANIK MOON	Maersk	148000.00
50	PURTY ANU PRIYA	Maersk	148000.00
51	SHAIKH NUZHAT FATMA	Maersk	148000.00
52	WADKAR PRIYANKA RAJESH	Maersk	148000.00
53	DADWAL PALAK	Maersk	148000.00
54	CHAUDHARY PEEHU	Maersk	148000.00
55	MHATRE SHIVANI MANGESH	Synergy	255000.00
56	SHANIYA	Maersk	48000.00
57	CHAVAN SAMRUDDHI RAKESH	Maersk	108850.00
58	GUJAR PRACHI RAKESH	Maersk	90000.00

59	KARDEKAR AISHWARYA PRAVIN	Anglo	50000.00
60	KHUSHI	Maersk	90000.00
61	KUMARI PINKY	Maersk	90000.00
62	MALO CHANDRANI	Maersk	108850.00
63	MANOHARAN SAHITHI	Maersk	90000.00
64	MHASKE PRATIKSHA SANTOSH	Maersk	90000.00
65	MORE GAURI NARESH	Maersk	108850.00
66	NISHAD RINKY RAKESH	Maersk	90000.00
67	PATIL JANHAVI JITESH	Maersk	90000.00
68	PUSHPA	ASP Ship	50000.00
69	RIYAT ISHANA	Maersk	90000.00
70	SAH PUJA	Maersk	90000.00
71	SAIL ADITI ANIL	Maersk	90000.00
72	SAYYED ZOYA IMRAN	Maersk	90000.00
73	SOLANKI AAKANSHA NARESH	Maersk	90000.00
74	TAYADE TANISHA SUNIL	Maersk	90000.00
75	THOPATE SANCHITA SANTOSH	Maersk	90000.00
76	VIDHATE SARASWATI PANDIT	Maersk	90000.00
77	VINOD NAVYA	Maersk	90000.00
78	VISHWAKARMA NIHARIKA PYARELAL	ASP Ship	50000.00
79	VAZHITHALACKAL ADITHYAJYOTHI	BW Maritime	50000.00

TOTAL SCHOLARSHIP :- ₹ 1,05,13,975.00



Women Empowerment In Women Rating Programme



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