



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

सत्यमेव जयते



Maritime Potpourri 2026

Theme: Rising Maritime India

Unlocking Growth & Emerging Opportunities

Directorate General of Maritime Administration

04th July 2026 | Mumbai

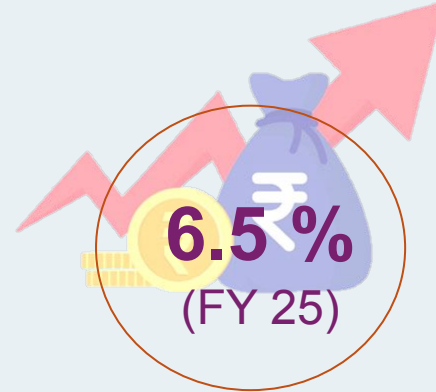


India's Economic Growth and the Significance of Maritime Domain



Indian GDP

World's 4th largest economy



GDP Growth

projected 6.3–6.7% annual growth through coming years



GDP Target

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

**The
Maritime
sector
facilitates**



95%
Trade by
Volume

70%
Trade by
Value



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

DIRECTORATE GENERAL OF SHIPPING

As the apex maritime authority in the nation, the Directorate General of Shipping is entrusted with the responsibility to:



Protect and advance India's maritime interests



Ensure the welfare and safety of over 500,000 seafarers



Safeguard the marine environment and prevent pollution

Regulate the registration, survey, and operation of all seafaring vessels, including their architecture and certifications

Promote international cooperation in maritime affairs



Represent India in global forums of the International Maritime Organization (IMO), London

Facilitate multimodal logistics and ensure the safe and economical transit and transshipment of cargo at major and non-major ports



Ensure port navigational safety, port and vessel security, in coordination with port authorities and security agencies



Maintain navigational standards and promote maritime domain awareness for commercial vessels



MERCHANT SHIPPING ACT 2025



vessel registration



ownership



seafarer welfare



digital regulatory framework

CARRIAGE OF GOODS BY SEA ACT 2025



modern liability



dispute resolution



international conventions alignment

INDIAN PORTS ACT 2025



port governance



safety compliance



disaster management

COASTAL SHIPPING ACT 2025



maritime transport

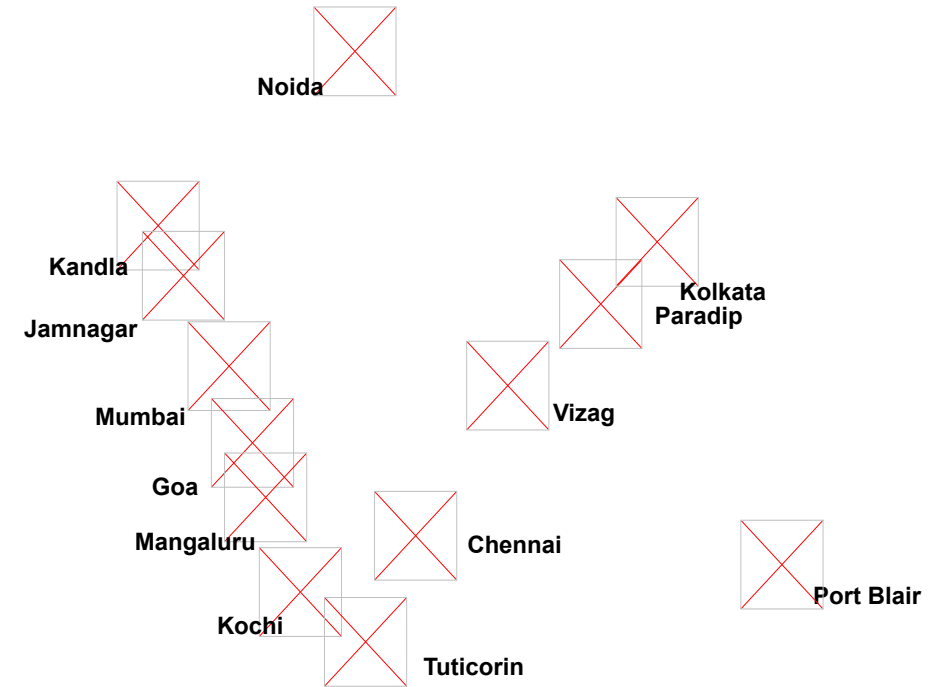


coastal trade



port efficiency

Directorate General of Maritime Administration



MARITIME MERCANTILE DEPARTMENTS (MMD) ACROSS INDIA

Under the Directorate General of Shipping,
Ministry of Ports, Shipping and Waterways



DGMA Response during Security Concerns in Strait of Hormuz



09

INDIAN VESSELS

Within the Persian Gulf
Region West of Strait of
Hormuz



47

INDIAN + FOREIGN FLAGGED VESSELS

Have been successfully
evacuated from high-risk
zone.



3819

INDIAN SEAFARERS EVACUATED

Have been safely repatriated
by DGMA

Note: Status as ofn 02 July 2026

A large ship is under construction in a shipyard. The ship's hull is a reddish-brown color, and its superstructure is white. It is positioned in the center of the frame. To the left, a large crane is visible, and to the right, another crane is partially visible. The shipyard floor is covered with various steel structures and equipment. The background shows a hazy sky and distant hills.

Future of Shipbuilding in India

Government of India has huge Ambitions for Shipbuilding Industry as reflected in MIV 2030 and MAKV 2047



Additional Targets : 15% share of global ports | 27 Mn GT owned tonnage | \$ 25 billion fleet investment | 0.5 million seafarers

4 key Pillars of GOI's ambition to turbocharge ship building

Total Allocation : **₹69,725 Cr.**

₹24,736
crore

Shipbuilding Financial Assistance scheme

(Shipbreaking Credit Note - ₹4001 Cr)

₹ 25,000
crore

Maritime Development Fund

(Maritime Investment Fund - ₹20,000 Cr)

Interest Incentivization Fund - ₹5000 Cr)

₹ 19,989
crore

Shipbuilding Development Scheme

(Capacity & capability development and credit risk coverage)



Legal, Policy and Process Reforms

(Customs exemptions, Right of first refusal, flagging reforms and others)



Pillar 3 | Shipbuilding Development Scheme

(Capacity & capability development)



Capital support for
Greenfield capacity
expansion

**₹ 9,930
Cr.**



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

₹ 8,261



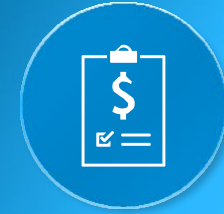
Capability
development
initiatives: set up
the India Ship
Technology Centre
(ISTC)

₹ 305 Cr.



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

₹ 1,443 Cr.



Administrative
Expenses

**₹ 50
Cr.**

Period of Validity of Scheme - 10 years (Till 31st March 2036)



Comprehensive Shipbuilding Portal

Vision

Establish a state-of-the-art portal as a central hub for information, collaboration, and innovation in Indian shipbuilding and repair industry

Objectives



1. Increase global competitiveness of Indian shipbuilding industry



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



3. Workforce development through training and certification.



4. To promote R&D and innovation.



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



6. To provide assistance on financial schemes.

Modules

Capability Insights

Display capabilities, projects & achievements, CAF

1

2

Collaboration Hub

Interactive tools for industry professionals to network.-Q&A, Posts & Closed Groups

Training & Certifications

Information on Training courses and Institutes

3

4

Finance & Insurance

Information on funding schemes and insurance solutions

Innovation Centre

Showcase innovative technologies and R&D projects.

5

6

Technical Library

Repository of technical documents, standards, and guidelines.

Regulatory & Compliance

Updates on maritime regulations and safety standards.

7

8

Industry Directory

Comprehensive listing of shipbuilding stakeholders.

A red forklift is shown in profile, lifting a blue shipping container from a stack. The background is filled with numerous stacks of shipping containers in various colors including blue, red, brown, and teal. The sky is overcast and grey. A semi-transparent white horizontal band is overlaid across the middle of the image, containing the text 'Port Development'.

Port Development



Maritime Single Window



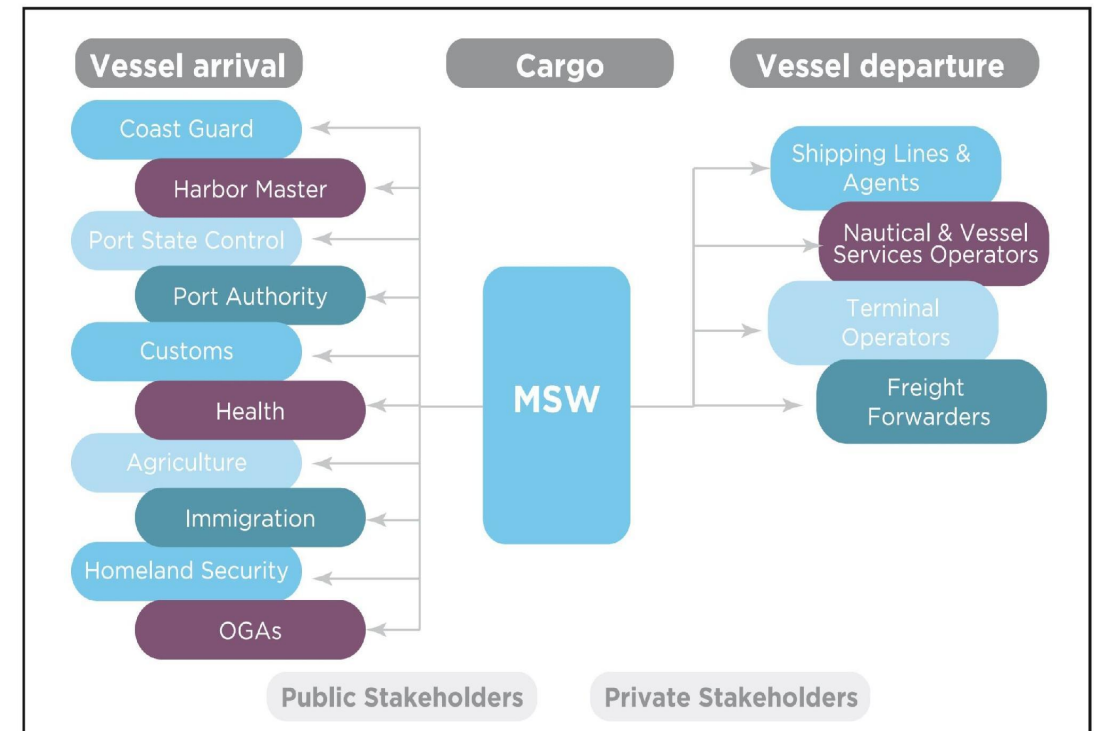
The Maritime Single Window (MSW) is a digital platform designed to streamline and simplify the submission of maritime-related documentation for ships arriving at or departing from ports, as per IMO's mandate.

It serves as a single-entry point where ship-owners, operators, and agents can electronically submit all the required information (FAL forms) to various authorities involved in maritime operations.

Maritime single window came into force from 01.01.2024. The implementation of the MSW aligns with the international maritime organization (IMO) and its facilitation (FAL) convention, which mandates the electronic exchange of information related to ship arrivals, departures, and cargo movements.

By digitalizing the submission and processing of regulatory documents, MSW significantly reduces manual intervention, thereby increasing the speed and accuracy of port clearances and promotes ease of doing business.

Upgradation is being pursued and has been mentioned in the upcoming slides.





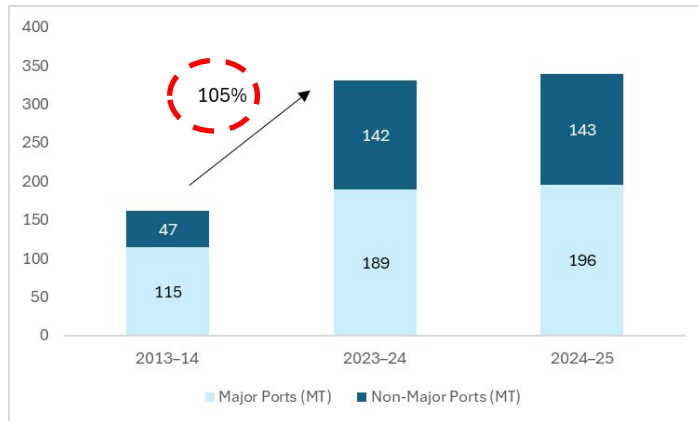
Present Scenario of Coastal Shipping



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

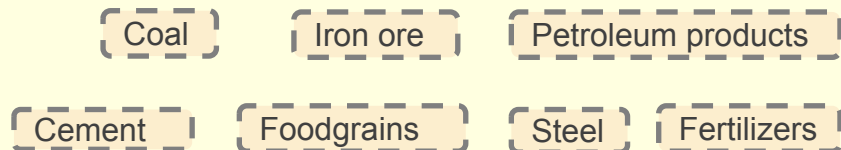
Growth and Progress in India's Coastal Shipping Ecosystem

Coastal Cargo growth at Indian Ports



- Coastal cargo throughput reached **339 MT** in FY **2024-25**,
- Volumes have more than doubled (**+110%**) from 161 MT in FY 2013-14 to 339 MT in FY 2024-25, reflecting a CAGR of **~7%**.

Key commodities transported through coastal routes include:



Coastal Shipping Act, 2025: Background & Rationale

- In a landmark move to strengthen India's coastal economy, the **Coastal Shipping Act, 2025** was passed by the Parliament, marking a significant step toward unlocking the vast potential of India's **11,098 km coastline**, which spans **9 coastal states** and **4 union territories**.
- The new Act modernizes India's coastal shipping ecosystem, aligning it with the *Maritime India Vision 2047*.

Relevant Rules and Regulations Promulgated under the Coastal Shipping Act

- Provides a regulatory framework for coastal trade across India's territorial waters and EEZ.
- Prescribes standards for vessel licensing, safety, security, crewing, manning, and operational compliance.
- Covers all vessel categories engaged in coastal trade, including non-propelled units such as MODUs.
- Establishes separate licensing regimes for coastal and EXIM/foreign-trade vessels.
- Facilitates integration of coastal and inland shipping operations.
- Supports maritime domain awareness through reporting requirements and maintenance of a **National Database for Coastal Shipping**.
- Enables development and implementation of a **National Coastal and Inland Strategic Plan** for coordinated sectoral growth.



Licensing Reforms in the Coastal Shipping Act, 2025



Digitalized Licensing Mechanism

The Act removes the need for a voyage-wise trading license for Indian vessels, replacing it with a digitalized, streamlined process.

This move reduces compliance burden and encourages Indian shipowners to participate more actively in coastal trade.



Foreign Vessel Regulation

Foreign vessels operating in Indian waters will require licenses issued by the Directorate General of Shipping.

Chartering eligibility has been expanded to include Indian citizens, NRIs, OCIs, LLPs, and companies, broadening participation in the sector.

Reporting & Compliance

License holders must submit regular data and voyage details through digital systems. Non-compliance or false reporting will invite penalties, strengthening accountability in coastal trade.

Dedicated Legal Framework

The Act replaces outdated provisions of Section 406 and 407 under the Merchant Shipping Act, 1958, establishing a comprehensive legal structure tailored to India's coastal shipping needs.



Coastal Cargo Promotion Scheme



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

Rationale

The formulation of CCPS is necessitated by:

- **High logistics cost** as a percentage of GDP
- **Under-utilization of** coastal berth capacity
- **Limited private investment** in coastal vessels
- **Tariff and tax** asymmetries between modes
- Need for **green and low-emission transport solutions**
- A **structured incentive framework** is required to make coastal shipping commercially competitive and operationally viable.

Objectives

- To enhance the **modal share of coastal cargo**.
- To **promote domestic shipping and shipbuilding**.
- To **reduce logistics costs** for key commodities.
- To enable **green and sustainable transport solutions**.
- To **strengthen multimodal integration** with inland waterways and ports

- Accelerate shift of freight from road & rail to coastal waterways
- Target modal share increase from 6% to 12% by 2047
- Position water-based transport as central logistics pillar
- Expected outcomes: Lower CO₂, reduced fuel use, logistics cost savings
- Supports 'Aatmanirbhar Bharat' & 'Viksit Bharat 2047' goals



Coastal State Workshops



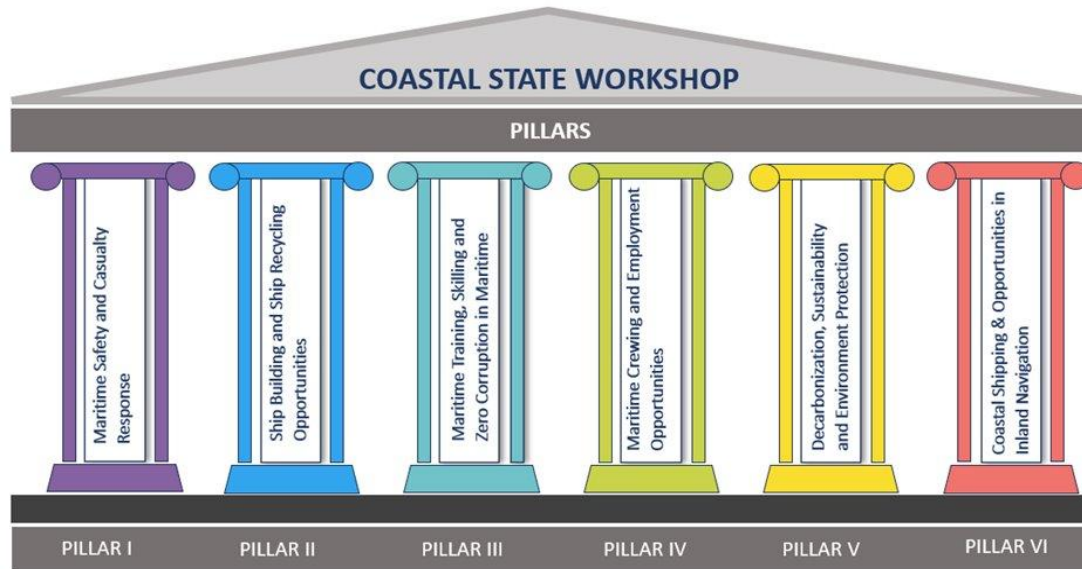
Rationale

The Coastal State Workshop is being organised by the Directorate General of Maritime Administration to strengthen Centre - State coordination in maritime governance, address key challenges, and align State initiatives with national maritime priorities.

Objective

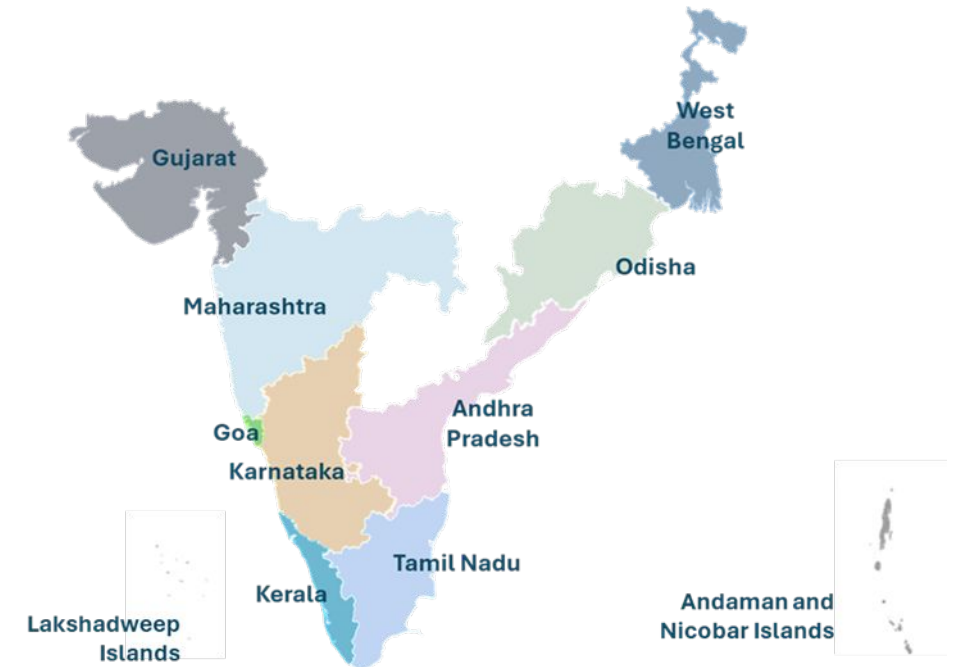
The workshop aims to facilitate focused deliberations on State-specific maritime issues, promote stakeholder coordination, and support aligned development across key sectors such as maritime safety, shipbuilding, sustainability, coastal shipping, and connectivity.

6 PILLARS OF THE COASTAL STATE WORKSHOP



To establish a continuous, collaborative mechanism to accelerate maritime growth and coastal shipping development across India's coastline.

The Coastal state workshop is an annual initiative engaging all 11 coastal states on maritime and coastal shipping development.



A seafarer wearing an orange high-visibility jacket, a grey helmet with a headlamp, and safety glasses. He is standing on the deck of a ship, looking out towards the horizon. The ship's structure is visible in the background, and the sea is in the foreground.

tr

Train the Seafarers for the Future



India's Seafaring Scenario

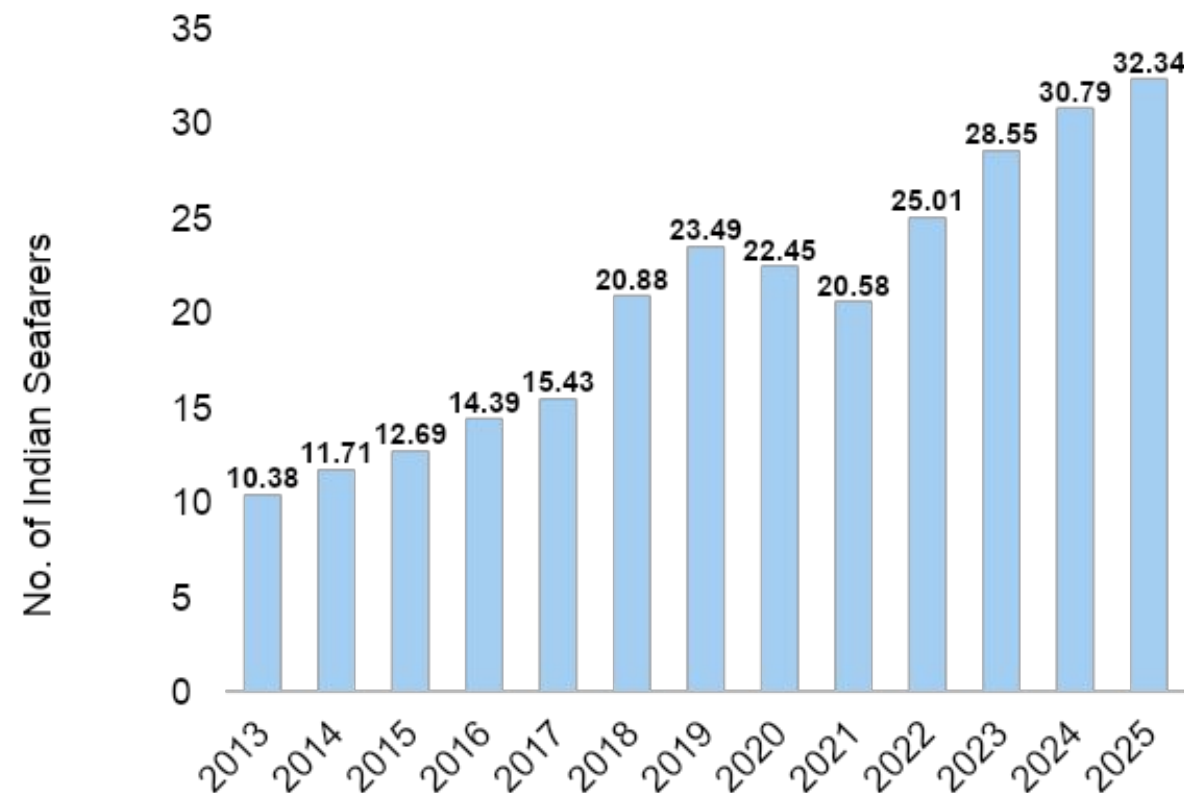


- **India among top 5 maritime nations** in seafarer supply
- **Contributes ~ 12%** of the global seafarer workforce
- **MIV 2030 target:** Increase India's share to **20%** by 2030

Current share of women seafarers in India: < 0.5%

- **MIV 2030 target:** Raise women participation to **2-3%** by 2030
- **Growth achieved: 339%** rise since 2021

Year on Year growth of Seafarers



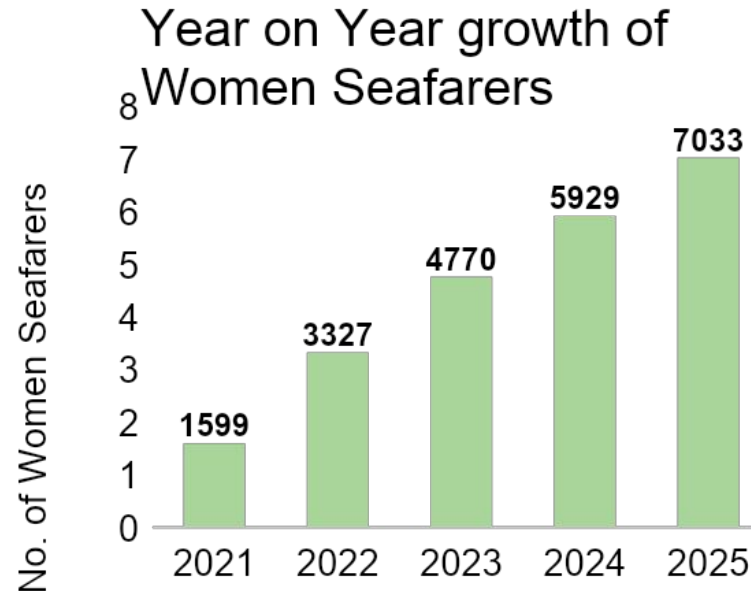


Seafarers' Welfare Initiatives



Sagar Mein Yog

Sagar Mein Yog, a flagship DGMA initiative, promotes seafarers' holistic well-being by integrating standardized wellness modules across Pre-Sea, At-Sea, and Post-Sea stages, with a *pilot three-day ToT* programme conducted in December involving about 50 trainers.



Sagar Mein Samman

Sagar Mein Samman strengthens India's maritime regulatory framework by establishing structured, policy-backed standards for inclusivity of women seafarers, aligned with DGMA Order 18 of 2024, MIV 2030, and UN SDGMA 5 & 8, with a target of 2–3% women participation by 2030, implemented in collaboration with MUI.

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



Pranaam Helpdesk

The PRANAAM Seafarers Assistance Counter was successfully inaugurated on 21 January 2026 at Chhatrapati Shivaji Maharaj International Airport, *Terminal 2*, Mumbai, providing on-ground support to seafarers for documentation and immigration, while helping reduce fraud, legal issues, and emergencies and ensuring a smooth airport entry experience.



E-Navik Modules



24 x7 Grievance Redressal Module

1. Dedicated platform for stakeholder grievances (seafarers, shipping companies, etc.)
2. Automated logging, tracking, and resolution of complaints
3. Ensures transparency, accountability, and swift response

Crisis Response Module

1. Critical tool for handling maritime emergencies
2. Real-time registration and management of crises by authorized officials
3. Coordination with relevant agencies for a unified response
4. Enhances readiness, minimizes risks, and ensures safety

Maritime Training Institute (MTI) Module

1. Centralized system for MTI approvals, seafarer profile generation, and certification updates
2. Ensures compliance with the latest training regulations
3. Improves the quality of seafarer education and certification

Recruitment and Placement Services License (RPSL) Module

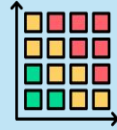
1. Oversees licensing and regulation of seafarer recruitment and placement agencies
2. Streamlines the application and renewal process for RPS licenses
3. Monitors and enforces compliance to prevent malpractices



Digital Initiatives in Training



**Examination
Reforms**



**MTI Modules- 3
+ helpline and
escalation
matrix**



**Learning
Management
System**



**Web based
simulation**



**Digitization of
Training and
Assessment
Record (TAR)**



**Centralized
Attendance
system CAS 2.0**



**Online Maritime
Certificate
Validation
System**



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



**Dynamic
Batch sizing**



**Placement
portal and
authentic job
portal**



**Artificial Reality
& Virtual Reality**



**Faculty
development
Program**



***Thank
You***