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India Pavilion at Singapore Maritime Week (SMW) 2026

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Solutions for Tomorrow



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1. Executive Summary

Singapore Maritime Week (SMW) 2026, held from 20–24 April 2026 in Singapore, marked its 20th edition and brought together over 20,000 participants, 200+ exhibitors, and representatives from more than 80 countries, reaffirming its position as one of the world's most significant maritime platforms. The event reflected the evolving global maritime landscape, where traditional shipping is increasingly shaped by sustainability imperatives, digital transformation, supply chain resilience, and deeper international collaboration. Across conferences, exhibitions, and high-level engagements, a clear consensus emerged that future maritime competitiveness will be driven by the ability of nations to integrate policy, technology, infrastructure, and partnerships into a cohesive ecosystem. Within this context, India's participation at SMW 2026—anchored through the India Pavilion and led by the Directorate General of Shipping (DGS)—represented a shift from fragmented representation to a more coordinated and strategic national presence. The pavilion was designed as an engagement-driven platform to showcase India's maritime capabilities, policy reforms, and investment opportunities across ports, shipping, shipbuilding, maritime services, and human capital. Directorate General of Shipping played a central role in positioning India as a credible and forward-looking maritime partner. Through a structured engagement strategy, DGS presented India's evolving regulatory framework across key priority areas including maritime safety, seafarer welfare, digital governance, and strengthening of flag administration. The use of curated digital content, thematic messaging, and targeted stakeholder outreach enabled effective communication of India's maritime transformation to global audiences. India's participation was further strengthened through active bilateral and institutional engagements with key international stakeholders, including Singapore, Norway, the International Maritime Organization (IMO), BIMCO, and leading maritime technology and industry players. These interactions focused on areas such as green shipping, alternative fuels, maritime digitalisation, shipbuilding, and workforce development. The engagements resulted in multiple collaboration pathways and contributed to advancing India's maritime diplomacy and global integration. The India Pavilion also facilitated several MoUs and partnerships, particularly in areas such as green port development, alternative fuels, maritime training, and infrastructure collaboration. These outcomes indicate a clear shift toward implementation-oriented partnerships, especially in sustainability and future fuel ecosystems. A comparative assessment of global pavilions and exhibitors highlighted that leading maritime nations are increasingly focusing on technology-led transformation, sustainability innovation, and integrated ecosystem development. While India demonstrated strong institutional depth across ports, shipping, shipbuilding, and human capital, there exists an opportunity to further strengthen its global positioning through greater emphasis on maritime digital technologies, innovation-led solutions, and start-up ecosystem participation. Overall, India's participation at SMW 2026 demonstrated a significant progression in its global maritime engagement approach—from presence to positioning, and from dialogue to structured collaboration. The experience provides a strong foundation for future participation, with opportunities to further enhance India's role as a leading maritime nation through a unified, investment-focused, and innovation-driven international engagement strategy.



2. Importance of Global Maritime events?

2.1. Global Maritime Landscape

The global maritime sector remained central to the functioning of the world economy, with sea routes continuing to carry the majority of international merchandise trade and enabling the movement of energy resources, food supplies, industrial raw materials, manufactured goods, and critical inputs across regions. Maritime connectivity therefore continued to underpin trade competitiveness, industrial production, inflation management, and supply chain continuity for both developed and emerging economies. For many nations, efficient maritime systems remained closely linked to export competitiveness, energy access, and overall economic resilience. At the same time, the global maritime landscape had become increasingly dynamic and complex. Recent years witnessed shifting trade patterns, geopolitical uncertainty, regional disruptions, climate-related risks, evolving regulatory standards, and growing pressure on supply chain resilience. Congestion at major ports, volatility in freight markets, rerouting of vessels due to regional tensions, and rising insurance and compliance costs demonstrated how developments in one geography could quickly create ripple effects across global commerce. These trends reinforced the reality that maritime systems are no longer viewed only through the lens of transportation, but also as strategic enablers of economic stability, national competitiveness, and international cooperation. Parallel to these challenges, the sector was undergoing rapid structural transformation. Decarbonisation emerged as a defining agenda, with governments and industry accelerating efforts toward cleaner fuels, energy-efficient vessels, green corridors, and lower-emission port infrastructure. Digitalisation also gained significant momentum through smart shipping systems, predictive analytics, automated cargo handling, electronic documentation, vessel optimisation tools, and integrated logistics platforms. Together, these shifts began redefining how maritime trade would be financed, regulated, operated, and scaled in the coming decades.

Maritime ecosystems were also becoming broader and more interconnected. Traditional shipping activity increasingly converged with maritime finance, marine insurance, offshore energy, ship technology, data systems, coastal logistics, skilling institutions, and research-led innovation. As a result, countries were no longer competing only through ports or fleets, but through the overall strength of their maritime ecosystems and their ability to offer integrated value to global stakeholders. Leading maritime economies such as Singapore, Norway, Japan, South Korea, the Netherlands, the United Kingdom, and others continued to use global maritime platforms to showcase innovation, attract investment, build partnerships, and contribute to shaping emerging industry standards. These countries recognised that influence in the maritime sector increasingly depended on visibility, thought leadership, technological readiness, and the ability to convene international stakeholders around common priorities. Against this backdrop, international maritime forums assumed growing importance as platforms where governments, regulators, industry leaders, investors, technology providers, and knowledge institutions could collectively deliberate on common challenges and emerging opportunities. Such events enabled meaningful discussions on trade facilitation,



sustainability transitions, maritime safety, workforce development, digital standards, investment flows, and cooperative approaches to mitigating disruptions arising from uncertain global conditions. For countries with expanding maritime ambitions, participation in these forums became an important instrument for strategic positioning, partnership building, policy exchange, market access, and long-term sectoral growth. In an increasingly interconnected world, sustained global engagement became an essential component of maritime competitiveness.

2.2. Importance of Singapore Maritime Week

Singapore Maritime Week (SMW), organised by the Maritime and Port Authority of Singapore, remained one of the world's most influential maritime gatherings, bringing together policymakers, regulators, industry leaders, investors, technology providers, academic institutions, and maritime professionals from across the globe. In an increasingly competitive global maritime environment, such platforms played an important role far beyond conventional conferences or exhibitions. They served as strategic forums where countries advanced national interests, built commercial partnerships, influenced regulatory discourse, showcased innovation, and strengthened long-term maritime diplomacy.

For maritime nations, participation in major international platforms offered several broad advantages:

1. Global Visibility and Brand Positioning

International maritime events enabled countries to present their maritime capabilities, policy reforms, investment opportunities, and industrial strengths before a concentrated global audience.

2. Investment and Commercial Opportunities

They created direct access to shipowners, investors, logistics players, technology firms, and maritime service providers seeking expansion opportunities and strategic partnerships.

3. Policy Influence and Regulatory Engagement

Such forums facilitated dialogue among regulators, administrations, and international organisations on emerging issues such as decarbonisation, safety, digital governance, and supply chain resilience.

4. Technology and Innovation Benchmarking

They allowed participants to study global best practices in smart ports, clean fuels, autonomous systems, maritime finance, vessel technology, and workforce development.

5. Strategic Diplomacy and Bilateral Cooperation

They also functioned as neutral platforms for government-to-government and institution-to-institution engagement, helping countries deepen relationships beyond formal diplomatic channels. Within this global context, Singapore Maritime Week held particular significance



due to Singapore's position as one of the world's foremost maritime hubs. With advanced port infrastructure, strong maritime finance capabilities, leadership in digital shipping systems, and centrality to Asia-Pacific trade routes, Singapore remained a natural venue for global maritime dialogue. As a result, SMW evolved into a high-value platform where commercial interests, policy priorities, innovation agendas, and international cooperation converged. For India, participation in Singapore Maritime Week carried distinct strategic importance. India's maritime sector had entered a decisive growth phase driven by port modernisation, multimodal logistics integration, shipbuilding ambitions, maritime digitisation, sustainability initiatives, and long-term policy frameworks such as Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047. Against this backdrop, SMW provided India with a timely platform to engage global stakeholders and present its expanding maritime ambitions.

For India, the platform was significant across five dimensions:

1. Showcasing India's Maritime Transformation

SMW provided an opportunity to present progress across ports, logistics, shipbuilding, ship recycling, maritime governance, and sustainability-led reforms.

2. Mobilising Partnerships and Investment

The event enabled structured engagement with global investors, port operators, shipping companies, and technology providers interested in India's maritime growth story.

3. Advancing Maritime Diplomacy

It created opportunities for bilateral discussions with partner countries and maritime institutions on cooperation in training, safety, green shipping, and policy alignment.

4. Benchmarking Global Best Practices

Participation allowed Indian institutions to study leading international models in innovation, maritime finance, digital systems, and ecosystem development.

5. Positioning India as an Integrated Maritime Nation

A coordinated national presence helped project India not as isolated institutions, but as a unified maritime ecosystem with scale, capability, policy momentum, and long-term strategic relevance.

In this context, Singapore Maritime Week was not merely an international maritime gathering for India—it served as an important platform to strengthen India's global maritime positioning, deepen international cooperation, and advance long-term strategic interests.



3. Singapore Maritime Week 2026 event at a Glance

Singapore Maritime Week marked its **20th edition**, held from **20–24 April 2026 at the Suntec Singapore Convention and Exhibition Centre**, and stood out as one of the largest global maritime gatherings.

3.1. Event Scale

Singapore Maritime Week 2026 brought together **over 20,000 participants** from across the global maritime ecosystem, reinforcing its position as a premier international maritime platform. The event attracted stakeholders ranging from ministers and regulators to industry leaders, technology providers, classification societies, and academia.

3.2. Delegates & Countries Represented

The event witnessed participation from **more than 80 countries and regions**, highlighting its global reach and importance in shaping international maritime dialogue. Delegates included senior government officials, port authorities, shipping companies, investors, and maritime professionals, enabling strong **G2G, B2G, and B2B engagement**.

3.3. Exhibitors & Pavilion Presence

The EXPO@SMW segment featured **over 200 exhibitors**, including global maritime companies, technology firms, port authorities, and classification societies. Multiple **country pavilions** participated, showcasing national maritime capabilities, innovations, and investment opportunities.

3.4. Parallel Conferences & Forums

Singapore Maritime Week 2026 was structured as a **multi-event platform**, hosting a wide range of parallel conferences, forums, and technical sessions. Key formats included:

- **Ministerial Roundtables** involving maritime leaders and policymakers from multiple countries to discuss sustainability, digitalisation, and regulatory cooperation
- **Industry Forums and Conferences** such as Capital Link Singapore Maritime Forum, TradeWinds Shipowners Forum, Marine Insurance Asia, and LNG for Shipping
- **Technical Workshops & Labs** including Green Shipping Corridors Solutions Lab and decarbonisation-focused sessions
- **EXPO Theatre & Tech Stage sessions** showcasing digital maritime technologies, AI solutions, and innovation pilots
- **Closed-door roundtables** on finance, energy transition, and seafarer welfare



- **Public engagement activities and vessel showcase** extending beyond conference halls to experiential maritime exposure

Overall, Singapore Maritime Week 2026 combined **scale, diversity, and depth of engagement**, positioning itself not just as an event, but as a **global maritime convergence platform integrating policy, technology, sustainability, and business collaboration**.





4. Key Themes Emerging at SMW 2026

Singapore Maritime Week 2026 highlighted the continued evolution of the maritime sector from a traditional trade and transport domain into a technology-enabled, sustainability-driven, and strategically integrated global ecosystem. Discussions across conferences, roundtables, exhibitions, and bilateral engagements reflected a clear industry consensus that the future of maritime competitiveness would be shaped by resilience, innovation, collaboration, and the ability to adapt to rapidly changing global conditions. The themes emerging during the week were particularly relevant for governments, regulators, shipping companies, investors, port authorities, technology providers, academic institutions, and maritime professionals, as they pointed toward the next phase of sectoral transformation.

4.1. Global Maritime Priorities Highlighted at SMW 2026

A dominant focus area across the event was maritime decarbonisation and the green transition. Stakeholders discussed pathways for reducing emissions through cleaner fuels, green methanol, ammonia readiness, LNG transition strategies, shore power systems, vessel efficiency technologies, and the development of green shipping corridors. Considerable attention was also given to financing the energy transition and ensuring that sustainability objectives remained commercially viable and scalable.

Closely linked to this was the growing importance of alternative marine fuels and future energy ecosystems. Discussions explored fuel availability, bunkering readiness, storage infrastructure, technology compatibility, certification standards, and the need for coordinated global ecosystems to support next-generation fuels.

A second major theme was digitalisation, maritime AI, and smart shipping systems. Industry participants showcased developments in artificial intelligence, predictive maintenance, vessel traffic optimisation, digital twins, electronic trade documentation, autonomous systems, and integrated logistics platforms. Digital capability increasingly emerged as a core differentiator for ports, shipowners, and maritime administrations.

Smart ports, automation, and logistics integration also featured prominently. Discussions highlighted the need for future-ready ports capable of handling larger trade volumes with faster turnaround times, automated cargo movement, multimodal connectivity, real-time visibility systems, cybersecurity safeguards, and climate-resilient infrastructure. Seamless integration between ports, inland logistics systems, customs processes, and industrial corridors remained a key competitiveness driver.

Another important theme was maritime safety, cybersecurity, and risk management. Stakeholders examined vessel safety frameworks, cyber threats to critical maritime infrastructure, insurance risk, sanctions compliance, and preparedness for disruptions arising from regional instability or operational incidents.

Maritime finance and investment mobilisation continued to receive strong attention. Global capital providers, leasing institutions, insurers, and infrastructure investors examined



opportunities linked to fleet renewal, green assets, port expansion, shipbuilding, and emerging market logistics ecosystems.

Maritime human capital and the future workforce formed another key area of discussion. With technology transforming operational models, the need for future-ready maritime talent, advanced training institutions, continuous reskilling, safety culture, and seafarer welfare systems was widely recognised. The event also reflected rising momentum around maritime innovation, start-ups, and R&D integration. Emerging ventures, technology developers, research institutions, and established players explored collaboration opportunities in clean technology, operational efficiency, analytics, robotics, and digital maritime solutions.

Finally, geopolitics, trade flows, and supply chain resilience remained a cross-cutting theme throughout the week. Many discussions emphasised that resilient shipping networks, diversified trade corridors, secure sea lanes, and stronger international cooperation would remain essential in an increasingly uncertain global environment.

4.2. Key Themes Showcased by the Directorate General of Shipping

Aligned with the broader global discourse, the participation of the Directorate General of Shipping reflected India's growing maritime ambitions, reform momentum, and commitment to international cooperation.

A key area highlighted during the event was India's sustainability agenda, including support for green shipping pathways, cleaner maritime operations, and participation in the global transition toward environmentally responsible shipping practices.

The Directorate also showcased progress in digital governance and maritime modernisation, reflecting India's efforts toward technology-enabled regulatory systems, improved ease of doing business, paperless processes, and more efficient stakeholder interfaces.

India's expanding role in maritime capability building and human capital development was another important theme, with emphasis on India's seafarer strength, maritime training institutions, skill development ecosystem, and capacity creation for future industry requirements.

The India Pavilion and associated engagements also underscored opportunities in ports, logistics, shipbuilding, ship repair, coastal shipping, and maritime investment, presenting India as an increasingly attractive long-term growth market.

In addition, the Directorate's interactions during the week reinforced India's commitment to maritime safety, regulatory excellence, and international collaboration, including stronger engagement with global maritime administrations, institutions, and industry stakeholders.

Overall, the themes presented by the Directorate General of Shipping were well aligned with the priorities shaping the future global maritime sector, while also projecting India as a credible, reform-oriented, and opportunity-rich maritime nation.



5. India Pavillion at SMW 2026

5.1. Pavilion Vision & Strategic Objectives

The India Pavilion at Singapore **Maritime Week** was **conceptualized as a strategic national showcase platform to position India as a future-ready maritime hub aligned with global priorities of decarbonization, digitalisation, and maritime resilience. The vision was to move beyond a traditional exhibition format and create a transaction-oriented and engagement-driven space, enabling policy dialogue, investment outreach, and institutional collaboration. The key objectives included showcasing India's maritime reforms and infrastructure pipeline, promoting opportunities in shipbuilding, green fuels, and port-led development, strengthening India's positioning in global maritime sustainability discussions, and facilitating G2G, B2G, and B2B engagements.**



5.2. DGS Strategy

At Singapore Maritime Week, the Directorate General of Shipping (DGS) implemented a **comprehensive, outcome-oriented engagement strategy** designed to position India as a **globally credible maritime regulator and a future-ready maritime partner**. The strategy moved beyond traditional exhibition participation and was structured to **integrate policy positioning, institutional branding, stakeholder engagement, and commercial linkage creation** into a single, cohesive approach.

At its core, the strategy was built around a **thematic narrative framework**, through which DGS showcased India's evolving maritime governance architecture across five priority pillars: **maritime human capital development, seafarer welfare and wellbeing, maritime safety and accident investigation strengthening, digitalisation of maritime governance, and strengthening of India's flag administration**. Each pillar was carefully aligned with emerging global maritime priorities such as **decarbonisation, digital transformation, ESG compliance, safety governance, and workforce transition**, ensuring that India's narrative resonated with international stakeholders including regulators, shipowners, classification societies, and maritime technology providers.

A key strategic component was the **conversion of the India Pavilion into an active engagement platform**. Instead of functioning as a static display, the DGS pavilion was designed as a **high-impact communication and interaction zone**, using curated digital content, structured messaging, and thematic storytelling. The use of multiple digital screens enabled DGS to present **policy initiatives, data-backed insights, and collaboration opportunities in a concise and visually engaging format**, ensuring that visitors could quickly understand India's regulatory strengths and areas of partnership. This approach helped create **continuous engagement loops**, attracting footfall from diverse stakeholder groups and facilitating deeper conversations.

The strategy also emphasised **targeted international outreach and partnership development**. DGS identified specific geographies and stakeholder categories for engagement, including Southeast Asia, the Middle East, Europe, and Africa, and positioned India as a partner in areas such as **maritime training, safety systems, digital governance, and regulatory capacity building**. For instance, India's maritime human capital strength was positioned as a global solution for workforce requirements, while digital governance initiatives were presented as scalable models for other maritime administrations. This targeted approach ensured that interactions were not generic, but **aligned with the specific needs and priorities of different countries and organisations**.

Another critical element of the strategy was **commercialisation and value proposition framing**. DGS presented its regulatory initiatives not only as policy measures but as **globally relevant solutions that could be adopted, co-developed, or partnered on**. Initiatives such as seafarer welfare programmes, safety platforms, and digital certification systems were positioned as **exportable governance models**, creating opportunities for collaboration with international maritime institutions and private sector players. At the same time, efforts to strengthen India's flag administration—including improved inspection regimes, certification oversight, and compliance systems—were showcased to **build confidence among global shipowners and attract greater vessel registration under the Indian flag**.

The strategy further integrated **institutional alignment with broader maritime sector developments in India**, linking DGS initiatives with parallel efforts in **green shipping, port decarbonisation, shipbuilding expansion, and maritime infrastructure development**. This ensured that DGS was not positioned in isolation as a regulator, but as part of a **larger**,



coordinated maritime ecosystem, reinforcing India's ability to offer end-to-end maritime solutions.

Additionally, DGS leveraged the platform to drive **knowledge exchange and policy dialogue**, engaging with global classification societies, maritime administrations, and international organisations to discuss best practices in safety, compliance, and governance. This not only enhanced India's visibility but also enabled **mutual learning and alignment with evolving global standards**.

Finally, the strategy was underpinned by a clear focus on **outcome generation**, with emphasis on converting engagements into **tangible results such as MoUs, bilateral cooperation, training partnerships, and follow-up meetings**. By combining **strategic messaging, targeted engagement, and partnership-oriented positioning**, DGS ensured that its participation contributed to both **short-term visibility and long-term maritime collaboration opportunities**.

Overall, the DGS strategy at Singapore Maritime Week 2026 represented a **shift from representation to influence**, positioning India not only as a participant in the global maritime ecosystem but as an **active contributor to its future direction**.



- **Indian Ports Association (IPA)** – Coordination of major ports, policy alignment
- **Indian Register of Shipping (IRS)** – Classification, certification, and technical assurance
- **Invest India** – Investment facilitation and maritime project pipeline
- **National Technology Centre for Ports, Waterways & Coasts (NTCPWC)** – Port and coastal engineering innovation
- **V.O. Chidambaranar Port Authority** – Green port initiatives, bunkering infrastructure
- **Tangar Ship Management** – Ship management and maritime services
- **International Financial Services Centres Authority (IFSCA)** – Maritime finance and leasing ecosystem
- **Shipping Corporation of India (SCI)** – Fleet operations and shipping services
- **Andhra Pradesh Maritime Board (APMB)** – State-led port development and industrial corridors
- **Hindustan Shipyard Limited (HSL)** – Defence and commercial shipbuilding

Senior dignitaries visiting and participating at the pavilion included **Secretary, Ministry of Ports, Shipping and Waterways (MoPSW)**, senior officials from DGS, CMDs of major maritime PSUs, and representatives from global maritime organisations.



5.5. Directorate General of Shipping (DGS) Showcase

The Directorate General of Shipping's presence within the pavilion focused on projecting India as a **credible, responsible, and digitally evolving flag administration**. The showcase highlighted key policy narratives around **maritime safety, seafarer welfare, digital governance, and regulatory modernisation**. Initiatives such as **DigiCom Centre, LRIT-based vessel tracking, Safe Indian Water Trade Routes, and seafarer welfare programmes (including Sagar Mein Yog and Sagar Mein Samman)** were presented through digital displays and structured engagement material.

The DGS space functioned as a **policy interface**, attracting stakeholders from classification societies, shipping companies, maritime administrations, and technology providers. Visitor engagement remained high due to the **visual storytelling approach and relevance of India's maritime transformation narrative**, enabling discussions on flag administration, compliance systems, digital certification, and safety frameworks.



The Directorate General of Shipping (DGS) curated a set of **branded engagement collaterals (goodie pouches)** that were distributed to visitors at the DGS Pavilion during Singapore Maritime Week. These pouches were designed not merely as giveaways, but as **strategic communication tools** aimed at reinforcing India's maritime narrative and ensuring continued recall of DGS initiatives beyond the event.

Each pouch contained a thoughtfully selected set of items that combined **utility, branding, and informational value**:

- A **pen drive pre-loaded with recent DGS reports and key publications**, enabling stakeholders to access detailed insights on India's maritime policies, regulatory framework, safety initiatives, and sectoral developments. This served as a portable knowledge repository, allowing for deeper post-event engagement with interested stakeholders.
- A **branded key chain**, designed as a functional keepsake that ensured long-term visibility of DGS among global maritime professionals, subtly reinforcing brand recall through everyday use.
- A **lapel pin**, symbolising institutional identity and pride, which also served as a conversation starter and a representation of India's maritime presence at an international platform.

Overall, the distribution of these curated pouches contributed to enhancing **visitor experience, institutional visibility, and sustained engagement**, ensuring that interactions at the DGS Pavilion extended beyond the physical event into continued professional and policy-level dialogue.



6. Engagements & Outcomes for India

6.1. High-Level Meetings and Bilaterals

India's participation at SMW 2026 was marked by **structured bilateral engagements and targeted stakeholder meetings**, many of which were hosted at the India Pavilion.

Collectively, these engagements demonstrated a strong alignment between India's maritime priorities and global industry trends.

6.1.1. Meeting 1: Bilateral with IMO Secretary General

Date	20 th April 2026
Time	16:15 to 16:45
Venue	MPA, 460 Alexandra Road, Singapore
Minute to Minute	<p>16:15: Welcome</p> <p>16:20: Remarks by Secretary (PSW)</p> <p>16:25: Remarks by the Secretary-General, International Maritime Organization (IMO)</p> <p>16:30: Discussion on Points</p>



	16:40: Group photograph
Agenda	<p>Points Intended for Discussion</p> <ol style="list-style-type: none"> 1. Discussion on upcoming MEPC 84 2. Discussion on Humanitarian, Safety, and Regulatory Impacts on Shipping and Seafarers Arising from the Crisis in the Strait of Hormuz and Adjacent Waters
IMO Delegation	<ol style="list-style-type: none"> 1. Arsenio Dominguez, Secretary General 2. Alice Montanarella, Admin Assistant, IMO
Indian Delegation	<ol style="list-style-type: none"> 1. Vijay Kumar, Secretary, MoPSW 2. Dr. Shilpak Ambule, High Commissioner of India 3. Venkatesapathy S., Joint Secretary, MoPSW 4. Sushil Mansing Khopde, ADG, Directorate General of Shipping 5. Aniruddha Chaki, Deputy Chief Surveyor, Directorate General of Shipping 6. Mrithinjai Srikanthan, First Secretary (Commerce), High Commission of India

Minutes of Meeting

Opening Remarks by Secretary (PSW)

- Secretary (PSW) welcomed the Secretary-General, International Maritime Organization (IMO), and conveyed appreciation for the continued close engagement between India and the IMO.

Progress of India's Initiatives at IMO

- Secretary (PSW) noted that discussions held during the previous interaction were being translated into tangible outcomes, with several action points already progressing well.
- Secretary (PSW) stated that the nomination of a Senior Technical Official as Permanent Technical Domain Representative was highlighted as being on track for completion within one month, and the SPO nomination was noted as having already been finalized, reflecting significant progress.
- Secretary (PSW) expressed confidence that by the next meeting, all agreed institutional arrangements would be fully in place, and remarked that several positive developments had taken place in recent months.



Situation in West Asia and Strait of Hormuz:

- Secretary (PSW) briefed the IMO Secretary-General on the evolving situation in West Asia, particularly in and around the Strait of Hormuz.
- It was noted that the number of Indian-linked vessels west of the Strait had reduced from around twenty earlier to approximately twelve at present, but the situation remained challenging.
- Three casualties had been reported in the Hormuz region.
- The humanitarian dimension was underlined as the key concern, with supplies and provisions on board vessels reaching a critical stage.
- Energy security pressures arising from the situation were also highlighted.
- Secretary (PSW) sought IMO's perspective on the role it envisaged for itself in mitigating risks relating to seafarer safety, humanitarian conditions and continuity of maritime trade.

Remarks by Secretary-General, IMO

- The Secretary-General, IMO, congratulated India on its successful election to the IMO Council and conveyed enthusiasm over India's proposal to designate a Permanent Technical Domain Representative.
- Referring to the Strait of Hormuz, the Secretary-General stated that the safety and welfare of seafarers remained the top priority.
- The Secretary-General, IMO stated that while supply challenges existed, these were assessed as not yet critical from a global standpoint.
- It was also informed that the IMO is coordinating closely with the International Transport Workers' Federation in this regard.
- The Secretary-General, IMO appreciated India's announcement of round-the-clock maritime facilitation measures.
- It was clarified that the root causes of the conflict lay beyond the remit of IMO, but preparations were underway for the establishment of an evacuation corridor that could be operationalized promptly once hostilities cease.
- A multinational coalition led by the United Kingdom and France would provide naval assistance, and certain coordination mechanisms were under consideration.
- The Secretary-General stated that no country has the right to levy tolls or impose restrictions on transit through the Strait of Hormuz, and urged countries not to comply with such demands.
- India's diplomatic engagements in the region were acknowledged, with the hope that these could contribute to de-escalation.
- IMO requested India's assistance on the diplomatic front at the UN level and other relevant international fora.

India's Position on Navigation Freedom and Insurance



- Secretary (PSW) reiterated India's firm commitment to freedom of navigation and its position opposing any tolls in the Strait of Hormuz, adding that this stance had already been formally communicated.
- Secretary (PSW) informed the meeting that India had established a Sovereign Insurance Guarantee mechanism and proposed to operationalize a Protection and Indemnity (P&I) Club shortly to support shipping operations under current risk conditions.
- The IMO Secretary-General emphasized that access to insurance at reasonable premiums remained critical to sustaining maritime operations.

Safety, Repatriation and Seafarer Welfare

- The Additional Director General briefed the meeting on the status of Indian seafarers in the affected region, noting that India has approximately 23,000 seafarers in the area.
- Several repatriations had been carried out, though three lives had unfortunately been lost and one seafarer remained missing.
- Efforts to bring remaining seafarers home were ongoing.
- A shortage of essential supplies and provisions onboard ships was flagged as a serious concern.
- The Secretary-General requested details of specific vessels facing provisioning challenges, assuring that IMO would coordinate with industry partners to facilitate support.
- The Additional Director General sought flexibility in certification requirements in view of the exceptional circumstances.
- Secretary (PSW) informed that India had issued a national advisory and requested the issuance of a general advisory by IMO.
- The Secretary-General confirmed that the advisory was well received and that related concerns had also been highlighted at the Maritime Safety Committee.
- India's efforts to address the mental health needs of seafarers were also noted.

Environmental and Decarbonization Matters

- Secretary (PSW) informed that the Ballast Water Management Convention, which is being discussed at this MEPC session, had already been incorporated into India's domestic legislation, and India would soon formally accede to the Convention, reaffirming its commitment to global environmental standards.
- The Secretary-General stated that a definitive outcome on the Net-Zero Framework was not expected in the immediate term, as further documentation and analysis, particularly on the impact of fuels, were required prior to adoption.
- It was emphasized by the Secretary-General, IMO that delegations should engage constructively, exercise realism and patience, and continue advancing areas where progress was feasible, while undertaking additional analysis as necessary, given the current global volatility.
- Secretary (PSW) agreed that the framework should not be rushed and emphasized the need for a broad consensus to emerge. India reaffirmed its commitment to global climate goals, while underscoring the principle of Common But Differentiated Responsibilities.



- Secretary (PSW) stated that India's initiatives in green shipping, including green methanol and ammonia, were gaining traction, with decarbonization viewed as both an environmental and commercial opportunity.
- The Secretary-General acknowledged India's leadership under the IMO–India Green Voyage initiative, noting strong international interest and investment flows into India as evidence that the transition is achievable.
- Secretary (PSW) directed that India's progress on green initiatives be presented at the next meeting.

STCW and Seafarer Policy Engagement

- The Secretary-General drew attention to the upcoming discussions on the Standards of Training, Certification and Watchkeeping (STCW), observing that while countries among the top five suppliers of seafarers are crucial stakeholders, they often remain under-represented in substantive discussions and submissions.
- It was expressed that IMO expects greater engagement and contributions from seafarer-supplying countries, including India.
- Secretary (PSW) concurred and requested Shri Aniruddha Chaki to coordinate and take necessary action to ensure India's active participation.

Conclusion

Secretary (PSW) ended the meeting with a vote of thanks and invited the IMO Secretary General to visit India soon.

Key Action Points for India

- Nomination of a Senior Technical Official as Permanent Technical Domain Representative to be completed within one month. **Responsible: DGS and MoPSW**
- Operationalization of all agreed institutional arrangements and coordination mechanisms before the next bilateral engagement. **Responsible: DGS and MoPSW**
- Presentation by India of progress on green shipping initiatives at the next IMO-related meeting. **Responsible: DGS and MoPSW**
- Active participation by India in Net Zero Framework discussions, including submission of inputs reflecting CBDR and fuel impact considerations. **Responsible: DGS and MoPSW**
- Enhanced engagement by India in upcoming STCW discussions, including submission of interventions and documents, coordinated by the designated responsible officer. **Responsible: DGS**

Secretary (PSW) Address



Secretary General Dominguez, it is a pleasure to meet you on the sidelines of the Singapore Maritime Week 2026 once again after our meeting at the IMO during the 34th Assembly Session. I would take this opportunity to highlight a few important developments.

India's re-election to Category B of the IMO Council, with the highest number of votes, stands as a strong affirmation of the international community's trust and confidence in India's maritime leadership and commitment.

India remains actively engaged in contributing to the work of the IMO, including through the submission of substantive papers that support informed decision-making and global cooperation.

India will shortly post a Permanent Technical Domain Representative at HCI London, which will greatly increase India's engagement with IMO in future sessions. This would further support India's ambition to lead the technical committees/ sub-committees as chair and vice-chair.

We are also nearing the finalization of Memoranda of Understanding with the World Maritime University for the re-establishment of the prestigious Professor C. P. Srivastava Chair, further strengthening academic and policy collaboration in the maritime domain.

Moreover, Excellency, the proposal to nominate a Senior Professional Officer to support the functions of IMO, as discussed with you during the 34th Assembly Session, is in an advanced stage of consideration at our end.

Excellency, the escalation of armed conflict and security threats since 28 February 2026 has severely disrupted commercial shipping. Over 250 vessels remain delayed or stranded due to the withdrawal of war-risk insurance, restrictions on port access, and heightened navigational risks. At the same time, large numbers of crews are stranded, routine crew changes are being denied, and repatriation is increasingly difficult. Civilian seafarers are being exposed to direct hostilities—this is now a humanitarian emergency.

The human cost has been significant. Multiple incidents across the region have resulted in fatalities, injuries, and seafarers reported missing, across several nationalities. These losses have occurred while sustaining global supply chains, underscoring the essential role of seafarers as civilian workers. Repeated attacks in key trade corridors, including the Strait of Hormuz, the Red Sea, and the Black Sea, have eroded seafarer confidence and willingness to sail. There is a strong case for formal recognition of fallen seafarers, so that their sacrifices in the service of global trade do not go unacknowledged.

The scale of impact on Indian seafarers is considerable. Approximately 23,000 Indian seafarers, including those on 37 Indian-flag vessels, are currently affected. India has activated 24x7 crisis coordination mechanisms, including consular assistance, advisories, counselling support, and large-scale repatriation efforts. This experience underscores that crises of this magnitude require international coordination beyond national capacities.



Operational challenges were further compounded by shortages of essential provisions. Prolonged delays and restricted port access have led to shortages of food, potable water, fuel, and critical stores. This is affecting health, morale, and communication, and highlights the urgent need to ensure humanitarian access to supplies.

At the same time, certification and compliance challenges under STCW, MLC, and SOLAS are becoming increasingly evident. The expiry of certificates under exceptional circumstances has been creating hardship for seafarers and administrative challenges for shipowners and port State control authorities. This calls for pragmatic, temporary regulatory flexibility, without compromising safety.

The psychological toll must also be acknowledged. Continuous operation in high-risk conflict zones is exposing seafarers to chronic stress, anxiety, and trauma-related conditions. While physical safety frameworks exist, structured guidance on mental health support in such situations remains limited. Dedicated helplines, counselling services, family connectivity, and confidential support systems have proven critical.

While we are relieved at the news of the temporary cessation of hostilities and the announcements by the parties on the opening of the strait of Hormuz, we respectfully request the International Maritime Organization's leadership in facilitating a coordinated response enabling humanitarian corridors and supply access, supporting evacuation and repatriation, and providing temporary regulatory flexibility where required.

We also propose consideration of an IMO-led commemorative mechanism for fallen seafarers, aligned with Resolution A.1195(33) and potentially linked to the Day of the Seafarer.

India firmly supports the central role of the International Maritime Organization in advancing maritime safety, environmental protection, and the development of fair, globally applicable decarbonisation pathways.

In this context, I would like to inform you that India is eager to actively participate in the deliberations of the forthcoming MEPC 84 session and to contribute constructively to its work, where India will engage with a balanced and pragmatic approach, seeking to collectively represent the interests of all stakeholders—including flag States, seafarers, industry, and developing countries.

We continue to emphasize the importance of equity, practicality, and capacity-sensitive implementation—particularly for developing countries—while remaining fully aligned with the IMO's long-term climate and sustainability objectives.

I am happy to inform you that the Ballast Water Management Convention, which is being discussed at this MEPC session, has already been incorporated into India's domestic legislation, and India will soon formally accede to the Convention, reaffirming its commitment to global environmental standards.



We deeply value our close cooperation with the IMO Secretariat and look forward to continued engagement on key issues, including greenhouse gas reduction, regulatory implementation, and the humanitarian challenges affecting seafarers worldwide.

Looking ahead, India is preparing to showcase two important initiatives at the next Council session in June— 'Sagar Mey Yog,' a wellbeing initiative aimed at supporting the mental and physical health of seafarers, and 'Sagar Mey Samman,' which promotes inclusion, dignity, and greater participation of women in the maritime workforce.

I am confident that today's deliberations will be constructive and forward-looking.

Thank you, and I look forward to the discussions ahead.

Background Note:

India's Engagement with IMO & Way Ahead

India's long-term maritime growth and governance agenda, as articulated in the Maritime India Vision 2030 (MIV 2030) and the Maritime Amrit Kaal Vision 2047 (MAKV 2047), provides several points of alignment with the IMO's work on technical cooperation, audit and implementation, and sustainable maritime development. Both MIV 2030 and MAKV 2047 aim to transform India into a global maritime hub through modernisation, digitalisation, sustainability, and capacity enhancement

Green and Sustainable Shipping:

Both visions highlight reducing carbon intensity, adopting alternative fuels, and implementing port greening, aligning with IMO initiatives such as GreenVoyage2050 and GloLitter Partnerships.

Posting of Technical Domain Representative at HCI, London for IMO matters:

India will shortly post a Permanent Technical Domain Representative at HCI London, which will greatly increase India's engagement with IMO in future sessions. This would further support India's ambition to lead the technical committees/ sub-committees as chair and vice-chair.

Senior Professional Officers (SPO) at IMO:

The proposal to nominate a Senior Professional Officer to support the functions of IMO, as discussed during the 34th Assembly Session, is in an advanced stage of consideration.

Discussion Point 1: MEPC 84 scheduled for 27 April to 1 May 2026

Reduction of GHG Emissions from Ships (IMO Net-Zero Framework)

- **India does not commit to voting on either side**



- **Avoid Global Levy Endorsement:** India should not support any mechanism resembling a global levy or unilateral tax amid NZF uncertainties.
- **Oppose Non-Maritime Revenue Use:** India must resist directing NZF revenues toward non-maritime purposes to protect maritime interests.
- **Reject Weakening CBDR-RC:** India should reject proposals that weaken the principle of Common But Differentiated Responsibilities and Respective Capabilities.
- **Maintain Neutrality in Votes:** Remaining neutral or abstaining is advisable if procedural votes become polarized or coercive.

Ballast Water Management Convention

- The Ballast Water Management Convention has been incorporated in India's domestic legislation, and India will soon accede to the convention.

Review of Short-Term Measures (EEXI, SEEMP, CII) – Phase 2

- India welcomes Phase 2 of the review and brings practical experience from implementation of EEXI, SEEMP, and CII, supporting refinements that improve real-world effectiveness, fairness, and recognition of emerging technologies such as wind propulsion.

Discussion Point 2: Discussion on Humanitarian, Safety, and Regulatory Impacts on Shipping and Seafarers Arising from the Crisis in the Strait of Hormuz and Adjacent Waters

- The escalating security situation has led to over 250 vessels stranded or delayed due to the withdrawal of war-risk insurance.
- Prolonged exposure of crews to security risks, supply shortages, and uncertainty; reported casualties among seafarers.
- Around 23,000 Indian seafarers, including those on 37 Indian-flag vessels, are currently affected.
- Risks to compliance on repatriation, wage protection, financial security, food, and potable water due to insurance withdrawals.
- Need for Coordinated IMO Action: Drawing from the Black Sea precedent, scope for IMO-led facilitation of evacuation, humanitarian corridors, and supply access.
- Way Forward: IMO leadership in highlighting humanitarian aspects, engaging Member States, and ILO/other UN bodies on seafarer protection.

Recognition of Seafarers Who Lost Their Lives in the Line of Duty



- Recent Fatalities in Conflict-Affected Waters: Incidents in the Arabian Sea, Sea of Oman, and Strait of Hormuz have resulted in multiple seafarer casualties, including fatalities, missing, and injured personnel.
- Impact on Seafarer Confidence: Repeated incidents in conflict zones (Hormuz, Red Sea, Black Sea) are increasing fear and uncertainty among seafarers and affecting willingness to sail.
- Need for Formal Recognition: Importance of acknowledging seafarers' sacrifices so that loss of life in the service of global trade does not go unrecognised.
- Proposed IMO Mechanism: Consideration of an IMO-led commemorative mechanism (digital record/memorial), recognition under IMO auspices, potentially aligned with the Day of the Seafarer, to honour fallen seafarers globally.

Extension of Seafarers' Certificates under STCW Due to Operational Disruptions

- The security situation is preventing seafarers from completing the renewal/revalidation of STCW certificates.
- Difficulties in renewing Certificates of Competency, Certificates of Proficiency, medical certificates, and refresher training due to restricted movement and port access.
- Expiry of certificates despite exceptional circumstances creates hardship for seafarers and administrative challenges for shipowners and port State control.
- India's Proposal: Encourage Member States to grant temporary extensions and exercise pragmatic PSC approaches; request the IMO Secretariat to issue dedicated guidance for coordinated implementation.

Shortage of Essential Provisions and Drinking Water for Seafarers

- Vessels operating or stranded in the Arabian Sea, the Sea of Oman, and the Strait of Hormuz are facing shortages of food, potable water, and fuel.
- Prolonged delays and restricted port access are impacting the health, safety, and morale of crews; communication disruptions with families are reported.
- Approximately 23,000 Indian seafarers, including crews on 37 Indian-flag vessels, are currently affected.
- Importance of flag State, port State, and coastal State cooperation to ensure timely replenishment of essential supplies.
- IMO-facilitated humanitarian assistance measures, including supply access, humanitarian corridors, and evacuation support where necessary.



Photos





Social Media Outreach

MoPSW



Caption: At the sidelines of Singapore Maritime Week 2026, the Indian Delegation held a bilateral meeting with Arsenio Dominguez, Secretary-General of the International Maritime Organization. The delegation, including representatives from MoPSW, DG Shipping, the High Commission of India to Singapore, and Shipping Corporation of India, discussed India's engagement with the IMO, maritime safety, global shipping disruptions, and seafarer welfare, while highlighting its re-election to the IMO Council (Category B).

Both sides also deliberated on emerging global maritime challenges. India emphasized coordinated international efforts to safeguard seafarers, address humanitarian concerns, strengthen supply chain resilience, and advance sustainable maritime growth.

DG Shipping



Caption: On the sidelines of Singapore Maritime Week (SMW) 2026, the Indian Delegation, comprising representatives of the Ministry of Ports, Shipping and Waterways (India), Directorate General of Shipping, High Commission of India to Singapore, and Shipping Corporation of India, held a bilateral meeting with Arsenio Dominguez, Secretary-General of the International Maritime Organisation, on 20 April 2026.

The discussions covered key areas including India's continued engagement with the IMO, maritime safety and global shipping disruptions, seafarer welfare and humanitarian concerns, and decarbonisation and environmental commitments. India highlighted its re-election to the IMO Council (Category B) and reaffirmed its active contribution to IMO's work through policy inputs and international cooperation.

Both sides also deliberated on the evolving challenges faced by the global maritime sector, particularly in light of recent geopolitical developments impacting shipping operations and seafarers. India emphasised the need for coordinated international efforts to address humanitarian concerns, ensure the safety of seafarers, and maintain the resilience of global supply chains, while continuing to support sustainable and inclusive maritime growth.



6.1.2. Meeting 2: Bilateral with Norway Delegation

Date	22 nd April 2026
Time	08:45 to 09:15
Venue	India Pavilion, SMW Expo Area
Minute to Minute	<p>08:45: Welcome of the Norwegian delegation</p> <p>08:48: Opening remarks of the Secretary (PSW)</p> <p>08:53: Opening remarks of the Deputy Minister, Norway</p> <p>08:58: Delegation discussion</p> <p>09:10: Group Photograph and memento presentation</p>
Agenda	<p>Strong maritime relations between India and Norway</p> <p>Norwegian proposal for the next meeting of the India-Norway Joint Working Group.</p>
Norwegian Delegation:	<ol style="list-style-type: none"> Even Tronstad Sagebakken, Deputy Minister for Ocean Policy and Fisheries Andreas Bakke Frøystadvåg, Policy Director (Maritime), Ministry of Trade, Industry, and Fisheries Håvard Gåseidnes - Head of Department, Norwegian Maritime Authority Marius Sætre Andersen, Intern at the Royal Norwegian Embassy in Singapore
Indian Delegation	<ol style="list-style-type: none"> Vijay Kumar, Secretary, MoPSW Dr Shilpak Ambule, High Commissioner of India Venkatesapathy S., Joint Secretary, MoPSW Sushil Mansing Khopde, ADG, Directorate General of Shipping Tom Davis Naduvilapurakel, AGM, Cochin Shipyard Limited Mr. Arun Sharma Executive Chairman, IRS



Minutes of Meeting

Opening Remarks by Secretary (PSW)

- Secretary (PSW) welcomed His Excellency Mr. Even Tronstad Sagebakken, Deputy Minister of Ocean Policy and Fisheries, and the Norwegian delegation on the sidelines of Singapore Maritime Week.
- It was stated that India and Norway share a strong and evolving maritime partnership, anchored in a common commitment to sustainable, innovative and resilient shipping.
- *The complete address by Secretary (PSW) is attached at Annexure 1.*
- Secretary (PSW) noted the significant momentum over the past year, including Norway's participation in India Maritime Week 2025, and the continued engagement under the India–Norway Joint Working Group on Maritime, with anticipation of the next meeting.
- India acknowledged Norway's global leadership in green shipping, maritime technology and electrification, and underlined shared strengths.

Shipbuilding and Industrial Cooperation

- Secretary (PSW) highlighted ongoing collaboration in shipbuilding and maritime technology, including GRSE's partnership with Norwegian entities on advanced vessels.
- Expanding cooperation in ship design, marine engineering and digital maritime solutions was emphasized.
- It was noted that Cochin Shipyard Limited (CSL) is expanding partnerships with Norwegian companies, particularly in offshore and green vessels, reflecting deepening industrial cooperation.
- India's ambition to emerge among the top five shipbuilding nations was reiterated, supported by:
 - A financial assistance scheme offering **15–25% support**, with higher incentives for green vessels
 - Credit notes of up to **40% of vessel value** linked to ship recycling and newbuilds in India
 - Development of **shipyard clusters**, with five clusters currently under discussion
- Secretary (PSW) informed that India is seeking Norwegian support, including technology cooperation, to accelerate these initiatives.

Maritime Vision and Infrastructure Development



- Secretary (PSW) outlined India's Maritime Amrit Kaal Vision 2047, focused on building a green, smart and resilient maritime ecosystem.
- Investments of approximately USD 1 trillion across ports, shipping and maritime infrastructure were highlighted, noting strong complementarities with Norway's expertise.

Green Shipping and Energy Transition

- Secretary (PSW) informed the Norwegian delegation of India's progress in green fuel development, including green hydrogen and green ammonia.
- Proposal was made to initiate pilot green corridor projects, linking India's scale in production with Norway's technological leadership.
- India's positioning as a potential global production hub for green fuels, supported by demand aggregation and bunkering hubs, was highlighted.
- The principle of sustainability implemented in a viable and inclusive manner, with due regard to Common But Differentiated Responsibilities (CBDR), was reiterated.

Seafarers, Skills and Future Workforce

- Secretary (PSW) emphasized the importance of Indian seafarers to Norwegian shipping, noting their contribution to operational excellence.
- It was stated that both countries should work towards a future-ready maritime workforce, with enhanced training in:
 - Emerging maritime technologies
 - Green fuel handling
 - Autonomous and advanced ship operations
- Cooperation in training, certification and upskilling was identified as a priority area.

Remarks by Norwegian Delegation

- The Norwegian side thanked India for the engagement and acknowledged India's position as a political and economic powerhouse with strong growth prospects.
- Norway highlighted its leadership in green shipping, autonomous vessels and maritime innovation, and recognized strong alignment with India's Maritime Sagarmala and Amrit Kaal initiatives.
- It was shared that:
 - Approximately 3,400 Indian seafarers serve on Norwegian-controlled vessels
 - Around 70% of Norwegian companies operating in India are active in the energy and offshore sectors



- About 11% of vessels ordered by Norway are being built in India, making India the third-largest shipbuilding destination for Norway
- The importance of political engagement, regulatory dialogue and common outcomes was emphasized.
- The continuation of the India–Norway Joint Working Group, established in 2010, was reaffirmed.
- India was formally invited to Oslo on 27–28 August for further maritime engagement.
- Norway noted the “chicken and egg” challenge in green fuel adoption and emphasized the need for coordinated discussion.
- The upcoming IMO meetings were identified as critical, with mutual interest in exploring alignment.
- Norway highlighted its CO₂ taxation framework, stressing the need for a more uniform global approach.
- India confirmed its intent to engage constructively at IMO, balancing sustainability with economic viability.

Ship Recycling and Circularity

- Secretary (PSW) highlighted India’s focus on ship recycling, confirming compliance with the Hong Kong Convention.
- It was informed that Indian yards are applying for EU certification, and support from Norway was requested.
- BIMCO estimates of approximately 16,000 ships expected for recycling were noted as a significant opportunity.

India’s Shipbuilding Initiatives

- The Norwegian side conveyed that industry stakeholders are highly encouraged by India’s shipbuilding and maritime incentive schemes.
- Norway expressed interest in understanding implementation experience on the ground, including early outcomes and operational challenges.
- Secretary (PSW) informed that orders have already begun materializing, indicating early traction:
 - CMA CGM has placed vessel orders with Cochin Shipyard Limited (CSL)
 - Norwegian shipping companies have placed orders with Swan
 - Around 20 vessel orders are already in progress, reflecting a positive industry response
- The Norwegian side noted receiving positive feedback, particularly during India Maritime Week (IMW) interactions.



Maritime Manufacturing and Supply-Chain Diversification

- Secretary (PSW) informed that India is also examining container manufacturing as part of a broader strategy to diversify global maritime supply chains.
- It was stated that the Government plans to provide financial assistance to ensure that:
 - Pricing remains globally competitive
 - There is no compromise on quality
- Secretary (PSW) noted a positive response from large global shipping lines, particularly those seeking to diversify sourcing away from concentrated supply chains.
- It was reiterated that India is adopting a holistic approach to the maritime ecosystem, backed by a stable institutional and policy framework.
- Secretary (PSW) expressed openness to receiving inputs from Norway on:
 - Certification standards
 - Training and upskilling of seafarers

Seafarers, Automation and Workforce Transition

- The Norwegian side emphasized that seafarers are valuable strategic assets and remain central to maritime operations.
- It was clarified that automation and autonomous technologies do not imply removal of seafarers, but rather a transition towards:
 - Shore-based operations
 - Higher-skill roles
- Norway highlighted that autonomy improves capacity utilization, efficiency and safety, while enabling better use of scarce human resources.
- This approach was stated to be of strategic importance to Norway, aligning with its long-term maritime workforce planning.

Classification, Standards and Recognition

- Indian Register of Shipping (IRS) highlighted:
 - Full membership of IACS
 - Recognition by the US Coast Guard
 - Ongoing research on green fuels, ammonia, and advanced propulsion
- In the spirit of reciprocity, India requested Norway to consider recognition of IRS, noting benefits such as enhanced survey capacity and wider global presence.
- *The full proposal for recognition of IRS as an RO in Norway is attached at Annexure 5.*
- Norway acknowledged the request and stated it that the same is being covered under the ongoing TEPA negotiations

Conclusion



- Secretary (PSW) noted positive industry response to India's shipbuilding and maritime initiatives, including early orders from global shipping lines.
- India reaffirmed its focus on building a stable, diversified and resilient maritime ecosystem, including container manufacturing and supply-chain diversification.
- The meeting concluded with mutual appreciation and a shared commitment to deepen India–Norway maritime cooperation.
- A vote of thanks was extended to the Norwegian delegation.

Key Action Points for India

- Collaboration on seafarer training and upskilling, particularly in autonomous ship operations, green fuel handling and transition to shore-based roles. **Responsible: DGS and Norwegian Maritime Authorities**
- Continued cooperation within IMO and other multilateral forums to pursue aligned positions on green shipping, CO₂ frameworks and sustainable transition, while respecting CBDR. **Responsible: DGS**
- Follow-up on India–Norway Joint Working Group on Maritime, including preparation for the forthcoming meeting and identification of deliverables. **Responsible: MoPSW and Norwegian Ministry of Ocean Policy & Fisheries**
- Participation by MoPSW in the Oslo meetings scheduled for 27–28 August, to deepen bilateral maritime cooperation. **Responsible: MoPSW**

Secretary (PSW) Address

His Excellency Even Tronstad Sagebakken, Deputy Minister of Ocean Policy and Fisheries, and Distinguished Members of the Norwegian Delegation,

It is a pleasure to meet you on the sidelines of Singapore Maritime Week. India and Norway share a strong and evolving maritime partnership, underpinned by complementary strengths and a shared commitment to sustainable, innovative, and resilient shipping.

Our engagement has gained significant momentum over the past year. Norway's participation in India Maritime Week 2025 and our continued institutional dialogue, including through the India-Norway Joint Working Group on Maritime, reflect the depth of our cooperation. We look forward to convening the next meeting of the Joint Working Group at a mutually convenient time to further advance our collaboration.

We acknowledge Norway's global leadership in green shipping, maritime technology, and ocean governance. We are progressing our collaboration in shipbuilding and technology. The partnership between GRSE and Kongsberg on India's first indigenous Polar Research Vessel marks an important milestone. We look forward to accelerating this project and expanding cooperation in advanced ship design, marine engineering, and digital maritime solutions.



We are also encouraged by the expanding engagement of Cochin Shipyard Limited with Norwegian partners, including Kongsberg, VARD, and DNV, across green vessel development, offshore wind vessels, and advanced maritime technologies, reflecting the depth of our industrial cooperation.

India's maritime vision under the Maritime Amrit Kaal Vision 2047 focuses on building a green, smart, and resilient maritime ecosystem, with investments of approximately USD 1 trillion across ports, shipping, and maritime infrastructure. In this context, Norway's expertise in green fuels, electrification, and maritime innovation offers strong complementarities.

We see significant opportunities for collaboration in green shipping. India is scaling up production of green fuels such as hydrogen and ammonia, while Norway has advanced capabilities in technology and deployment. We propose to initiate pilot green corridor projects and jointly explore scalable low-emission shipping solutions.

In maritime skills and training, our partnership is already strong, with Indian seafarers contributing significantly to Norwegian shipping. As India and Norway move toward higher standards for seafarers, we see this as an opportunity to upskill the workforce in Autonomous Ship Operations and Green Fuel Handling, ensuring Indian seafarers continue to be future-ready for future technologies. I look forward to expanding cooperation in training, certification, and emerging domains.

We also see strong potential to deepen collaboration in shipbuilding, marine services, and maritime industrial development, leveraging Norway's technological strengths and India's scale and capacity.

Ladies and Gentlemen, India values Norway as a trusted maritime partner. We look forward to translating our shared vision into concrete outcomes through continued engagement on different platforms. Thank you.

Background Note

1) Maritime Innovation & Digitalisation

- Norway leads in autonomous shipping systems, AI enabled vessel operations, and maritime cybersecurity frameworks, supported by integrated digital maritime clusters.
- India is advancing digital maritime systems through Port Community System (PCS), National Logistics Portal, and Vessel Traffic Management Systems (VTMS).
- Both countries are engaged at IMO on Maritime Autonomous Surface Ships (MASS) regulatory frameworks and digital standards.
- India proposes collaboration on AI based vessel optimisation, digital twins for ports, and interoperable maritime data platforms.

2) Shipbuilding & Maritime Industrial Ecosystem



- India targets Top 10 global ranking in shipbuilding and ship repair under Maritime Vision 2030, supported by a ₹69,725 crore (USD 8.3 bn) package.
- The India - Norway collaboration, particularly through CSL, reflects a mature & mutually beneficial partnership:
- Execution of over 40 collaborative projects.
- Engagement with more than 10 Norwegian clients and over 100 partners.
- Shipbuilding contracts valued at over NOK 7 billion.
- Cochin Shipyard Limited is engaged with Kongsberg, VARD, and DNV in advanced vessel development and marine engineering solutions.
- India invites Norwegian participation in shipbuilding clusters, modular ship construction, and marine equipment manufacturing.

3) Green Shipping & Decarbonisation

- India and Norway are aligned with IMO GHG Strategy, including Carbon Intensity Indicator (CII) and lifecycle emissions frameworks.
- India is developing green hydrogen and ammonia hubs at major ports (e.g., Deendayal, Paradip, VOC Port), while Norway leads in zero emission vessel deployment and fuel systems.
- Studies with Norwegian partners (e.g., DNV) highlight the feasibility of alternative marine fuels and decarbonisation pathways.

4) Ports & Green Infrastructure

- India's port sector is scaling from 2,771 MTPA capacity to over 10,000 MTPA by 2047, with strong focus on green and smart infrastructure.
- Under Harit Sagar, ports are targeting:
- >60% renewable energy by 2030 (≈90% by 2047)
- 50% electrification of cargo handling equipment by 2030 (>90% by 2047)
- Full scale Shore-to-Ship Power (SPS) deployment by 2030
- Norwegian ports demonstrate global best practices in zero emission port operations, shore power, and port-city integration.
- India invites Norwegian collaboration on shore power systems, port electrification, emissions monitoring, and green port certification frameworks.

5) Ship Recycling & Circular Economy



- India accounts for a major share of global ship recycling and has 100+ yards compliant with the Hong Kong International Convention (HKC). HKC (2025) establishes a global framework for safe and environmentally sound recycling.
- India seeks Norway's support for recognition of HKC compliant yards (including EU alignment) and development of circular economy models in ship recycling.

6) Capacity Building, Training & Seafarer Development

- India is a leading supplier of seafarers globally, with strong presence in Norwegian-controlled fleets.
- Emerging requirements include skills in green fuels, fuel cells, digital navigation, and autonomous systems.
- India can propose joint programmes on advanced maritime training, certification harmonisation, and increased deployment of Indian seafarers.

7) Strategic and Economic Significance

- The India–Norway engagement delivers multiple strategic benefits:
- Facilitates transfer of advanced maritime technologies and design expertise.
- Enhances India's position as a competitive global shipbuilding hub.
- Strengthens bilateral trade and industrial cooperation.
- Supports job creation and skill development within India's maritime sector.
- Contributes to global efforts toward decarbonization and sustainable ocean governance

Points that may be raised by the Norwegian Side:-

1. India's position on the Net Zero Framework at the forthcoming MEPC 84th session.

- India will avoid any direct commitment on the net zero framework and has the following stand:
- Avoid Global Levy Endorsement- India should not support any mechanism resembling a global levy or unilateral tax amid NZF uncertainties.
- Oppose Non-Maritime Revenue Use- India must resist directing NZF revenues toward non-maritime purposes to protect maritime interests.



- Reject Weakening CBDR-RC - India should reject proposals that weaken the principle of Common But Differentiated Responsibilities and Respective Capabilities.
- Maintain Neutrality in Votes - Remaining neutral or abstaining is advisable if procedural votes become polarized or coercive.

2. Providing full access to DNV as RO

- Norway may raise concerns regarding limited market access due to current policies restricting load line certification to IRS. The issue of full access will be deliberated at DGS level. India may request Norway to provide similar access to IRC by the Norwegian flag as a confidence building measure.

Photos







Social Media Outreach

MoPSW



Caption: On the sidelines of Singapore Maritime Week 2026, the Indian delegation led by Shri Vijay Kumar, IAS, Secretary, MoPSW held a bilateral meeting with the Norwegian delegation led by H.E. Even Tronstad Sagebakken, Deputy Minister for Ocean Policy and Fisheries, Norway. Discussions focused on boosting cooperation in maritime trade, green transition, maritime security, and market

Both sides reaffirmed their shared commitment to advancing sustainable, secure, and future-ready maritime development.

DG Shipping

भारत, पोत परिवहन एवं जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

Among the Top 5 Shipbuilding Nations

\$10 Bn Investment Commitment in Maritime Sector

Green High Growth

\$1 Tn Maritime Opportunity

INDIA-NORWAY

Maritime Dialogue Strengthens Strategic Cooperation at Singapore Maritime Week 2026

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Caption: On 22 April 2026, on the sidelines of Singapore Maritime Week 2026, the Indian Delegation led by Shri Vijay Kumar, IAS, Secretary, Ministry of Ports, Shipping and Waterways,



held a bilateral meeting with the Norwegian delegation led by H.E. Even Tronstad Sagebakken, Deputy Minister for Ocean Policy and Fisheries, Norway. The meeting reaffirmed the strong and longstanding maritime partnership between India and Norway, with discussions focusing on enhancing cooperation across key areas including maritime trade, green transition, maritime security, and market access. Both sides also appreciated the results of the India–Norway Maritime Working Group in strengthening institutional collaboration. The engagement reflects the shared commitment of India and Norway to deepen maritime ties and advance sustainable and secure maritime development through continued dialogue and cooperation.

Proposal for Authorisation of IRS as a RO by Norway

Background:

India currently authorises DNV as a Recognised Organisation (RO) for undertaking statutory surveys and certification on Indian-flagged vessels. This reflects India's openness to internationally reputed classification societies and its commitment to maintaining high standards of safety, quality, and regulatory compliance in line with IMO instruments.

Rationale for Reciprocity:

In line with the principle of reciprocity and parity in maritime cooperation, it is proposed that the Norwegian Administration may consider extending similar authorisation to the Indian Register of Shipping (IRS) as an RO for Norwegian-flagged vessels. Such an arrangement would establish a balanced framework of mutual recognition between the two countries and reinforce confidence in each other's institutional capabilities.

IRS Capabilities and Credentials:

IRS is a full member of the International Association of Classification Societies (IACS) and operates in compliance with stringent quality systems and audit requirements. It has been granted RO status by 55 flag administrations, including authorisation by European Union as well as US Coast Guard, and has demonstrated proven expertise in statutory certification, safety oversight, and emerging areas such as decarbonisation, alternative fuels, and digitalisation in shipping.

Strategic and Operational Benefits:

Authorisation of IRS by Norway would enhance survey capacity and provide Norwegian shipowners with greater flexibility and choice of high-quality classification services. It would also contribute to reducing operational constraints and support efficient service delivery across geographies where IRS has a strong presence.



Strengthening Bilateral Maritime Cooperation:

India and Norway share a constructive maritime relationship with increasing collaboration in green shipping, sustainability, and maritime technology. Extending RO authorisation to IRS would further deepen this partnership and align with broader objectives of fostering equitable and forward-looking maritime cooperation.

Way Forward:

The proposal may be progressed through structured bilateral engagement, including the possibility of a formal agreement or arrangement incorporating oversight mechanisms, performance monitoring, and adherence to Norwegian flag State requirements. A phased approach may be considered, if required.

6.1.3. Meeting 3: SMW Bilateral with Singapore Delegation

Date	22 nd April 2026
Time	14:30 to 15:30
Venue	India Pavilion, SMW Expo Area
Minute to Minute	<p>14:30: Arrival of delegation and welcome</p> <p>14:35: Walk-tour of the India Pavilion with Secretary(PSW)</p> <p>14:55: Seated for Bilateral Meeting</p> <p>15:00: Opening remarks of the Secretary, PSW</p> <p>15:05: Opening remarks of the Permanent Secretary (Transport), Singapore</p> <p>15:10: Delegation discussion</p> <p>15:25 Group photograph and memento presentation</p>
Agenda	<p>Strong maritime cooperation between India and Singapore</p> <p>Way forward on the Singapore-India Green & Digital Shipping Corridor</p>



Date	22 nd April 2026
Singaporean Delegation	1. Lau Peet Meng, Permanent Secretary (Transport), Singapore
Indian Delegation	1. Vijay Kumar, Secretary, MoPSW 2. Dr Shilpak Ambule, High Commissioner of India 3. Venkatesapathy S., Joint Secretary, MoPSW 4. Sushil Mansing Khopde, ADG, Directorate General of Shipping 5. Capt. BK Tyagi, CMD, Shipping Corporation of India 6. Susanta K. Purohit, Chairman, V.O.Chidambaranar Port Authority

Minutes of Meeting

Opening and Welcome

- Secretary (PSW) welcomed the Permanent Secretary, Singapore to the India pavilion and gave a walking tour of the pavilion.
- The Permanent Secretary, Singapore, extended a warm welcome to the Indian delegation and expressed appreciation for the strong engagement surrounding Singapore Maritime Week, noting the high level of participation.
- The Permanent Secretary thanked India for its active role and acknowledged the close and growing maritime partnership between India and Singapore.

Opening Remarks by Secretary (PSW), India

- Secretary (PSW) delivered opening remarks highlighting the shared maritime ambitions of India and Singapore.
- The full address by Secretary (PSW) is attached at Annexure 1.
- Secretary (PSW) highlighted recent positive developments in India's shipbuilding sector, including:
 - CMA CGM placing vessel orders on Cochin Shipyard Limited
 - Orders placed by Norwegian entities with Indian shipyards
 - Signing of an MoU with the President of Korea for HD Korea Shipbuilding to establish shipbuilding capabilities in India

Remarks by Permanent Secretary, Singapore



- The Permanent Secretary thanked the Indian delegation for visiting Singapore and recalled participation in India Maritime Week (IMW) the previous year.
- Reference was made to the meeting with Prime Minister Shri Narendra Modi, noting strong political support and productive discussions on transport and connectivity.
- The Permanent Secretary referred to spending time in Hyderabad and observed the high level of energy and momentum across multiple sectors in India.
- Digitalisation was highlighted as an area with significant untapped potential, particularly given the extensive paperwork traditionally involved in the maritime industry.

Digitalisation and Port Automation

- Singapore highlighted its experience as a leader in port digitalisation, noting that Tuas Port is already highly automated.
- It was shared that Singapore is progressing towards automation across additional ports, supported by policy direction from its Ministry.
- Singapore expressed interest in collaborating with India to automate maritime and port processes, including documentation and operational workflows.
- India's progress and scale were acknowledged positively, with encouragement to further expand digital initiatives.

Bunkering and Alternative Fuels

- Singapore highlighted its position as the world's largest bunkering hub and expressed keen interest in cooperating with India on future fuels.
- Singapore shared that, based on discussions with global shipping companies, methanol appears to be a likely contender, with some companies having already commenced its use.
- Singapore welcomed India's enthusiasm to scale up alternative fuel development and enquired about India's production capabilities.

India's Perspective on Green Fuels

- Secretary (PSW) informed that India already has large-scale methanol production capacity.
- It was highlighted that India is exploring bio-methanol, including production pathways using bamboo and other biomass sources.
- Secretary (PSW) noted the cyclical challenge between availability of fuel at scale and assured demand, stating that both need to grow in tandem.
- On vessel technology, Secretary (PSW) indicated that India is planning for multiple fuel pathways, as a single solution may not suffice given the scale and diversity of operations.



- It was shared that while India is pursuing electrification across sectors, the scale and complexity make the transition challenging.
- Secretary (PSW) informed that Cochin Shipyard Limited (CSL) is playing a leading role in India's decarbonisation efforts.

Geopolitical Context

- Both sides briefly exchanged views on geopolitical developments, including concerns relating to ongoing conflicts and their implications for maritime trade and security.

Closing Remarks

- The Permanent Secretary thanked the Indian delegation once again for visiting Singapore and reaffirmed Singapore's interest in continued cooperation.
- Secretary (PSW), in his closing remarks, emphasized that India and Singapore share common ambitions in maritime growth, digitalisation, sustainability and green transition.
- Both sides agreed to maintain close engagement and advance cooperation across agreed priority areas.

Key Action Points for India

- Strengthening cooperation on maritime digitalisation, including automation of documentation, port processes and operational workflows, drawing on Singapore's experience with Tuas Port. **Responsible: MoPSW**
- Collaboration on bunkering and alternative fuels, with specific focus on methanol as a potential near-term solution. **Responsible: MoPSW and DGS**
- Joint exploration of green corridor development, integrating fuel production, bunkering and vessel deployment. **Responsible: MoPSW**

Secretary (PSW) Address

His Excellency Lau Peet Meng, Permanent Secretary, Ministry of Transport, Singapore, and distinguished members of the delegation

It is a great pleasure to visit Singapore and to meet with the leadership of the Ministry of Transport. India deeply values its strategic maritime partnership with Singapore. Last year, our countries marked 60 years of diplomatic relations, reflecting the depth and maturity of our partnership. I also recollect our collaborative success, in March 2025, on the sidelines of Singapore Maritime Week, we signed a Letter of Intent with the Maritime and Port Authority of Singapore (MPA) to advance maritime digitalization and decarbonization.

Building on that, on 4th September 2025, the leaders of both our nations witnessed the signing of a Memorandum of Understanding on the Singapore - India Green & Digital Shipping Corridor (GDSC). India has prepared the draft agenda for the first ExCom meeting, which we shall be sharing with the Singaporean side shortly. We look forward to cooperation on digital ports, green shipbuilding, fuel refitting, green corridors, bunkering, information sharing, emission monitoring, and training. We are eagerly looking forward to advancing these discussions together. This will provide a strong framework for collaboration with industry partners to advance infrastructure and technologies enabling the maritime sector's transition to zero or near-zero greenhouse gas emission fuels, while also promoting digital information exchange and joint research in emerging green technologies and solutions.

I believe this corridor is a natural fit for both our countries. India and Singapore are both global IT leaders. India is developing capacities for green marine fuels, while Singapore is a major transshipment and bunkering hub with an excellent maritime R&D ecosystem. The GDSC will leverage these strengths: India's industrial base can supply alternative fuels (like green hydrogen and ammonia), and Singapore's ports can pilot digital and automation technologies. We look forward to jointly exploring projects under this corridor in the coming years.

Beyond this, our bilateral cooperation spans many areas. In port and maritime infrastructure, we appreciate Singapore's continued investments in India. Companies like PSA International have deepened their stake in container terminals in India (recently moving to 100% ownership) and are partnering with JNPA in many other projects. We invite more such collaboration under our Sagarmala initiative and the new Maritime Investment Roadmap, which allocates 1 trillion US dollars for joint ventures in developing ports and cargo terminal operations, multi-modal terminals, maritime services, shipbuilding, ship recycling and ship repairs, green hydrogen hubs, and sustainable shipping solutions.

As part of this broader Maritime Investment Roadmap, India has also outlined a major shipbuilding push, including a programme of approximately US\$ 8 billion under the Shipbuilding Development framework, aligned with a larger domestic fleet expansion plan of about US\$ 24 billion covering 437 vessels. This creates significant opportunities for global partners. Under this framework, we are supporting the development of large greenfield shipbuilding clusters across multiple coastal states. We see strong potential for Singaporean companies, including leading players such as Seatrium, to participate through joint ventures, technology partnerships, or as anchor investors in these clusters. These partnerships can play a critical role in building world-class capacity in India while also creating new avenues for collaboration in shipbuilding, ship repair, and offshore segments.

In this context, collaboration on digital standards, paperless documentation, and port community systems will be important. Singapore's leadership in digital trade facilitation, including initiatives like TradeTrust, can strongly complement India's 'Digi Bandar' programme aimed at building smart and efficient ports.

We also seek greater collaboration between the Maritime Administrations of India and Singapore, that is, DG Shipping and MPA, towards synergy in best practices, in port state



control, flag state inspection regimes to prevent substandard shipping in the Indian Ocean region. India, being a founding member of the Indian Ocean Memorandum of Understanding (IOMOU), would appreciate it if Singapore also joined the MoU, like Australia.

On green shipping, India is committed to the IMO's decarbonisation goals, and we are pushing for green tugboats, renewable energy at our ports, and the use of biofuels and hydrogen at our ports. Let us jointly develop green shipping clusters and train a workforce skilled in these new technologies. We are also open to partnership in cold ironing, LNG bunkering, and maritime safety (including oil spill response).

Beyond ports and ships, we appreciate Singapore's support as a Partner Country for India Maritime Week 2025, and note our ongoing collaboration on business linkages.

I would like to thank Singapore for its warm hospitality and for being a steadfast maritime partner. We look forward to strengthening our ties, technologically, financially, and institutionally.

Thank you.

Background Note

List of MoUs/Agreements between India and Singapore:

- Agreement on Maritime Transport for promoting cooperation and improving efficiency of Maritime Transport in accordance with the principles of equity and mutual benefit. ([24 Jan,1994](#))
- MoU on the Mutual Recognition of certificates of competency as per the provisions of the Standards of Training, Certification and Watchkeeping (STCW, 78) and amendments thereof, (11, July, 2001)
- Memorandum of Understanding (MoU) on Singapore-India Green and Digital Shipping Corridor (GDSC), focusing on green fuels, maritime digitalisation, and joint R&D with industry participation. (03 Sept, 2025)
- CSL and Seatrium Offshore Technology (SOT) have entered into two strategic MoUs in shipbuilding and Ship repairs, to jointly pursue offshore opportunities across India, Asia, and other global markets. The collaboration combines CSL's strong infrastructure and execution capabilities with Seatrium's advanced engineering, design expertise, and offshore technologies.

India and Singapore Maritime Cooperation

A. India Singapore Green & Digital Shipping Corridor

- Originally envisaged as a Green Fuel supply corridor between Mumbai and Singapore with corresponding training at Maritime Energy Training Facility
- Infrastructure requirements for India- production facilities, storage and bunkering, port upgrades.

- **Current Status: MoU Signed on 3rd September 2025.** Executive Committee (EXCO) to take forward the MoU on GDSC.

Executive Committee (EXCO) to take forward the MoU on GDSC.

India Side (MoPSW):	Singapore side (MPA):
Shri Samarth Verma, Director(PD-II & PD-III), MoPSW - Co-Chair	Ms Tan Woei Tyng, Senior Director (International), MPA - Co-Chair
Shri Niket Pathak, Engineer and Ship Surveyor cum DDG(Tech), DGS – Member	Mr New Wei Siang, Director (Maritime Decarbonisation & Net-Zero Pathways), MPA – Member
	Mr Yao Yikai, Director (International Maritime Centre Services Development), MPA - Member

DGS has shared a draft agenda for ExCom on 5th April. Once both sides agree on the agenda, we will fix the first ExCom meeting.

Draft Agenda for the first ExCom Meeting:

1. Digital & Smart Ports: Identify specific areas for collaboration with Singapore's MPA on smart port technologies, including data sharing and digital solutions.
2. Green Shipbuilding: Review existing cooperation status and explore potential areas for joint initiatives with Singapore.
3. Green Fuel Refitting: Assess scope for collaboration on retrofitting vessels (e.g., SCI ships) for green fuels and identify industry expectations.
4. Green Fuel Corridors: Examine feasibility of establishing a green maritime corridor between Singapore and identified Indian ports (DPA, VOCPA, PPA).
5. Green Fuel Bunkering: Seek inputs on infrastructure and collaboration requirements with Singapore for green fuel bunkering.
6. Information Sharing: Develop mechanisms for exchange of information on green shipping, waste management, and trade.
7. Emission Monitoring: Define data-sharing frameworks for monitoring and tracking emissions along the proposed corridor.
8. Training & Upskilling: Explore collaboration with Singapore for training seafarers and port personnel in green fuel handling.

Complementary strengths.

India	Singapore
Renewable energy and green fuel production hub	Advanced bunkering infrastructure
Green Hydrogen Mission	Digital systems
MAITRI: Virtual Corridor for unified digital ecosystem to streamline regulatory processes, safety & cross-border logistics	Connectivity to global shipping networks including existing Green Corridors between Singapore and other countries.



B. Maritime Trade & Connectivity

- India - Singapore maritime trade is underpinned by high frequency liner connectivity across key gateways, including JNPA, Chennai, and VOC Port. There is scope to optimise route efficiency through enhanced direct calls and hub and spoke integration.
- Both sides may consider a review of the 1994 Maritime Transport Agreement to incorporate provisions on digital trade facilitation, secure maritime corridors, and supply chain resilience frameworks.

C. Ports & Infrastructure Development

- India's port-led development under Sagarmala and Maritime Amrit Kaal Vision 2047 (USD 1 trillion pipeline) offers significant opportunities for structured foreign participation.
- Collaboration may be explored in the planning and development of Galathea Bay with a focus on transshipment capacity, automation, and hinterland connectivity integration.
- Singapore's expertise in mega port design (e.g., Tuas model), including automated yard systems, digital twins, and integrated logistics zones, can support India's next generation port architecture.
- Promote PPP/JV models for terminal development, logistics parks, and port-linked industrial clusters, with participation from global operators.

D. Shipbuilding & Industrial Cooperation

- The Shipbuilding Development Scheme (SbDS) enables investment through 25% capital support for brownfield expansion (JV opportunities with existing yards) Greenfield clusters with 100% support for core infrastructure, across key coastal states
- The Shipbuilding Financial Assistance Scheme (SBFAS) providing upto 25% financial assistance per vessel is expected to catalyze ~USD 10 billion+ demand, including a Shipbreaking Credit Note mechanism offering 40% of scrap value as credits for new build.
- The Maritime Development Fund (MDF) will provide long-term, competitive equity financing to support large-scale shipbuilding and export-oriented projects.
- Brownfield Capacity Expansion scheme capacity expansions undertaken by existing shipyards anywhere within India are eligible for capital assistance via grants of 25% of the cost of eligible components. This includes joint venture (JV) arrangements subject to certain conditions. In terms of specific investment opportunities, companies from Singapore may enter JVs with existing Indian shipyards under SbDS and avail the benefits of this scheme..
- India is also progressing demand aggregation and state-level incentives (land, infrastructure) to ensure a bankable project pipeline and investment readiness.



E. Shipping & Logistics Ecosystem

- India is undertaking fleet expansion and diversification, including support for Indian tonnage under long-term maritime policy frameworks.
- There is scope to enhance shipping services connectivity, including increased liner services, coastal shipping integration, and feeder network optimisation.
- Cooperation may be strengthened in maritime services, including ship leasing (GIFT City), marine insurance, arbitration, and logistics financing frameworks.

F. Digitalisation & Smart Maritime Systems

- Digitalisation remains central to improving port efficiency, transparency, and logistics integration.
- India's 'Digi Bandar' initiative aims to deploy AI, IoT, and data-driven systems across port operations and logistics chains.
- Singapore's leadership in maritime digital platforms and port automation offers strong complementarities.

G. Investment & Maritime Financing

- India offers a liberalised FDI regime (100% automatic route) across ports, shipping, and maritime infrastructure.
- Significant investment opportunities exist under Maritime Amrit Kaal Vision 2047, with a pipeline of bankable projects across ports, logistics, and green shipping.
- Singapore has one of the largest FDI in India. Singapore based investors (including sovereign and institutional funds) need to be encouraged to participate in the growing maritime sector which could provide, high returns on investments from financing port infrastructure, logistics parks, and green fuel projects.
- Explore collaboration in innovative financing mechanisms, including blended finance, infrastructure funds, and maritime focused investment platforms.

H. Ship Repair, Marine Services & Emerging Sectors (SCI inputs)

- There is strong potential to develop globally competitive ship repair and marine services ecosystems in India through collaboration with Singapore.
- Singapore's ship repair ecosystem, aligned with International Classification Standards (IACS) and characterized by high efficiency, can support India's capacity development.
- Cooperation may focus on:
 - Development of large capacity dry docks (VLCC/ULCC capable)
 - Technology transfer in modular shipbuilding and predictive maintenance
 - Establishment of green bunkering infrastructure (methanol, ammonia)
- Operational linkages, including Indian vessels utilising Singapore facilities, may be leveraged to develop domestic repair hubs through JV/investment models.



I. Capacity Building, Training & Seafarer Development

- Collaboration may be strengthened in maritime training, certification, and skill development, particularly in emerging domains such as green fuels and digital maritime systems.
- Both sides could explore upgradation of STCW cooperation frameworks, including digital certification and verification systems.
- Institutional partnerships between maritime universities, academies, and training institutes may be expanded to support a future-ready maritime workforce.

J. Bilateral Initiatives & Strategic Projects

- Progress under the Green and Digital Shipping Corridor may be reviewed, with focus on implementation timelines and pilot projects.
- Singapore's participation may be explored in the upcoming Investable port projects (~USD 24 bn).

Key Investable Projects:

- Vadhvan Port, Maharashtra
 - 20 m deep-draft, 23 Mn TEU mega-port designed for 18,000–24,000 TEU vessels
 - USD 8.4 billion worth investment
 - Led by Jawaharlal Nehru Port, Maharashtra
 - To be India's largest and amongst world's top 10 ports
 - Phase 1 to be operational by 2030-31
- Tuticorin Outer Harbour (VOCPA)
 - Development of 5 million TEUs additional container handling capacity, 18m+ draft
 - USD 1.5+ bn investment estimated
 - Led by V. O. Chidambaranar Port (Tuticorin), Tamil Nadu
 - 02 deep-draft terminals, each with a quay length of 1,000 metres
 - To be developed on PPP - Hybrid Annuity Mode (HAM)
- Bahuda Port, Odisha
 - Deep draft Multi-cargo Port with 150 MTPA capacity and 18m+ draft
 - USD 2.39 billion envisaged investment
 - Led by Paradip Port Authority, Odisha
 - Envisaged to handle large dry bulk ships (up to 1,50,000 DWT) and container vessels
- Deendayal Port: New 135 MTPA Terminal
 - Development of 6 km waterfront outside Kandla Creek into a 135 MTPA modern terminal
 - USD 2.57 billion envisaged investment



- Led by Deendayal Port Authority, Gujarat
- Modern cargo handling equipment and efficient evacuation systems at new terminal

5 investable Greenfield Shipbuilding Cluster Development projects

- Development of Greenfield Shipbuilding cluster with capacity of Atleast 1.2 MN GTPA envisaged across following states
 - Tamil Nadu: Thoothukudi (2900 acres)
 - Andhra Pradesh: Dugarajapatnam (3488 acres)
 - Odisha: Kendrapara (2000+ acres)
 - Gujarat: Kuchhadi (1556 acres)
 - Maharashtra: Nandgaon (2669 acres), Dighi (2550 acres), Vijaydurg (1371 acres)
- Companies from Singapore may invest in any of these clusters, either as the main anchor shipyard/s or supporting overall ecosystem development in the cluster
- Attractive government incentives across the journey, including 100% capital support for common maritime infrastructure during setup, upto 25% financial assistance per vessel during operations and access to easy finance with interest incentivisation.
- Additionally, each state provides additional incentives for further improving investor returns
- Opportunities may also be considered for collaboration in maritime heritage and cultural initiatives, including the National Maritime Heritage Complex (Lothal).



Photos





Social Media Outreach

MoPSW



Caption: At Singapore Maritime Week 2026, Shri Vijay Kumar, IAS, Secretary, Ministry of Ports, Shipping and Waterways, along with Mr. Lau Peet Meng, Permanent Secretary (Transport), Singapore, took a walk-through of the India Pavilion.

DG Shipping



Caption: On 22 April 2026, on the sidelines of Singapore Maritime Week 2026, the Indian Delegation led by Shri Vijay Kumar, IAS, Secretary, Ministry of Ports, Shipping and Waterways, held a bilateral meeting with Mr. Lau Peet Meng, Permanent Secretary (Transport), Singapore. The engagement included a walk-through of the India Pavilion, followed by bilateral discussions focusing on strengthening maritime cooperation across areas such as port development, digitalization, and sustainable maritime practices. Both sides reaffirmed their commitment to deepening the India-Singapore maritime partnership through continued dialogue and collaboration. The meeting reflects the strong and forward-looking relationship between India and Singapore in the maritime domain, anchored in shared priorities of innovation, resilience, and sustainable growth.



Proposal for Authorisation of IRS as a RO by MPA, Singapore

Indian Register of Shipping (IRS) has pursued authorisation as a Recognised Organisation (RO) from the Maritime and Port Authority of Singapore (MPA) since 1993, following its Associate Membership with International Association of Classification Societies (IACS). MPA initially declined, citing no need for additional ROs highlighting that IRS is not a full member of IACS. Further requests in 1997, 2001, and 2004 were also denied, as MPA maintained that the existing nine classification societies were sufficient.

Despite IRS achieving full IACS membership in 2010 after meeting stringent quality standards of IACS, MPA continued to decline recognition, citing no requirement for more societies.

In 2016, IRS provided shipowner support letters as sought by MPA and reapplied. Efforts continued in 2021 & 2022, and in February 2022 MPA rejected the application without specific reasons. IRS continued efforts in 2023, 2024 & 2025 by meeting MPA towards authorisation.

IRS has been consistently following up RO authorisation with MPA for more than three decades without success.

IRS is a top 10 classification society since 2013 as per Lloyds List. IRS is also RO for 53 flag administrations, including the US Coast Guard, EU, and the top 3 largest ship registries.

We request intervention of Government of Singapore to provide authorisation to Indian Register of Shipping.

As of date MPA has eight Classification Societies authorised as RO.

6.1.4. Meeting 4: Bilateral with SMAC

Date	21 st April 2026
Time	16:00 to 16:30
Venue	India Pavilion, SMW Expo Area
Agenda	Courtesy Meeting Introduction of SCMA and promotion of its services in India
IMO Delegation	<ol style="list-style-type: none"> 1. Mr. Chao Hick Tin SC, Chairman, SCMA 2. Ms. Corina Song, Vice Chairperson, SCMA 3. Ms. Bernice Yeoh, Executive Director, SCMA 4. Ms. Melissa Kor, Senior Assistant Registrar, SCMA



	5. Mr. Nicholas Tan, Head of Marketing and Business Development, SCMA
Indian Delegation	1. Vijay Kumar, Secretary, MoPSW 2. Venkatesapathy S., Joint Secretary, MoPSW 3. Sushil Mansing Khopde, ADG, Directorate General of Shipping 4. Mrithinjai Srikanthan, First Secretary (Commerce), High Commission of India

Minutes of Meeting

Welcome and Opening

- The meeting commenced with a welcome and exchange of visiting cards between the Indian delegation and the Singapore Chamber of Maritime Arbitration (SCMA).
- Joint Secretary invited SCMA to provide a brief introduction.

Brief by Singapore Chamber of Maritime Arbitration

- SCMA briefed that it provides maritime arbitration services based on standard rules, which are periodically reviewed and modified.
- It was stated that arbitration under SCMA is open to any parties who choose to follow its rules.
- SCMA clarified that it does not charge institutional fees; costs are limited to arbitrators' fees.
- SCMA charges fees in special circumstances where parties are unable to mutually agree on an arbitrator, SCMA facilitates the appointment process and SCMA also provides services such as authentication and procedural support.
- It was emphasized that SCMA's philosophy is that all proceedings are governed strictly by its rules, with substantive matters remaining the responsibility of the parties and arbitrators.

Discussion on Global Presence and Competition

- Secretary (PSW) enquired about SCMA's global presence and competition.
- SCMA stated that the United Kingdom is its primary competition.
- SCMA noted that it earlier operated a joint desk arrangement with the Singapore International Arbitration Centre (SIAC), but clarified that the two institutions follow very different models, with SIAC functioning more like the ICC.
- It was mentioned that SCMA has more than 100 arbitrators empanelled globally, with approximately 65% based in the Asia-Pacific region.



- SCMA recalled previous interactions with Indian maritime officials, including meetings with officers from the Directorate General of Shipping.

Engagement with India and Outreach Plans

- SCMA informed that it has also visited SCI and enquired whether India has a similar dedicated maritime arbitration institution.
- Secretary (PSW) asked SCMA to clarify its specific proposal.
- SCMA responded that it wishes to offer its services more actively in India by creating greater awareness among Indian stakeholders regarding SCMA's arbitration framework.
- SCMA shared that it has engaged with legal departments of major Indian companies, including private sector firms such as Reliance.
- It was noted that historically, a significant number of Indian shipowners have approached SCMA for dispute resolution.
- SCMA emphasized its positioning as an Asian maritime arbitration body and encouraged Indian stakeholders to consider SCMA as a preferred forum.

India's Response and Stakeholder Engagement

- Secretary (PSW) advised SCMA to engage with the Indian National Shipowners' Association (INSA), identifying it as a primary stakeholder.
- Secretary (PSW) stated that arbitration forum selection remains a voluntary decision of shipowners but assured that efforts would be made to create awareness among Indian shipowners.
- It was affirmed that the Government would facilitate awareness-building but would not mandate the choice of arbitration forum.

Operational Aspects of SCMA Arbitration

- SCMA informed that the average time for arbitration proceedings is approximately two months.
- It was clarified that most cases are document-based with no hearings; hearings are usually conducted only for higher-value disputes.
- Secretary (PSW) enquired about the volume of cases handled annually.
- SCMA stated that it handles around 80 cases per year, a figure that has remained consistent over the past 20 years.
- On enforcement, SCMA explained that arbitration awards are final, except where procedural issues arise.
- In case of disagreement, parties may approach the High Court at the seat of arbitration.

Indian Representation in SCMA Arbitrator Panel

- Secretary (PSW) enquired about the number of Indian arbitrators empanelled with SCMA.



- SCMA stated that four to five Indian arbitrators are currently on its panel and expressed openness to empanelling more.
- Secretary (PSW) indicated that India could assist in creating awareness among professionals to encourage greater Indian participation as arbitrators.

Conclusion

- Secretary (PSW) thanked SCMA for the detailed briefing.
- Both sides agreed on the value of continued engagement and awareness-building regarding maritime arbitration services.
- The meeting concluded on a positive note, with mutual interest expressed in further cooperation.

Key Action Points for India

- Facilitation of awareness-building among Indian shipowners and maritime stakeholders regarding SCMA arbitration services. **Responsible: MoPSW and DGS**
- Engagement with the Indian National Shipowners' Association (INSA) by SCMA to present its arbitration framework and value proposition. **Responsible: SCMA and INSA**

Background Note

Brief note on SCMA

The Singapore Chamber of Maritime Arbitration ("SCMA") is a specialist arbitral institution based in Singapore that focuses on resolving maritime and shipping disputes. It was established in 2009 to complement Singapore's broader ambition of becoming a leading hub for international dispute resolution.

Core Features of SCMA - Specialized Maritime Focus

SCMA deals exclusively with disputes arising out of shipping and maritime commerce, such as:

- Charterparty disputes
- Bills of lading and cargo claims
- Shipbuilding and repair contracts
- Offshore and marine insurance disputes

This specialization puts it in the same category as institutions like the London Maritime Arbitrators Association.

Ad Hoc Arbitration Model



Unlike institutions such as the Singapore International Arbitration Centre, SCMA primarily operates on an ad hoc basis:

- It does not administer cases directly
- Instead, it provides a framework of rules (SCMA Rules)
- Parties and tribunals manage proceedings themselves

This allows for:

- Greater procedural flexibility
- Lower administrative costs
- Party autonomy in structuring proceedings

SCMA Arbitration Rules

The SCMA Rules are designed to reflect international maritime practice and include:

- Flexible procedures tailored to shipping disputes
- Emergency arbitration provisions
- Expedited procedures for smaller claims
- Compatibility with international enforcement regimes like the New York Convention on the Recognition and Enforcement of Foreign Arbitral Awards

Panel of Maritime Arbitrators

SCMA maintains a panel of arbitrators with deep expertise in:

- Maritime law
- Shipping industry practices
- Trade and commodities

However, parties are not restricted to this panel and can appoint arbitrators of their choice.

Singapore as Seat of Arbitration

SCMA arbitrations are typically seated in Singapore, benefiting from:

- A pro-arbitration judiciary
- Modern arbitration legislation, i.e., Singapore International Arbitration Act)
- Strong enforcement mechanisms

Industry Integration



SCMA works closely with maritime stakeholders and organizations such as the Singapore Maritime Foundation to promote Singapore as a maritime dispute resolution hub.

Position in Global Maritime Arbitration

While SCMA is often compared with, London Maritime Arbitrators Association which is a dominant in traditional shipping markets & Hong Kong Maritime Arbitration Group; a regional contender in the same space; SCMA's competitive advantages include:

- Neutral Asian venue
- Cost efficiency
- Modern procedural framework

Photos







Social Media Outreach

MoPSW

INDIA - SINGAPORE MARITIME DIALOGUE
Strengthening Arbitration Collaboration at SCMA

SINGAPORE maritimeweek 2024 | 20th Anniversary

High Commission of India Singapore | Ministry of Ports, Shipping & Waterways Government of India

#ShipminIndia #Shipmin_india #Shipmin_india #SagarmalaProject #sagarmala.gov.in #shipmin.gov.in

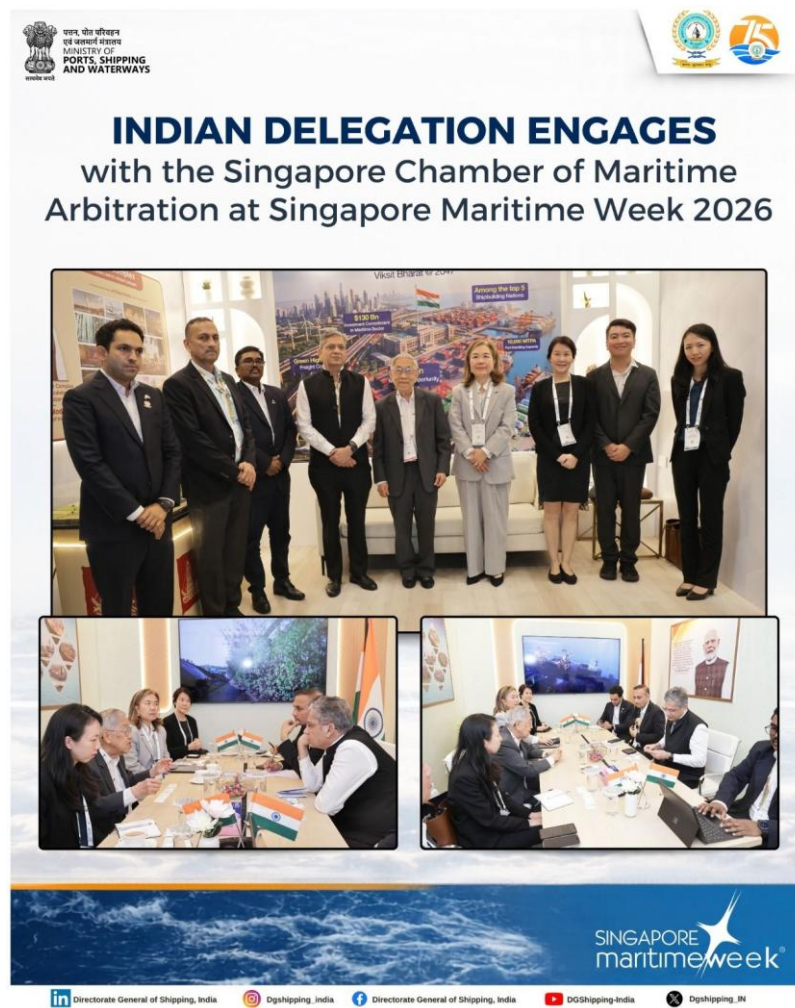




Caption: On the sidelines of Singapore Maritime Week, the Indian delegation engaged with the Singapore Chamber of Maritime Arbitration (SCMA), led by Chairman Mr. Chao Hick Tin SC, along with senior leadership. The interaction offered insights into SCMA's role, arbitration framework, and standard rules.

A meaningful exchange towards strengthening cooperation in maritime arbitration.

DG Shipping



Caption: On 21 April 2026, on the sidelines of Singapore Maritime Week (SMW) 2026, the Indian delegation held an interaction with the Singapore Chamber of Maritime Arbitration (SCMA), led by Mr. Chao Hick Tin, Chairman, along with senior members of the SCMA leadership.

During the interaction, SCMA provided an overview of its role as a maritime arbitration institution, outlining its arbitration framework, standard rules, and its focus on resolving maritime and shipping disputes. The engagement offered valuable insights into international arbitration practices and institutional mechanisms supporting the global maritime sector.





6.1.5. Meeting 5: Bilateral with BIMCO

Date	21 st April 2026
Time	15:30 to 16:00
Venue	India Pavilion, SMW Expo Area
Agenda	Courtesy Meeting Discussion on Ship-recycling in India.
IMO Delegation	3. David Loosley, SG and CEO 4. Ashok Srinivasan, Regional Manager and Technical Advisor
Indian Delegation	1. Vijay Kumar, Secretary, MoPSW 2. Venkatesapathy S., Joint Secretary, MoPSW 3. BK Tyagi, MD, SCI 4. Sushil Mansing Khopde, ADG, Directorate General of Shipping

Minutes of Meeting

Opening and Welcome

- Secretary (PSW) welcomed the BIMCO delegation to the India Pavilion.
- Secretary (PSW) reiterated India's willingness to engage closely with BIMCO on issues of mutual interest, particularly ship recycling.

Remarks by Secretary-General (BIMCO)

- Secretary-General (BIMCO) introduced BIMCO as a global shipping association representing nearly two-thirds of the world fleet by deadweight tonnage.
- Secretary-General (BIMCO) informed that he had recently visited Gujarat, including Alang ship recycling yards.
- It was highlighted that approximately 16,000 ships with BIMCO are expected to be recycled globally over the next ten years.
- Secretary-General (BIMCO) observed that uncertainty and delays in regulatory frameworks are impacting recycling decisions.



- Secretary-General (BIMCO) emphasized the intent of shipowners to recycle vessels in an environmentally sound manner but noted persistent global regulatory challenges.
- Secretary-General (BIMCO) expressed the desire to place these concerns on record and explore possible ways forward in collaboration with India.

India's Perspective on Ship Recycling

- Secretary (PSW) stated that ship recycling is an important issue for India and that the Government shares BIMCO's concerns.
- Secretary (PSW) reiterated that India is fully complying with international laws and conventions governing ship recycling.
- Secretary (PSW) briefed BIMCO on the Ship Recycling Credit Note (SRCN) scheme and its objectives.
- It was noted that more than 100 yards at Alang are compliant with international regulations, and the Secretary(PSW) had personally visited the yards and held discussions with industry stakeholders.
- Discussions have been held with several international shipping lines, and many have expressed interest in entering into joint ventures with Indian yards.
- Secretary (PSW) pointed out that while several yards are progressing towards EU SRR compliance, the process has been slow and lacks transparency; three yards have technically achieved compliance, but practical outcomes are yet to follow.
- India expressed willingness to work closely with BIMCO in all possible ways and welcomed collaboration, including through the contract currently being finalized with BIMCO.
- It was pointed out that although 72 ships had recently been beached at Alang, very few had applied for SRCNs, largely due to communication gaps.
- The Directorate General of Shipping is engaging with stakeholders to highlight the benefits of the SRCN mechanism.
- Secretary (PSW) requested BIMCO's support in facilitating EU certification wherever possible and reiterated India's interest in a partnership-based approach.
- Secretary-General (BIMCO) expressed appreciation for India's progress in implementing the Hong Kong Convention.
- Secretary-General (BIMCO) informed that footage had been collected during their visit to Gujarat with the intention of producing a documentary to demonstrate ground realities and convince environmental groups of India's compliance and progress.

Clarifications on Basel–HKC Conflict

- Secretary-General (BIMCO) drew attention to key regulatory concerns relating to the Basel Convention on Transboundary Movements of Hazardous Wastes, the Hong Kong Convention (HKC), and the interface between the two.
- Secretary-General (BIMCO) highlighted the conflict between Basel and HKC and emphasized the need to explain to Environment Ministries, particularly in the context



of Basel Convention discussions, the importance of having a single global regulatory framework.

- Secretary (PSW) sought clarity on the reasons for the conflict between Basel Convention and HKC.
- Secretary-General (BIMCO) explained that Basel Convention is a UN instrument, whereas HKC is under the IMO framework.
- It was noted that under Basel Convention, endorsed by several States including India, a ship is categorized as “waste” even when destined for recycling.
- Secretary-General (BIMCO) suggested that ship recycling should be governed under IMO through HKC, while downstream waste management could remain under the Basel Convention framework.
- Secretary-General (BIMCO) provided background on the evolution of Basel Convention and the subsequent development of HKC.
- BIMCO informed that it is engaging with both the UN and IMO, urging clarity and coherence in the regulatory landscape, and has requested friendly Member States to raise this issue.
- BIMCO cautioned against undermining HKC compliance through excessive reliance on Basel Convention interpretations.
- It was noted that Bangladesh had supported a Basel-centric position, which had influenced some States, though BIMCO considered this approach inappropriate.

India’s Response

- Secretary (PSW) thanked BIMCO for flagging the issue and acknowledged its importance.
- Secretary (PSW) stated that India believes HKC should be followed and assured that the matter would be examined internally in greater detail.
- Secretary (PSW) invited BIMCO to share any additional issues for discussion.

Circular Economy, Decarbonisation and Communication

- Secretary-General (BIMCO) emphasized the need for collective efforts to articulate the importance of ship recycling and its significant contribution to decarbonisation.
- BIMCO highlighted that recycling older ships and replacing them with newer, more efficient vessels could have a major positive impact on emissions.
- Secretary-General (BIMCO) stressed the importance of popularizing the narrative of circularity, explaining how ships gain a new life through construction steel and other reuse, and suggested that South Asia could lead global thinking in this area.
- Greater and more strategic communication efforts were considered essential to counter prevailing negative perceptions.

Showcasing and Outreach

- Secretary (PSW) enquired about suitable forums for showcasing positive practices in ship recycling.



- Secretary-General (BIMCO) responded that multiple platforms exist, including engagements with shipping companies and allied industries.
- Secretary (PSW) affirmed India's openness to collaborating with BIMCO on such initiatives.
- On infrastructure, BIMCO confirmed that physical infrastructure at Alang is in place and comparatively superior to other recycling locations, including Bangladesh.
- Secretary-General (BIMCO) remarked that while Alang's technical standards were impressive, aesthetics and visuals—such as images of murky waters often circulated by investigative journalists—contribute to negative perceptions, and minor improvements in presentation could significantly help.
- Secretary (PSW) noted that these perceptions are rooted in long-standing biases and require sustained communication efforts to overcome.

Ambassadorial Outreach and EU Perspective

- It was shared by the Joint Secretary that India plans to bring foreign Ambassadors and country representatives to Alang to demonstrate compliance and best practices firsthand.
- Reference was made to audits conducted by DNV in 2019, covering 27 yards, and engagements held in Delhi with certification agencies.
- It was stated that India is hopeful of accessing ship recycling business through Basel Convention exceptions and requested participation of country representatives in future visits.
- Secretary-General (BIMCO) noted that shipowners frequently seek clarity on approved recycling destinations.
- Secretary (PSW) enquired about prevailing European perspectives.
- Secretary-General (BIMCO) explained that the EU maintains an approved list comprising around 30 yards in Europe, 10 in Turkey and one in the US, and that Indian yards need to be included.
- It was observed that the issue is largely political. BIMCO committed to showcasing the documentary film on India's behalf to highlight the critical and positive role of Indian ship recycling.

Way Forward and Conclusion

- Secretary (PSW) invited BIMCO to continue discussions in Delhi and proposed structured engagement with the Directorate General of Shipping to advance matters.
- BIMCO was requested to share standard contract templates to facilitate further cooperation.
- The meeting concluded with mutual appreciation and agreement to work closely to strengthen environmentally sustainable, globally accepted ship recycling practices.



Key Action Points for India

- **Clarify the issue between HKC and Basel Convention and clarify India's stance on the same. Responsible: DGS.**
- Engagement with BIMCO and relevant stakeholders to support and facilitate EU certification/listing of Indian ship recycling yards, including addressing procedural and transparency challenges. **Responsible: MoPSW & DGS**
- Addressing communication gaps related to the Ship Recycling Credit Note (SRCN) scheme and enhancing outreach to shipowners and recycling yards to increase uptake. **Responsible: DGS**
- Development and dissemination of positive communication and outreach material highlighting compliant and environmentally sound ship recycling practices in India, including support for documentary and visual initiatives. **Responsible: MoPSW, DGS and BIMCO**
- Organization of exposure visits to Alang ship recycling facilities for foreign Ambassadors, country representatives and international stakeholders to showcase compliance and best practices. **Responsible: MoPSW**

Background Note

The Baltic and International Maritime Council (BIMCO), founded in 1905 and headquartered in Bagsværd, Denmark, is the world's largest international shipping association, representing over 2100 members across 120+ countries

BIMCO promotes fair business practices by developing over 300 standardized contracts and clauses used various areas of the shipping industry. It also provides training, market intelligence, sustainability guidelines for decarbonization, and advocacy at forums like the IMO to ensure efficient, compliant global trade.

BIMCO offers specialized maritime training programs focused on shipping contracts, maritime law, chartering, laytime, demurrage, and operational risk management. These include online eLearning courses like the refreshed BIMCO eLearning Diploma (BeDP), specialized masterclasses (e.g., Tanker Charter Party, Sale & Purchase), and in-person advanced training weeks for senior officials.

Role in Ship Recycling:

BIMCO is playing a central role in standardizing the global ship recycling industry. It primarily focuses on ensuring that end-of-life vessels are dismantled in a way that is safe for workers and the environment. The following are the key initiatives of BIMCO:

- Ship Recycling Alliance:** Launched in November 2024, this alliance coordinates the voices of shipowners, recycling yards, and cash buyers to facilitate the global implementation of the HKC, which enters into force in **June 2025**. **Ship Recycling Industries Association of India (SRIA)** is a founding member of the **BIMCO Ship Recycling Alliance**.



ii. **Worker Safety Initiatives:** BIMCO collaborates with the International Labour Organization (ILO) on schemes like the **Employment Injury Scheme** to protect worker rights in South Asian recycling yards.

iii. **Standardized Contracts (RECYCLECON):** BIMCO developed **RECYCLECON**, a standard contract for the sale of ships for green recycling. It incorporates key requirements of the **Hong Kong Convention (HKC)**, such as the Inventory of Hazardous Materials (IHM) and a Ship Recycling Plan, ensuring legal clarity and accountability between buyers and sellers. It is best for owners who want to ensure a vessel is recycled in a facility that follows strict safety and environmental standards.

How India Can Leverage BIMCO

India already handles approximately **30–35% of the global recycling volume**, primarily at the Alang-Sosiya yards in Gujarat. It can leverage BIMCO in the following ways to further promote its industry:

1. Global Certification & Market Access:

- Around **115 of India's 130 yards** are already HKC-compliant. By working through the BIMCO Ship Recycling Alliance, India can lobby for these yards to be officially recognized on **EU-approved lists**, attracting high-value vessels from European shipowners.

2. Monetizing "Green Steel" & Carbon Credits:

- With an estimated **1.25 million tonnes** of steel recycled annually in India, yards could generate substantial **carbon credits** per year. At market prices between \$10 and \$50 per credit.
- India can leverage BIMCO's global platform to standardize the quantification of these emission reductions, allowing Indian yards to earn and trade carbon credits which may further improve the viability of the Ship recycling industry. BIMCO's RECYCLECON contract provides the legal framework for "green" sales. BIMCO can integrate carbon reporting requirements into these contracts, ensuring shipowners and recyclers have a transparent, verifiable record of savings.

3. Financial Incentives:

- India's **shipbreaking credit note scheme** for recycling has been praised by BIMCO's leadership. Partnering with BIMCO to integrate this into standard contracts such as RECYCLECON could incentivize global shipowners to choose Indian yards specifically for "recycling" credits. A subcommittee is currently updating the RECYCLECON 2012 form. The new version will align perfectly with the mandatory HKC regulations, specifically regarding the **Ready for Recycling Certificate**.



4. Capacity Expansion (Maritime India Vision 2030):

- India aims to double its recycling capacity to **9 million LDT**. Using BIMCO's market analysis (which projects 16,000 ships needing recycling by 2035) can help India justify and secure foreign direct investment (FDI)/ partnerships with global shipping companies for development of new plots and investment in new methods of ship recycling including through dry docking policy of Gujarat Maritime Board.

India's Regulatory Framework

India has already aligned its domestic laws with international standards to prepare for this growth:

- **Recycling of Ships Act, 2019:** Sets global standards for environmental safety and worker health. Government of India has developed a strong regulatory framework for regulating the sector by enacting The Recycling of Ships Act, 2019 and enforcing The Ship Recycling Regulations, 2026. This regulatory framework provides a stable and conducive environment for ship recycling activities.
- **National Authority:** The Directorate General of Shipping was designated as the national authority for ship recycling.
- **Hong Kong Convention Compliance:** Government of India is supporting Indian ship recycling in obtaining Hong Kong Convention certification to recycle vessels in a safe and environmentally friendly manner. 115 yards in India are presently HKC compliant.

EUSRR certification: Government of India is supporting Indian ship recycling yards for inclusion in EU approved list. More than 30 recycling yards at Alang have applied for inclusion in the European Union's approved list under the EU Ship Recycling Regulation. EU commission had completed audits of 3 yards.



Photos







Social Media Outreach

MoPSW



Caption: At the sidelines of Singapore Maritime Week, the Indian delegation engaged with BIMCO to advance dialogue on sustainable ship recycling and global regulatory frameworks.

Discussions highlighted India's progress at Alang, growing compliance with international conventions, and the need for continued collaboration on awareness, communication, and technical engagement to drive environmentally responsible ship recycling forward.

DG Shipping



Caption: On 21 April 2026, the Indian delegation held a meeting with the Baltic and International Maritime Council (BIMCO), represented by Mr. David Loosley, Secretary General and CEO, and Mr. Ashok Srinivasan, Regional Manager and Technical Advisor. BIMCO shared an overview of its global role representing a significant share of world shipping tonnage and provided perspectives on ship recycling trends, including the expected rise in recycling activity over the next decade and associated regulatory considerations.

Discussions focused on environmentally responsible ship recycling and the international regulatory framework. Shri Vijay Kumar, IAS, Secretary, Ministry of Ports, Shipping and Waterways



(India), highlighted progress at Alang, India's compliance with international conventions, and ongoing engagement with shipowners and recycling yards. BIMCO appreciated India's progress towards Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships compliance and emphasised the importance of continued dialogue and collaboration in awareness, communication, and technical engagement for sustainable ship recycling.

6.1.6. Meeting 6: Meeting with Wärtsilä

Date	22 nd April 2026
Time	9:30 to 9:50
Venue	India Pavilion, SMW Expo Area
Agenda	<ol style="list-style-type: none"> 1. Shipping and Shipbuilding industry outlook, key initiatives, and current development status in India 2. Transition to zero emission in shipping, new technologies, Wartsila Marine roadmap for alternative fuels 3. Wartsila growing activities in India
IMO Delegation	<ol style="list-style-type: none"> 1. Stefan Nysjo - Vice President, Power Supply (responsible for global R&D, engineering, engine/ fuel gas systems manufacturing) 2. Jonny Nylund - Director, Middle East & Asia, Marine Sales (Responsible for Marine sales in entire Asia region) 3. Sanjay Varma- Head, India Operations
Indian Delegation	<ol style="list-style-type: none"> 1. Vijay Kumar, Secretary, MoPSW 2. Venkatesapathy S., Joint Secretary, MoPSW 3. Sushil Mansing Khopde, ADG, Directorate General of Shipping 4. Tom Davis, CSL

Minutes of Meeting

Opening and Introductions



- Joint Secretary briefed the participants on the current status and outlook of shipbuilding activities in India.
- Members of the Indian delegation introduced themselves and outlined their respective roles.
- Wärtsilä Marine provided an introduction to the company, stating that it is a listed global company with strong emphasis on research and development, which constitutes its largest area of investment.
- Wärtsilä Marine informed that it operates internationally with a workforce of approximately 80,000 employees worldwide and has been active in India's maritime and energy sectors for several decades.

Brief by Wärtsilä Marine Representatives

- Mr. Jonny Nylund, Director, Middle East & Asia, Marine Sales, stated that Wärtsilä is a 200-year-old company and that he has personally been associated with India for a long duration.
- Mr. Sanjay Verma, Marine Engineer by profession with prior experience at Shipping Corporation of India and classification societies, stated that he currently heads Wärtsilä's India operations.
- Wärtsilä highlighted its longstanding footprint in India, including:
 - Supply of equipment for tugs
 - Collaboration with Cochin Shipyard Limited (CSL)
 - Propulsion systems for the latest aircraft carrier
 - Ongoing engagement with the Indian Navy
 - Presence across complete freight solutions and fuels

India's Vision on Shipbuilding and Manufacturing

- Secretary (PSW) stated that the Government of India is deeply interested in Wärtsilä Marine's capabilities and ongoing work.
- It was highlighted that India is embarking on an ambitious shipbuilding programme, aiming to be among the top five shipbuilding nations, supported by detailed planning and policy interventions.
- Key initiatives mentioned included:
 - Shipbuilding Assistance Scheme
 - Expansion of ship recycling activities in India
 - Establishment of shipbuilding clusters, with two clusters already approved
 - Reservation of space within clusters for OEM manufacturing
- Secretary (PSW) sought Wärtsilä Marine's plans for manufacturing in India and enquired how Government support could enable localization across the entire value chain.



- It was stated that India is addressing both supply-side and demand-side constraints, including structured aggregation of demand.
- Secretary (PSW) informed that Wärtsilä of the proposed Bharat Shipping Container Line
- Moreover, demand aggregation has been done and the public sector alone is expected to generate demand for over 500 ships, representing only public sector demand.
- Preference will be accorded to Build-in-India for future ship procurement.

Manufacturing Perspective from Wärtsilä Marine

- Mr. Sanjay Verma stated that Wärtsilä Marine already has an operational presence in India and that demand visibility is the single most important determinant for expanding manufacturing.
- Wärtsilä Marine has established manufacturing capabilities for thrusters and water jets in response to Indian Navy requirements.
- It was clarified that naval engines differ significantly from commercial engines, being lightweight, fast and MTU-based.
- Wärtsilä Marine has also begun work on shaftline systems in India.
- Mr. Stefan Nysjö, Vice President, Power Supply, stated that Wärtsilä historically assembled engines in India for the energy sector, but emphasized that sustained and sizable demand volumes are critical for setting up competitive and sustainable manufacturing facilities.
- India was described as an important and attractive market, and Wärtsilä Marine conveyed strong appreciation for India's shipbuilding ambitions.
- Wärtsilä Marine stated that it is on this journey with India, and that localization would become viable once demand reaches a critical tipping point.
- Mr. Jonny Nylund emphasized that shipbuilding involves 2,000–3,000 components, and without a strong local supply chain, logistics and costs become complex.
- Secretary (PSW) invited Wärtsilä Marine to share specific inputs regarding what would be required to scale local manufacturing.
- Mr. Stefan Nysjö stated that shipbuilding clusters would initially need to rely on imported components, as establishing a fully localized ecosystem from inception is highly capital-intensive.
- Wärtsilä Marine suggested a phased manufacturing approach, wherein:
 - Initial production is based on imported inputs
 - Demand and volumes gradually build up
 - Progressive localization takes place after the tipping point
- Wärtsilä Marine stated that this approach is realistic and transparent.

Demand Aggregation and Anchor Shipyards



- Joint Secretary stated that India is working towards identifying anchor shipyards which will provide predictable baseline demand.
- Standard vessel designs are being planned, and anchor shipyards will bring assured order volumes.
- It was noted that global engine manufacturers are currently booked until 2028–29, and this phase provides an opportunity for India to scale manufacturing.
- Joint Secretary proposed facilitating structured interactions between Wärtsilä Marine and anchor shipyards.
- Wärtsilä Marine welcomed the proposal and described it as a strong basis for building a business case.
- Mr. Sanjay Verma clarified that Wärtsilä Marine focuses on four-stroke medium-speed engines, and actual assessable demand within this category needs to be carefully evaluated.

Manufacturing Footprint and Global Supply Chain

- Secretary (PSW) enquired about Wärtsilä Marine’s global manufacturing locations.
- Mr. Stefan Nysjö informed that engine manufacturing facilities are located in:
 - Finland (one facility)
 - China (two facilities, co-owned with China State Shipbuilding Corporation)
- Other major components are sourced from Japan, the United Kingdom, Spain and Sweden.
- Secretary (PSW) suggested that discussions be conducted shipyard-by-shipyard, instead of collectively, for practical progress.
- Mr. Jonny Nylund emphasized that building demand and supply chains requires time and long-term visibility.

Flagging, Policy Stability and Ancillary Development

- Secretary (PSW) assured that India provides policy stability and that shipbuilding-related schemes are intended to be long-term.
- Demand aggregation mechanisms and expansion of India’s flag fleet were highlighted.
- Mr. Jonny Nylund enquired about incentives for Indian flagging.
- Secretary (PSW) informed that taxation and regulatory issues are being progressively resolved and cited developments such as CMA CGM flagging six vessels in India and progress at GIFT City.
- It was acknowledged that while progress has been made, the pace can improve.
- Mr. Sanjay Verma highlighted challenges in developing ancillaries locally, particularly in areas such as castings and quality control.
- Secretary (PSW) informed that a Joint Working Group for local component manufacturing has been constituted, with CSL participating actively.

Skills, Collaboration and Way Forward



- Mr. Jonny Nylund stated that Wärtsilä Marine aims to be a front-runner and possesses significant technical competence supported by strong local teams in India.
- Secretary (PSW) agreed that shipbuilding development depends not only on hardware but also on skills, training and ecosystem development.
- Secretary (PSW) requested the Joint Secretary to include Wärtsilä Marine as a member of the Joint Working Group.
- Wärtsilä Marine nominated Mr. Sachin Kulkarni as the point of contact for further coordination.

Conclusion

- Secretary (PSW) thanked Wärtsilä Marine for a candid and constructive discussion.
- Both sides agreed to continue structured engagement to translate demand aggregation and cluster-based planning into tangible manufacturing outcomes.
- The meeting concluded with mutual vote of thanks.

Key Action Points for India

- Inclusion of **Wärtsilä Marine** as a member in the Joint Working Group on shipbuilding and component manufacturing ecosystems. **Responsible: MoPSW**
- Facilitation of structured discussions between **Wärtsilä Marine and anchor shipyards** to create demand visibility for engines and propulsion systems. **Responsible: MoPSW**
- Identification and aggregation of addressable demand for four-stroke medium-speed engines, aligned with Wärtsilä's manufacturing scope. **Responsible: MoPSW**

6.1.7. Meeting 7: Meeting with PSA

Date	24 th April 2026
Time	15:30 to 16:00
Venue	MPA, 460 Alexandra Road, PSA Building #19-00, Singapore
Agenda	<ul style="list-style-type: none"> • Understanding port digitalisation, smart ports, and real-time command-and-control systems. • Insights to support a future-ready, technology-driven maritime administration in India.
Indian Delegation	Aniruddha Chaki, Deputy Chief Surveyor, Directorate General of Shipping, India



	Dr Sudhir Kohakade, DDG Admin, Directorate General of Shipping
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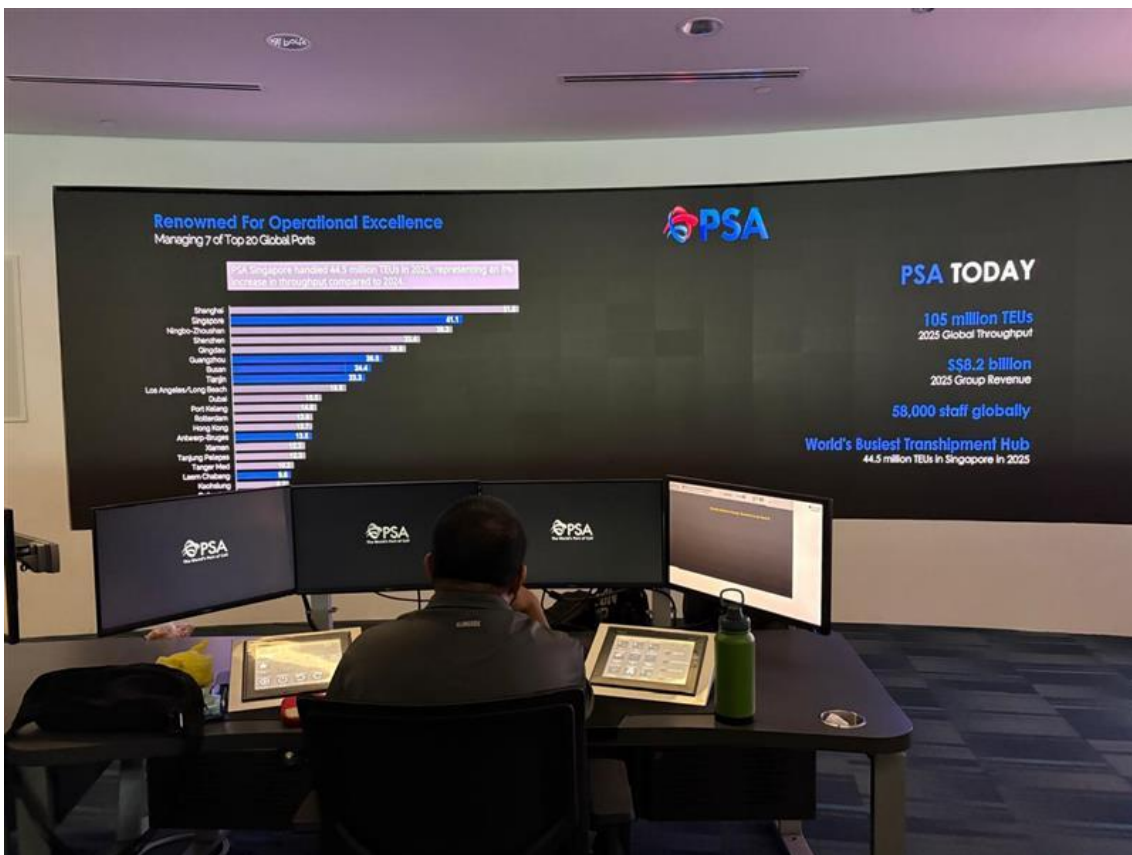
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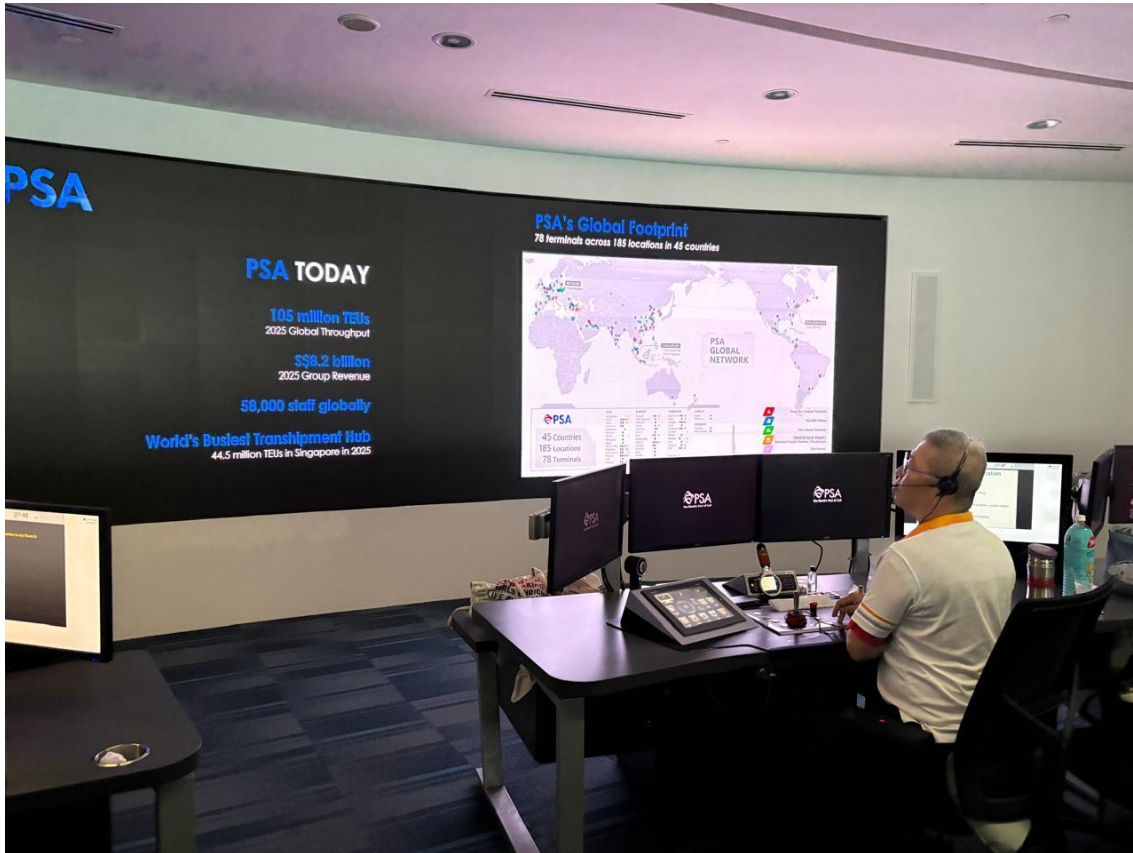
- On 24 April 2026, on the sidelines of Singapore Maritime Week (SMW) 2026, a DGS delegation visited the PSA International Command and Control Centre, Singapore.
- The Indian delegation comprised Shri Aniruddha Chaki, Deputy Chief Surveyor, and Dr. Sudhir Kohakade, Deputy Director General (Administration), DGS.
- The visit was undertaken in support of DGS's evolving mandate towards integrated maritime administration.
- PSA briefed the delegation on its centralised Command and Control Centre, which oversees end-to-end terminal operations across multiple berths through a unified digital platform.
- The Command and Control Centre enables real-time monitoring, predictive analytics, and remote control of terminal and yard equipment across PSA's automated terminals.
- The delegation was informed about highly automated berth operations, including advanced container handling processes at terminals such as Berths 5 and 6, supported by electric automated yard cranes and smart quay systems.
- PSA highlighted the use of data interoperability and event-driven architectures to integrate vessel calls, yard planning, and logistics workflows.
- The interaction covered smart port ecosystem design, including integration with shipping lines, logistics operators, and government agencies through digital platforms.
- Emphasis was placed on real-time decision-making, operational resilience, and crisis response management enabled by the Command and Control Centre.
- PSA explained how remote operations capabilities allow safer, more efficient port functioning with reduced human exposure and higher productivity.
- The delegation noted PSA's approach to scalability, particularly in the context of large, multi-terminal port environments such as Singapore and Tuas Port.
- The visit provided valuable insights into future-ready digital port governance models relevant for large maritime administrations.
- The learnings were noted for their relevance in enhancing maritime domain awareness and regulatory coordination in India.
- The interaction supported DGS's vision of building a technology-driven, data-enabled maritime administration framework aligned with global best practices.



Visit Photos















Social Media Posts



Caption: On 24 April 2026, on the sidelines of Singapore Maritime Week (SMW) 2026, the Directorate General of Shipping delegation comprising Shri Aniruddha Chaki, Deputy Chief Surveyor, and Dr. Sudhir Kohakade, Deputy Director General (Administration), visited the Command and Control Centre of PSA International in Singapore.

The visit was undertaken as part of ongoing efforts to strengthen DGS's evolving mandate towards integrated maritime administration. The delegation engaged with PSA to understand global best practices in port digitalisation, smart port ecosystems, and integrated logistics, with a focus on command and control architectures, data interoperability, and real-time decision-making systems.

The interaction provided valuable insights into the development of advanced digital platforms and remote operations capabilities, supporting DGS's vision to enhance maritime domain awareness and build a future-ready, technology-driven maritime administration framework in India.



6.1.8. Meeting 8: Meeting with MPA Singapore

Date	20 th April 2026
Time	15:30 to 16:00
Venue	MPA, 460 Alexandra Road, PSA Building #19-00, Singapore
Agenda	<ul style="list-style-type: none"> • Discussion on operational and cooperation matter • Cooperation on PSC & FSI • Bilateral Coordination
MPA Singapore	CHEAH Aun Aun, Director (Shipping)/Director (Marine) of Shipping Division, MPA
Indian Delegation	Aniruddha Chaki, Deputy Chief Surveyor, Directorate General of Shipping, India

Minutes of Meeting

Opening and Welcome

The meeting commenced with a welcome by both sides, reaffirming the long-standing maritime relationship between India and Singapore and the shared objective of strengthening cooperation between the two administrations.

Briefings by Both Administrations

- Directorate General of Shipping (DGS) briefed MPA on India's initiatives and developments in:
 - Shipbuilding in India
 - Ship recycling ecosystem and compliance with international conventions
- MPA expressed interest in strengthening engagement with multiple port and flag States and emphasized the importance of structured collaboration.

Bilateral Cooperation and Engagement

- MPA expressed willingness to align more closely with DGS to improve coordination and make tangible progress on shared maritime objectives.
- DGS proposed that detention-related issues be addressed bilaterally to enable faster resolution and avoid escalations.



- Both sides agreed on the need for regular communication to address operational and regulatory concerns in a timely manner.

Port State Control (PSC) and Flag State Coordination

- MPA requested that in cases where PSC deficiencies are identified involving Singapore-flagged ships, DGS should formally inform MPA as the Flag State to enable prompt corrective action.
- DGS reiterated that enhanced communication would help reduce unnecessary detentions, especially where deficiencies can be rectified through dialogue.

Crisis Management and Operational Coordination

- Both sides agreed on the need to work together on managing maritime crises effectively, including through information-sharing and coordination.
- DGS briefed MPA on the Indian maritime response to the West Asia crisis, including measures undertaken to ensure safety of shipping and seafarers.
- It was mutually agreed that even where systems or processes do not function optimally, direct communication would be maintained to mitigate impacts on shipping.

Environmental Protection and Bunkering Operations

- MPA emphasized that marine pollution prevention, especially during bunkering operations, is treated with utmost seriousness in Singapore.
- MPA requested DGS to convey to ship operators and Masters that any bunkering-related spill would attract strict enforcement action, including personal liability of the Master.

International and Regional Cooperation

- DGS invited MPA to consider joining the Indian Ocean Memorandum of Understanding (IOMoU), similar to Australia.
- MPA responded that given its extensive engagement and workload under the Tokyo MoU, it is currently not considering additional commitments.

Appreciation and Acknowledgements

- DGS appreciated MPA's efforts on DOC clean-up initiatives, acknowledging Singapore's proactive approach to compliance and enforcement.
- Both sides reiterated the importance of greater coordination, collaboration, and continuous dialogue.

Future Engagements and Visits



- DGS invited MPA to visit India, including the Directorate General of Shipping and engagement with Indian maritime industry stakeholders.
- It was proposed that this visit be planned around August, with further coordination to finalize dates and agenda.
- DGS suggested identifying specific cooperation subjects where both administrations could work together more closely.
- A separate meeting was scheduled between Mr. Cheah (MPA) and Mr. K.M. Rao, Chief Surveyor of India, to discuss technical and operational matters.

Conclusion

- The meeting concluded with a vote of thanks

Meeting Photos





Social Media Posts

The graphic features the logo of the Ministry of Ports, Shipping and Waterways at the top left and the Singapore Maritime Week 75th Anniversary logo at the top right. The main text reads: **DGS ENGAGES WITH MPA SINGAPORE** on Shipbuilding, Ship Recycling, and Regulatory Cooperation at Singapore Maritime Week 2026. Below the text is a photograph of the two men from the previous image, with one man presenting a framed certificate to the other. The bottom of the graphic includes the Singapore Maritime Week logo and a row of social media icons for LinkedIn, Instagram, Facebook, YouTube, and Twitter, each followed by the text 'Directorate General of Shipping, India'.





Caption: A meeting was held between Shri Aniruddha Chaki, Deputy Chief Surveyor (International Cooperation), Directorate General of Shipping, and Mr. Cheah Aun Aun, Director (Shipping)/Director (Marine), Shipping Division, Maritime and Port Authority of Singapore, on the sidelines of Singapore Maritime Week 2026.

The discussions focused on key areas of mutual interest, including shipbuilding in India and compliance in ship recycling. Both sides also deliberated on strengthening mechanisms to address detention-related cases through bilateral engagement and enhancing regulatory alignment.

The Directorate General of Shipping and Maritime and Port Authority of Singapore (MPA) reaffirmed the importance of closer coordination, sustained dialogue, and institutional collaboration. Shri Aniruddha Chaki extended an invitation to Mr. Cheah to visit India and engage further with the Directorate and industry stakeholders to deepen maritime cooperation.

6.1.9. Meeting 9: Meeting with Rapid Offshore Marine

Date	23 rd April 2026
Time	10:30 to 11:00
Venue	India Pavilion, SMW Expo Area
Agenda	<ol style="list-style-type: none"> Shipping and Shipbuilding industry outlook, key initiatives, and current development status in India Introduction to Rapid Offshore & Marine and its capabilities Exploring opportunities for Rapid Offshore & Marine to expand operations and support India's shipbuilding ecosystem
Rapid Offshore & Marine Delegation	<ol style="list-style-type: none"> Marcus Cheong- Chief Operations Officer Lisa Yong - Business Development Director
Indian Delegation	<ol style="list-style-type: none"> Aniruddha Chaki, Deputy Chief Surveyor, Directorate General of Shipping, India Representative DNV

Minutes of Meeting

Opening and Introductions

- The Indian delegation welcomed the representatives of Rapid Offshore & Marine at the India Pavilion during Singapore Maritime Week 2026.
- Rapid Offshore & Marine introduced itself as a Singapore-based company specializing in HVAC (Heating, Ventilation and Air Conditioning), refrigeration, and integrated climate control solutions for marine and offshore vessels.



- The company stated that it provides end-to-end services including engineering design, equipment supply, project management, installation, and commissioning for a wide range of vessels, including FPSOs, offshore platforms, and commercial ships.
- Rapid Offshore & Marine informed that it is a resident contractor at major shipyards in Singapore and has extensive experience in both new-build and refurbishment projects spanning over 30 years.

Company Overview and Capabilities

- Rapid Offshore & Marine stated that its core competency lies in the full project lifecycle – from initial survey and engineering design through to equipment fabrication, installation, and testing.
- The company highlighted that engineering is the most critical phase of its work, as it forms the foundation for all subsequent activities, including refurbishment and repair of older vessels and platforms where original documentation may be unavailable.
- It was informed that the company maintains a dedicated engineering team in India, currently handling design and engineering work for major clients.
- The company's client list includes major offshore operators, with current projects involving FPSO conversions at yards in China (COSCO Shanghai and COSCO Dalian), supplying equipment and engineering for clients such as Modec.
- Rapid Offshore & Marine also provides E-house HVAC systems and has been vetted as an HVAC vendor by major operators including Technip Energies.

India's Shipbuilding Vision and Government Schemes

- The Indian delegation briefed Rapid Offshore & Marine on India's ambition to become a top-five shipbuilding nation by 2047, supported by strong policy direction from the highest levels of government.
- Key government initiatives were outlined, including:
 - 4-pillar scheme worth outlay of USD 8 billion for shipbuilding development
 - A USD 2 billion Shipbuilding Financial Assistance Scheme providing direct financial assistance of 15–25% to shipyards for each vessel manufactured
 - Domestic content requirement of at least 30%, with full subsidy available at 40% local content, to incentivize development of the ancillary industry
- It was highlighted that the current practice of importing most components and assembling in India is expected to shift, as the domestic content requirements will create natural demand for locally based engineering services and equipment manufacturing.

Greenfield Shipyard Projects and Equipment Manufacturing Incentives

- The Indian delegation informed that five greenfield shipyard projects are envisaged across India, each with approximately 2,000 acres of land and over two kilometres of waterfront:
 - Tuticorin District, Tamil Nadu (East Coast)
 - Dugarajapatnam, Andhra Pradesh
 - Kendrapara, Near Paradip Port, Odisha
 - Near Mumbai Port, Maharashtra (West Coast)



- Near Deendayal Port (Kandla), Gujarat
- Within each greenfield shipyard, approximately 1,000 acres have been earmarked specifically for equipment manufacturers, offering free land, common maritime infrastructure at nominal rates, and class registration support.
- A new scheme of approximately USD 2 billion for equipment manufacturers is under development and expected to be rolled out within next year. This scheme will provide capital subsidies (partial CAPEX funding by the government), free or subsidized land, and class registrations to incentivize establishment of manufacturing facilities in India.

Existing Shipbuilding Infrastructure in India

- The Indian delegation highlighted the existing shipbuilding ecosystem in Mumbai, centered around Mazagon Dock Shipbuilders Limited (MDL), which is currently building warships, submarines, merchant ships, and offshore vessels.
- MDL's subsidiary yards, including Goa Shipyard Limited and GRSE in Kolkata, were noted, with original designs originating from MDL and replicated across yards.
- Other shipbuilding hubs on the West Coast, including Cochin Shipyard Limited (which built India's aircraft carrier), and the broader ecosystem around Nhava Sheva Port and other Mumbai-area ports were highlighted.

Rapid Offshore & Marine's Interest in India

- Rapid Offshore & Marine acknowledged India's shipbuilding ambitions and expressed strong interest in being part of India's growth trajectory.
- The company noted that Chinese shipyards are currently operating at full capacity, with no additional projects being accepted, and indicated that this presents a significant opportunity for India if it can scale up quickly.
- Rapid Offshore & Marine stated that it already employs Indian engineers and technicians both in Singapore and at project sites globally, including in Dubai and other locations, and has historically engaged Indian workers to support overseas projects.
- The company expressed willingness to expand its India-based engineering team and stated that support from the Indian side would be valuable in this regard.
- It was discussed that major clients of Rapid Offshore & Marine, such as Modec, have already relocated significant engineering teams to India (Bangalore), with plans to expand from 500 to 800 personnel, indicating a broader industry trend.

Way Forward and Closing

- The Indian delegation invited Rapid Offshore & Marine to visit India and engage further with shipyards and the shipbuilding policy team and Contact details were exchanged.
- Rapid Offshore & Marine agreed to share its company brochure and catalogue for further evaluation of areas of collaboration.
- Both sides expressed interest in continuing dialogue, particularly regarding establishment of HVAC and climate control manufacturing or engineering services in India to support the shipbuilding Programme.



- The meeting concluded with mutual exchange of courtesies and a commitment to follow up through designated points of contact.

Key Action Points for India

- Facilitation of a follow-up interaction between Rapid Offshore & Marine and DG shipping **Responsible: DG Shipping**
- Exploration of opportunities for Rapid Offshore & Marine to expand its India-based engineering team and potentially establish HVAC manufacturing or assembly operations in India, aligned with domestic content requirements.
Responsible: MoPSW and Rapid Offshore & Marine

Meeting Pictures





6.1.10. Meeting 10: Meeting with Enterprise Singapore

Date	23 rd April 2026
Time	15:00 to 16:30
Venue	India Pavilion, SMW Expo Area
Agenda	Understanding MoPSW's maritime/shipbuilding priorities, and to explore how our Singapore companies could be part of future developments in the shipbuilding clusters, such as through collaborations with Indian shipyards or other partners.
Enterprise Singapore Delegation	<ol style="list-style-type: none"> 1. Audrey Tan, Director, South Asia 2. Foo An Gie, Deputy Director, South Asia 3. Michelle Heng, Senior Development Partner, South Asia



	4. Mr. Francis Ching, Senior Director (Industry), MTI
Indian Delegation	<p>1. Venkatesapathy S., Joint Secretary, MoPSW</p> <p>2. Mrithinjai Srikanthan, First Secretary (Commerce), High Commission of India</p> <p>3. Aniruddha Chaki, Deputy Chief Surveyor, Directorate General of Shipping, India</p> <p>4. Tom Davis Naduvilapurake, AGM, Cochin Shipyard Limited</p> <p>5. Paras Parekh, Advisor, Ministry of Ports, Shipping and Waterways, India</p>

Minutes of Meeting

Opening and Context

The meeting commenced with a short walkthrough of the India Pavillion.

Post the welcome formalities, introductions were exchanged and Enterprise Singapore gave a brief introduction of their organization.

The Indian side presented the PPT prepared for the meeting, which is attached at Annexure 3.

Post this, there was a discussion on outreach initiatives, including proposals for one-to-one engagement with foreign embassies to promote collaboration.

The Singapore side reiterated its familiarity with the Indian maritime and logistics ecosystem, noting longstanding engagement, particularly with Andhra Pradesh, where several Singapore-based companies have existing relationships.

Discussion on Maritime and Shipping Initiatives

The Singaporean side sought clarity on the deployment of the Maritime Development Fund (MDF), including whether major shipping lines such as Maersk are participating and deploying the fund.

Specific queries were raised on:

- The timeline covering 437 identified vessels
- Identification and categorization of infrastructure vessels

The Indian side explained the structure of the MDF in greater detail as well as gave clarifications on the doubts above.

It was noted that two MoUs have been signed between CSL and Seatrium, particularly relating to offshore vessels.



For shipbuilding, it was mentioned that earlier plans included rig construction, as well as engagements in design and construction.

The Singaporean side expressed interest in understanding potential collaboration frameworks with Cochin Shipyard Limited (CSL).

Enterprise Singapore Perspective and discussion on Singapore Collaboration

- Foo (ESG) noted that Enterprise Singapore and Singapore's broader ecosystem are familiar with India's industrial landscape, particularly through engagement with states such as Andhra Pradesh.
- It was observed that while India–Singapore cooperation spans multiple pillars (connectivity, advanced manufacturing, health, education, skilling), maritime and shipbuilding is a relatively nascent area of engagement that has gained momentum since the India Pavilion at SMW 2025.
- Foo noted the existing presence of Singaporean players like PSA in India and expressed interest in exploring how connectivity and shipbuilding collaboration could be deepened, including leveraging existing MoUs with Indian shipyards.
- Joint Secretary welcomed the engagement and stated that India has formulated its policies based on secondary study of shipbuilding ecosystems in Singapore, Hamburg, and other countries, followed by first-hand visits. He invited Singapore to bring forward specific proposals for collaboration, noting that India has opened several avenues and would benefit from Singapore's practical inputs.

Arrival of Director Ching and introduction - MTI

- Director Ching, Senior Director at the Ministry of Trade and Industry (MTI), Singapore, joined the ongoing discussion. Foo (ESG) introduced him to the Indian delegation.
- Indian delegation welcomed Director Ching and exchanged courtesies. Joint Secretary outlined the institutional framework for shipbuilding policy implementation
- Director Ching introduced himself as Senior Director at MTI, in the role since 2010, with extensive engagement with India including work with the State of Andhra Pradesh (2014–2019). He noted that six ministers from Andhra Pradesh were currently in Singapore for parallel discussions.
- Mr. Ching shared extensive personal familiarity with India, having visited Gujarat, Patan, Machilipatnam, Visakhapatnam (VZG), Cochin Shipyard, and VOCPA.
- Director Ching stated that the specific topic for discussion was how to scale the electronic documentation framework (TradeTrust), building on what was successfully piloted between India and Singapore in 2023.

Digital Trade and Documentation – TradeTrust



- Mr. Francis introduced the TradeTrust framework. He stated that he has been engaged with India since 2010, including extensive work with the State of Andhra Pradesh.
- Dr. Francis explained that TradeTrust is not a commercial platform or a proprietary business; it is an open-source set of protocols that enables electronic exchange of trade documents (including the Bill of Lading) between parties in a transaction – buyers, sellers, banks, and carriers – without requiring all parties to subscribe to a single platform.
- Key advantages of TradeTrust were outlined:
 - Elimination of paper-based Bills of Lading, reducing fraud, misdirection, and loss of documents
 - Faster release of working capital by banks through electronic verification and authentication
 - Interoperability – all parties can continue using their own legacy systems with TradeTrust integrated as a plug-in module
 - Neutral and government-backed digital public good, with source code available for inspection

2023 Pilot and Current Status

- Dr. Francis informed that in 2023, a successful pilot transaction was conducted between India and Singapore using the TradeTrust framework. The pilot involved a Singapore-based trader, a supplier in Miami (USA), ICICI Bank (India), Jintao (buyer), and a shipping company – all transacting in a fully electronic format.
- Post-pilot progress was noted:
 - ICICI Bank has integrated the TradeTrust module into its banking practice system and is keen to scale further
 - PBS (Singapore) continues to actively seek customers for electronic documentation
 - Indian companies have developed TradeTrust-based platforms and are offering e-documentation services
- However, progress has stalled with shipping lines (carriers), which prefer their own proprietary systems. It was noted that despite 20 years of existing electronic Bill of Lading solutions (e.g., WaveBL, Bolero), only 5% of Bills of Lading are currently electronic, due to the “digital island” problem where all parties must subscribe to a single platform.
- TradeTrust addresses this limitation by enabling interoperability – any party on any platform with the TradeTrust module can perform title transfers.



Indian Side – Discussion on Integration with India’s Maritime Single Window

- The Joint Secretary briefed the Singaporean delegation on India’s Maritime Single Window (MSW) and Maitri system, which is AI-enabled and already integrates shippers, insurers, shipping lines, cargo owners, NVOCCs, port authorities, terminal operators, customs, and banks.
- It was stated that the MSW already enables message exchange with two international ports and their customs systems, and highlighted need to understand incremental value provide by TradeTrust would over the existing system.

It was further discussed that:

- The Maritime Single Window enables users to log into a single system
- TradeTrust, by contrast, allows data exchange between existing software systems without requiring a common portal, making the approaches complementary
- Indian initiatives such as MarITime AI tools, title ownership records, and automated translation were highlighted.
- It was noted that the current system does not yet fully enable digital title transfers, which remains a gap.
- India has implemented a “One Nation, One Documentation” approach, mandating that authorities only seek essential documents, resulting in a reduction of documentation requirements by approximately 33%.
- It was noted that India recently passed updated legislation with an enabling provision for electronic documentation, but the specific recognition of the electronic Bill of Lading is not explicitly provided in the new Act. The provision exists to issue directions through DGMA.

Regulatory and Adoption Challenges

The Singapore side noted that while traders tend to prefer paper, regulators remain cautious.

Issues such as Certificates of Origin and Indian certificates still requiring physical stamps were identified as bottlenecks.

It was suggested that specific, concrete case studies highlighting where digital processes are being hindered be presented to a High-Level Committee (HLC).

The Singapore side stated that once clarity emerges at the policy level, directions can be issued and enforced uniformly.

MTI noted that similar systems exist in Singapore under MPA’s Single Maritime Window, and that TradeTrust should be seen as an enhancement layer rather than a competing platform.



Way Forward

- Secretary (PSW) agreed to facilitate a technical-level virtual meeting between the TradeTrust team and India's MSW/Maitri technical team to identify specific integration points and prepare a case study.
- It was agreed that the case study would document the problem (paper-based Bills of Lading causing delays, fraud risks, and inefficiencies), the proposed solution (TradeTrust as a plug-in to the MSW), and the expected benefits.
- Secretary (PSW) committed to raising the matter before the High-Level Committee (HLC) with a recommendation to enable electronic Bills of Lading through DGMA notification, supported by the case study.
- A phased implementation approach was discussed, starting with specific cargo types and routes to establish regularity and volume before broader rollout.
- Both sides expressed strong willingness to continue collaboration, with Secretary (PSW) stating: "Let's plan for the best and execute as well."

It was noted that India's MSW already covers 54 ports beyond major ports, providing a strong base for scaling digital solutions.

Enterprise Singapore indicated readiness to continue engagement and collaborate on phased implementation.

Next Steps and Conclusion

The Enterprise Singapore team informed that they would be in Delhi the following week and would seek a follow-up engagement.

Both sides agreed on the importance of moving from pilots to scalable solutions, while respecting existing systems and business preferences.

The meeting concluded with mutual appreciation and agreement to pursue coordinated technical and policy-level discussions to advance digital trade facilitation.

Background Note

Enterprise Singapore (EnterpriseSG) is a statutory board under the Ministry of Trade and Industry (MTI), Government of Singapore. It was established on 1 April 2018 through the merger of International Enterprise Singapore (IE Singapore) and SPRING Singapore, with the objective of providing integrated support to enterprises across their full growth lifecycle.

Enterprise Singapore has a broad mandate covering enterprise development, internationalisation, standards, and accreditation, and plays a central role in strengthening Singapore's enterprise ecosystem and external economic engagement.



Genesis and Institutional Structure

The merger that led to the creation of Enterprise Singapore combined complementary functions previously housed in two agencies:

- SPRING Singapore, which focused on enterprise development for local businesses, as well as standards and accreditation.
- International Enterprise Singapore (IE Singapore), which was responsible for trade promotion and supporting the international expansion of Singapore-based companies.

The consolidation aimed to streamline enterprise support, reduce duplication, and provide a single agency to support businesses from startup to globalisation. The legislative framework for Enterprise Singapore was approved by the Singapore Parliament in February 2018.

Enterprise Singapore is headquartered in Bugis Junction Towers, Singapore, and has a workforce of over 1,400 employees. It operates under the strategic direction of the Ministry of Trade and Industry.

Core Functions and Responsibilities

1. Quality, Standards and Accreditation

Enterprise Singapore is responsible for developing and implementing national standards to support industry competitiveness and regulatory effectiveness.

- It administers the Singapore Standardisation Programme (SSP) through the Singapore Standards Council, which develops standards aligned with industry needs and government policies.
- The Council comprises professionals from industry, trade and consumer associations, academia, and government-linked agencies.
- Enterprise Singapore also serves as Singapore's national accreditation body, managing the Singapore Accreditation Council (SAC).
- Through SAC, the agency develops and administers accreditation schemes that support strategic priorities such as market access, product safety, security, health, and environmental protection.
- It also manages the Good Laboratory Practice (GLP) Compliance Programme, ensuring laboratories and test facilities meet internationally accepted standards.

2. Enterprise and SME Development

Enterprise Singapore administers a wide range of programmes to support enterprises, particularly small and medium-sized enterprises (SMEs), across different stages of growth.

Key support areas include:

- Access to finance, grants, and incentive schemes
- Technology and innovation support, including linkages with research institutes
- Capability development, productivity improvement, and skills upgrading

For startups, Enterprise Singapore implements the Startup SG suite of programmes, working with incubators, accelerators, angel investors, and other public agencies.

For larger corporations, initiatives such as the PACT programme encourage collaboration between multinational companies and SMEs, enabling technology transfer and capability building across supply chains.



3. Internationalisation and Global Market Access

A major pillar of Enterprise Singapore's mandate is to support companies seeking to expand overseas.

- The agency maintains over 30 overseas centres in more than 20 countries, providing on-the-ground market intelligence, partner identification, and facilitation services.
- These centres support Singapore enterprises in navigating regulatory environments, forming partnerships, and establishing overseas presence.

4. Plug and Play Network

Enterprise Singapore has established a Plug and Play Network, designed to help enterprises quickly access overseas markets.

The network provides:

- Market research and entry support
- Databases of overseas business partners
- Temporary workspace and facilitation services

This initiative aims to reduce entry barriers for companies entering new markets and to accelerate international expansion.

5. Bilateral and Multilateral Business Engagement

Enterprise Singapore plays an active role in organising and supporting bilateral business forums and economic dialogues.

These forums bring together:

- Government agencies
- Industry representatives
- Business leaders and trade associations

The objective is to deepen trade relations, address regulatory and market access issues, and promote cross-border business collaboration. Enterprise Singapore has supported forums with partner countries across Asia, Europe, Africa, and the Americas, including India.

Relevance to Bilateral Engagements

Given its mandate covering enterprise development, standards, accreditation, and internationalisation, Enterprise Singapore is a key institutional partner for bilateral cooperation in:

- Trade and investment promotion
- Standards and conformity assessment
- SME collaboration and industrial partnerships
- Innovation and startup ecosystems
- Market access facilitation and regulatory dialogue



Meeting Pictures







6.2. MoUs Signed

The India Pavilion facilitated several key MoUs, primarily focused on **green transition, port modernisation, and maritime capability building**. These included partnerships between V.O. Chidambaranar Port Authority and DNV for green and digital port development, collaboration with Singapore Maritime Academy for green fuel training, agreements with ABB for shore power readiness, and partnerships with Aegis Vopak for green fuel storage and bunkering infrastructure. Additionally, Deendayal Port Authority advanced plans for e-methanol bunkering infrastructure, and a shipbuilding agreement was signed between Velocity Shipbuilders and LOTS Shipping & Trading for vessel construction under the Singapore flag.

These MoUs indicate a clear shift toward **implementation-focused collaborations**, particularly in decarbonisation and future fuel ecosystems.





7. Other Exhibitors at SMW 2026

The international exhibition segment at Singapore Maritime Week presented a broad cross-section of the global maritime ecosystem, bringing together companies, research institutions, government bodies, **port authorities, classification societies, educational institutions, digital solution providers, and maritime start-ups** from multiple countries. The diversity of exhibitors reflected the direction in which the maritime sector is evolving globally, with strong emphasis on decarbonisation, maritime digitalisation, automation, safety systems, port intelligence, maritime training, and sustainability-linked innovation.

A detailed review of the exhibitors indicates that Singapore Maritime Week is increasingly positioned not only as a shipping or port-focused event, but as a global maritime innovation platform where traditional maritime sectors are converging with **advanced technology, artificial intelligence, clean energy systems, robotics, data platforms, and next-generation maritime services**.

The exhibitor composition clearly demonstrated that **technology-led maritime transformation is currently one of the strongest global themes**. A significant number of exhibitors were focused on **AI-enabled maritime systems, vessel analytics, digital twins, autonomous navigation, robotics, smart maintenance, fuel optimisation, and digital logistics platforms**. Organisations such as Singapore Maritime Institute, maritime AI firms, autonomous vessel technology providers, and digital analytics companies reflected the increasing role of advanced data systems in maritime operations.

A second major concentration was seen in **maritime safety, classification, and technical compliance**, represented by leading global institutions such as DNV, ABS, RINA, Bureau Veritas, and Lloyd's Register. Their presence indicates that compliance, safety assurance, certification systems, and decarbonisation-linked technical verification continue to remain central to global maritime competitiveness.

The exhibition also showed strong participation from **shipbuilding, marine engineering, and vessel systems companies**, including Seatrium, Wärtsilä, propulsion system providers, and clean vessel technology firms. This reflects the growing focus internationally on vessel modernisation, retrofit capability, and transition towards cleaner propulsion systems.

In **ports and logistics**, participation by PSA International, European port authorities, digital cargo system providers, and terminal technology firms highlighted how port ecosystems are moving toward automation, predictive operations, digital cargo visibility, and energy-efficient infrastructure.

A notable feature was the strong presence of **educational institutions and maritime skilling organisations**, including universities, maritime colleges, polytechnics, and professional academies. This indicates that maritime workforce transformation, alternative fuel training, simulation systems, and future skills development are now integral parts of global maritime exhibitions.

At the same time, there was strong visibility of **green maritime and sustainability-focused start-ups**, covering hull cleaning robots, carbon tracking systems, wind-assisted propulsion, battery systems, air lubrication technologies, and clean fuel innovation. This confirms that maritime sustainability is no longer being addressed only by large institutions, but also through agile technology enterprises and innovation platforms.

For India, the exhibitor profile provides a clear benchmark: while India has strong institutional capability in shipbuilding, ports, maritime human capital, ship recycling, and regulatory systems, future international positioning can be strengthened further through greater representation in maritime digital products, maritime AI, robotics, clean technology, and start-up-led maritime innovation.

S. No.	Exhibitor	Type of Industry	Area of Interest
1.	Singapore Maritime Institute	Research / Government-backed Maritime Innovation	Maritime digital twin, autonomy, marine AI, ammonia engines, robotics, cyber risk
2.	Association of Singapore Marine and Offshore Energy Industries	Industry Association	Offshore energy, marine industrial ecosystem
3.	CETIM Matcor	Materials / Industrial Technology	Corrosion protection, materials engineering
4.	Jason	Maritime Equipment / Technology	Marine systems
5.	Viking Airtech PTE Ltd	Marine Engineering	HVAC and marine environmental systems
6.	Seatrium	Shipbuilder	Shipbuilding, offshore engineering, repairs
7.	M3 Marine Group PTE Ltd	Marine Services	Ship support services
8.	SSB Cryogenic Equipment PTE Ltd	Engineering	Cryogenic systems, LNG handling
9.	Kuok Maritime Group	Shipping / Marine Services	Offshore, towage, logistics
10.	Singapore Shipping Association	Industry Association	Shipping policy, maritime networking
11.	DNV	Certification Agency	Classification, safety, decarbonisation
12.	OSM Thome	Ship Management	Crew and fleet management
13.	Inkster	Marine Technology	Technical solutions
14.	UMOE – Advanced Composites	Marine Materials	Composite maritime structures



S. No.	Exhibitor	Type of Industry	Area of Interest
15.	Omega 365	Digital Technology	Maritime digital systems
16.	Maritime Robotics	Maritime Robotics	Autonomous vessels, sensors
17.	Pelagus	Maritime Digital Platform	Shipping solutions
18.	Pascal	Maritime Tech	AI / analytics
19.	ShipMed	Maritime Health Services	Seafarer healthcare
20.	ZEM	Clean Maritime Tech	Zero-emission mobility
21.	ABS	Certification Agency	Classification, marine safety
22.	Sines	Port / Logistics	Port development
23.	Zeabuz	Autonomous Maritime Technology	Autonomous vessels
24.	Estonia	National Pavilion	Digital maritime systems
25.	Varcus	Maritime Tech	Digital systems
26.	Bureau Veritas	Certification Agency	Classification, testing
27.	Lloyd's Register	Certification Agency	Safety, compliance
28.	Ultimetas	Digital Maritime Tech	AI / analytics
29.	Obio & Sea	Maritime Sustainability	Ocean systems
30.	Marseille Fos	Port Authority	Port logistics, cargo
31.	Haropa Port	Port Authority	Port operations
32.	IEC Telecom	Connectivity Provider	Maritime communications
33.	MTN	Connectivity Provider	Maritime telecom
34.	HPC	Port Consultancy	Port planning
35.	Fraunhofer	Research Institute	Industrial maritime research
36.	BSM	Ship Management	Crew / technical management
37.	Marivation	Maritime Innovation	Maritime solutions
38.	ZALSines	Port / Logistics	Logistics systems
39.	European Space Agency	Space / Satellite	Maritime satellite systems
40.	Qualitas	Maritime Compliance	Inspection systems
41.	Amphitrite	Maritime Technology	Voyage optimisation, weather intelligence
42.	Awake.ai	Maritime AI / Port Digitalisation	Smart port operations, vessel traffic intelligence



S. No.	Exhibitor	Type of Industry	Area of Interest
43.	RINA	Certification Agency	Classification, technical assurance, marine compliance
44.	ContiOcean	Maritime Technology	Ocean monitoring, vessel analytics
45.	Lixin	Maritime Equipment	Marine engineering systems
46.	China Classification Society	Certification Agency	Ship classification, compliance, technical approval
47.	Aquasyn Innovation	Water / Marine Technology	Water treatment, marine environmental systems
48.	Orcaubot	Maritime Robotics	Autonomous boats, marine robotics
49.	OneCare Group	Maritime Health Services	Crew health and welfare systems
50.	Mediterranean Shipping Company	Shipping Company	Global shipping, container logistics
51.	Singapore Institute of Technology	Educational Institution	Applied maritime research, engineering education
52.	Yinson Greentech	Green Maritime Technology	Clean energy vessels, green mobility
53.	Mitsui O.S.K. Lines	Shipping Company	Shipping operations, fleet management
54.	MLA College	Educational Institution	Maritime education, marine professional training
55.	Solverminds AI Power Solutions	Maritime Digital Technology	Shipping ERP, AI systems
56.	Brunei Maritime	Government Maritime Organisation	Maritime administration, maritime policy
57.	C-Leanship	Maritime Sustainability	Hull cleaning, emission reduction
58.	EETarp	Marine Equipment	Cargo protection systems
59.	Hullbot	Maritime Robotics	Autonomous hull cleaning
60.	ST Engineering	Engineering / Defence Technology	Marine engineering, ship systems
61.	Cic,e DV	Maritime Technology	Digital vessel systems
62.	Itochu	Trading / Maritime Investment	Shipping investment, maritime projects
63.	Singapore Polytechnic	Educational Institution	VR firefighting, marine fuel training, AI documentation
64.	Rolls Royce Solutions Asia	Marine Engineering	Marine engines, propulsion systems



S. No.	Exhibitor	Type of Industry	Area of Interest
65.	MarineTraffic by Kpler	Maritime Digital Platform	Vessel tracking, maritime intelligence
66.	SGS Testing and Control Services	Testing / Certification	Inspection, testing, compliance
67.	ReCAAP	Government / Maritime Security	Piracy reporting, maritime security
68.	Gastops	Marine Monitoring Technology	Engine diagnostics, predictive maintenance
69.	TradeWinds	Maritime Media	Shipping intelligence, maritime media
70.	Singapore Maritime Officers Union	Maritime Labour Organisation	Seafarer representation, welfare
71.	I-care	Industrial Monitoring	Predictive diagnostics, equipment monitoring
72.	PSA International	Port Operator	Terminal operations, port automation
73.	Zebox	Maritime Innovation Platform	Startup acceleration, logistics innovation
74.	Calcare	Maritime Sustainability	Carbon reduction technologies
75.	Maritime Singapore College	Educational Institution	Maritime professional training
76.	Nanyang Technological University	Educational Institution	Maritime research, engineering innovation
77.	Singapore Management University – International Trading Institute	Educational Institution	Maritime trade, supply chain studies
78.	Ngee Ann Polytechnic	Educational Institution	Applied marine training
79.	Singapore College of Insurance	Educational Institution	Marine insurance education
80.	National University of Singapore	Educational Institution	Maritime policy, marine innovation



8. Other Key Pavilions

The global pavilions at Singapore Maritime Week 2026 reflected diverse national priorities within the maritime sector. The **Singapore Pavilion**, led by Maritime and Port Authority of Singapore, was highly technology-driven, showcasing advanced solutions such as maritime digital twins, autonomous systems, AI-driven port operations, and future fuel technologies. It demonstrated Singapore's positioning as a global leader in smart ports and maritime innovation.

The **Norway Pavilion** emphasised green shipping technologies, zero-emission vessels, and maritime electrification, reflecting Norway's global leadership in sustainable shipping solutions. It showcased advanced vessel designs, battery technologies, and decarbonisation pathways.

The **Europe/Port-led pavilions (including Port of Antwerp-Bruges and HAROPA Port)** focused on integrated port ecosystems, logistics digitalisation, and green corridor development, highlighting Europe's emphasis on regulatory alignment and sustainability-driven port transformation.

The **Estonia Pavilion** stood out for its focus on maritime digitalisation, cybersecurity, and e-governance solutions, positioning itself as a niche player in digital maritime systems.

In comparison, the **India Pavilion differentiated itself through scale, diversity, and investment orientation**, showcasing the entire maritime value chain—from ports and shipping to shipbuilding, finance, and policy. While other pavilions were more technology- or region-specific, India's approach was broader, combining **policy narrative, infrastructure pipeline, and partnership opportunities**, making it one of the more comprehensive national showcases at the event.



Norway Pavillion



Estonia Pavillion



SSB Cryogenic



DNV



Llyod's Register



France Pavillion



Germany Pavillion



Europoan Sapce Agency

The exhibitor landscape at Singapore Maritime Week 2026 demonstrates that the future maritime sector will increasingly be shaped by the intersection of **technology, sustainability, safety, skills, and institutional collaboration**. Countries and organisations that are able to





combine traditional maritime strengths with digital innovation and clean maritime solutions are emerging as stronger global maritime influencers.

For India, this assessment offers an important strategic learning opportunity. While India already possesses strong sectoral depth across ports, shipping, shipbuilding, maritime training, and ship recycling, future participation at such global platforms can be made even more impactful through greater integration of innovation-led maritime solutions, stronger start-up visibility, and sectoral narratives aligned to emerging global themes.

A comparative understanding of international exhibitors therefore provides useful direction for refining future India Pavilion strategy, identifying new collaboration areas, and expanding India's maritime presence in line with global maritime transformation.



PASSION

for providing solutions to help clients achieve their goals

RESPECT

for all and alternate viewpoints

INTEGRITY

of thoughts and actions

MASTERY

of our chosen subject to drive innovative and insightful solutions

US

representing the Primus collective, where each individual matters

STEWARDSHIP

for building a better tomorrow



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Primus Partners has been set up to partner with clients in 'navigating' India, by experts with decades of experience in doing so for large global firms. Set up on the principle of 'Idea Realization', it brings to bear 'experience in action'. 'Idea Realization'— a unique approach to examine futuristic ideas required for the growth of an organization or a sector or geography, from the perspective of assured on ground implementability.

Our core strength comes from our founding partners, who are goal-oriented, with extensive hands-on experience and subject-matter expertise, which is well recognized in the industry. Established by seasoned industry leaders with extensive experience in global organizations, Primus Partners boasts a team of over 250 consultants and additional advisors, showcasing some of the finest talent in the nation.

The firm has a presence across multiple cities in India, as well as Dubai, UAE. In addition, the firm has successfully executed projects across Africa, Asia Pacific and the Americas.



Bengaluru

91 Springboard Business Hub 175, 176 Bannerghatta Rd, Dollars Colony, Bengaluru – 560076



Chandigarh

2nd Floor, Netsmartz, Plot No. 10, Rajiv Gandhi Chandigarh Technology Park, Chandigarh – 160019



Chennai

147, Pathari Rd, Door #3, WorkEZ Hansa Building, RK Swamy Centre, Thousand Lights, Chennai, TN - 600006



Delhi

1 to 7, UG Floor, Tolstoy House, Tolstoy Road, Connaught Place New Delhi - 110001



Kolkata

Siddhartha Apartments 4th Floor, 188/2, Block J, New Alipore, Kolkata - 700053



Mumbai

601, 6th floor, Raheja Centre, Nariman Point, Mumbai, MH - 400021

www.primuspartners.in

info@primuspartners.in

Primus Partners India

@partners_primus

@primuspartners7128