सत्यमेव जयते
भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
समुद्रीय प्रशासन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF MARITIME ADMINISTRATION, MUMBAI

F. No.: 12-19013/1/2026-COORD-DGS (C. No.: 43877) **Date: 21.10.2026**

To,
The Secretary
Ministry of Ports, Shipping and Waterways
1 Parliament Street, New Delhi.

[Kind Attn.: Shri Venkatesapathy S., Joint Secretary, MA, MoPSW]

Sub.: Revision of periodicity for submission of reports on Shipbuilding and Maritime Strategic Initiatives and monthly achievements of DGMA – reg.

Sir,

I am directed to refer to the report on Shipbuilding and Maritime Strategic Initiatives, which is presently being submitted to the Ministry on a weekly basis. In this regard, it is informed that three weekly reports have already been submitted to the Ministry on 01.10.2026, 03.10.2026 and 12.10.2026.

2. In this regard, it is hereby informed that, henceforth, the report on *Shipbuilding and Maritime Strategic Initiatives* will be submitted to the Ministry on a fortnightly basis instead of weekly.

3. Further, a consolidated monthly report covering the key achievements and significant activities undertaken by various Wings/Branches of the Directorate General of Maritime Administration (DGMA) will be submitted to the Ministry on the first Tuesday of every month.

4. This revised periodicity is intended to ensure the systematic compilation and submission of reports covering the relevant initiatives, progress and achievements of the Directorate.

5. This is submitted for kind information please.

(Dr Sudhir Kohakade)
Director General of Maritime Administration

Copy to;

1. Director General of Maritime Administration
2. Additional Director General of Maritime Administration

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WEEKLY UPDATE

Shipbuilding and Maritime Strategic Initiatives

Directorate General of Maritime Administration
Ministry of Ports, Shipping & Waterways

REPORTING WEEK
21 October 2026

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Scope of the Weekly Progress Report

Agenda 2.2 Aspect and Sub-points	Name of Officer & Designation
[A] Ship Building (i) SBFAS cumulative/incremental funding, processing time stamps, project and beneficiary details	Shri Pradeep Sudhakar, CSS
[B] Ship Yards (i) SbDS Greenfield (ii) SbDS Brownfield (iii) Container manufacturing and indigenisation of components	Shri Pradeep Sudhakar, CSS
[C] Ship Recycling (i) Ship Recycling Credit Note (ii) National initiatives, KPMG engagement and Comprehensive Ship Recycling Portal	Shri K M Rao, CS Shri Pradeep Sudhakar, CSS
[D] National Shipping Policy Inputs (i) Taxation and commercial operations (ii) Protection, preservation and promotion of Indian tonnage (iii) Coastal Shipping and State Workshops (iv) CCPS and other schemes (v) India as a bunkering hub	Shri Nebu Oommen, DDG-Shipping Development Capt Abul Kalam Azad, NA Shri K M Rao, CS
[E] Ease of Doing Business (i) Trade movements, market analysis, grievances and facilitation (ii) Market situation, trade fluctuations and cargo movement	Dr Sudhir Kohakade, DDG-MTO
[F] International Outreach and India Pavilion (i) Weekly outreach for shipbuilding/repair/investment (ii) India Pavilion annual-calendar action plan (iii) SMM Hamburg and Norway impact and follow-up	Shri Deependra Singh Bisen, DDG-International Cooperation Shri Pradeep Sudhakar, CSS
[G] Website / Social Media (i) Followers, reposts, outreach assessment and weekly/monthly/quarterly strategy	Shri Prashant Patil, DDG-(Admin. & Coord.)
[H] Coastal State Workshops (i) Six pillars with emphasis on shipbuilding, repair and recycling; State-wise 1-month and quarter roadmap	Shri Ravi Moka, DDG-Coastal
[I] Finance and Investment in Maritime Sector (i) Capital availability/cost, investments, clearances and major projects (ii) Maritime insurance, mortgage, capital support and interest subvention	Capt Abul Kalam Azad, NA Shri Nebu Oommen, DDG-Shipping Development
[K] Arbitration / Legal Facilitation (i) Maritime arbitration, legal/procedural rationalisation and stakeholder submissions	Shri Ash Mohomad, DDG-MSL
[L] Port Operations (i) Port and dry-dock infrastructure	Capt Abul Kalam Azad, NA

(ii) Operations, outputs and KPIs (iii) Major interventions, timelines and impact assessment	
[M] Mission 20% (i) Crew/training action points, weekly steps, plan and KPI assessment	Shri Deependra Singh Bisen, DDG Shri Mugilrajan, DDG-Training Capt Nitin Mukesh, DDG-Crew Welfare Capt Bipin Kumar, DDG-Crew Processes

[A] Ship Building

(i) SBFAS – Key Performance Indicators for applications after 24.09.2025

Metric	# Applications *(As on 16 Oct '26)*	Amount *(As on 16 Oct '26)*	Remarks
# Shipyards registered	**79**		
# IPA Applications received	**79**	**₹14,922 Cr**	
- # Export contracts	**31**	**₹11,002 Cr**	
- # Domestic contracts	**48**	**₹3,175 Cr**	
# Vessels under applications received	**149**		
# Contracts processed for IPA	**56**	**₹13,033 Cr** *(Approved)*	
# Vessels under IPA approved	**113**		
# Applications received at keel laying	**49**	**₹6,565 Cr**	
# Applications processed at keel laying	**43**		
# Applications received at Launch	**12**	**₹2,699 Cr**	
# Applications processed at launch	**10**		
# Applications received at Delivery	-		
# Applications approved at Delivery	-		
Avg. TAT for processing tranche apps.	-		-

Further details are provided in Annexure 13.1 for reference

Key Highlights of the Week

- +3 new applications (+6 vessels) received for In-principle approval
- 13 applications will be granted in-principle approval, by 20th of October
- Total disbursements committed under the scheme at INR 429 Cr, additional 342 Cr estimated for FY26-27
- Draft FAQ on calculation of Domestic Content under SBFAS prepared, clarifying the basis of computation and components including services, direct & indirect labor, overheads, depreciation of production assets and its absorption method. The FAQ will be finalized after

incorporating the inputs and calculations awaited from shipyards with which consultations were conducted

- Discussions held with Ministry on representations made by HD KSOE and Indian Shipyards on challenges in meeting DC thresholds and alignment underway on revising the Domestic content threshold by reducing the lower threshold from 30% with pro rata benefit and full benefit retained at 40% DC.

Plan Ahead

Monthly

- Process the pending applications under review post resolution of queries
- FAQ on calculation of domestic content under SBFAS to be published post comments/inputs from Shipyards

Quarterly Plan

- Review the SBFAS application pipeline end-to-end to identify and address recurring bottlenecks across contract approval, keel-laying, launch and delivery stage approvals

[B] Ship Yards

(i) SbDS – Greenfield

Key Performance Indicators

Project readiness

Metric	As on 16 Oct '26	Remarks
# Project proposals received	**5**	TN, AP, GJ, MH and OD
Avg. capacity across projects	**1.5 Mn GT**	Range 1.2 - 2.5 Mn GT per cluster
Avg. investment across projects	**Rs 23,000 Cr**	Range Rs 20,000 - 35,000 Cr per cluster
# Projects with SPVs formed	**5**	NSHIP-TN, NSHIP-AP, NSHIP-GJ, NSHIP-MH and NSHIP-OD
# Projects granted In-Principle Approval	**5**	Conditional IPA granted to all 5 clusters, 12-month validity
# Projects with anchor shipyard onboarded	**3 (MoU Signed)**	HD KSOE MoU with NSHIP-TN MDL MoU with NSHIP-MH & NSHIP - AP
# Projects with DPR submitted	-	Under preparation by all 5 States
# Projects granted final approval	-	

Further details are provided in the Annexure 13.3 for reference

Investor outreach and engagement

Metric	As on 16 Oct '26	Remarks
Outreach mails sent	**70+**	
Global shipyards reached through centralized outreach	**25+**	
Shipyards prioritized as P1 targets	**11**	
Active Leads	**7**	HD KSOE, Fincantieri, Norwegian Consortium, Royal IHC, Drydocks World Dubai, Damen Shipyards Group and Dutch Consortium
International conclaves participated	**2**	SMM Hamburg and Singapore Maritime Week
Impressions on promotional videos	**80k+**	Across LinkedIn, YouTube and event microsites

Collaterals Prepared	**20+**	Shipbuilding Cell brochure, SRCN flyers, cluster-specific one-pagers and promotional videos
# Site visits by potential investors	**10+**	

Further details are provided in the Annexure 13.3 for reference

Key Highlights of the Week

- Detailed note prepared on HD KSOE's current status and POV on the key investor requests and shared with Ministry
  - Scenario based model made to project estimated domestic content based on depreciation & overheads
  - In-person discussed held with HD KSOE delegation team, AS, MoPSW, Guidance Tamil Nadu, DGMA officials and BCG team (SSU) in Delhi ahead of the Minister visit
  - Joint session with Guidance TN held with HD KSOE team to present the detailed model on calculation of Domestic content from overheads and seek inputs
  - Draft FAQ developed for calculation of Domestic content, to be released by next week post inputs/comments from stakeholder yards
  - Consideration underway at MoPSW to potentially reduce the minimum domestic content threshold to 20%, with eligible projects receiving pro-rata benefit – HD KSOE team to revert back with any queries by early next week.
  - Draft Joint statement prepared, under alignment with Guidance TN for potential release by NSHIP-TN and HD KSOE team during the Korea visit
- Bi-weekly discussions held with GMB and APMB and cluster progress update sought
- Proposal received from the LABUDA Group for the Dugarajapatnam cluster and is currently under review. Project details including TEFR of the site shared with the investor
- One-page profiles and Minister talking points prepared for Korea visit for HD KSOE, Samsung, Hanwha Ocean, KOMEA, KOMERI and Sejin and shared with Ministry for further inputs
- Geotechnical data received from GMB of proposed sites and shared with Norwegian consortium for their evaluation and further action.
- Meeting held with the Secretary, MoPSW, to being on India Shipbuilding conclave progress update including status of outreach, the conclave agenda and key activities.
- Conclave participation confirmation received from Royal IHC, HD KSOE and Samsung Heavy Industries
- Discussion between DGMA and IPA held; the venue is to be finalised and the estimates are expected on 16 October

Investor Engagement Detail - Active Leads

Shipyard	Engagement so far	Details of key asks	Next steps
HD KSOE	• 4 key support requests submitted to MoPSW • Meeting held by AS, MoPSW with HD KSOE • PMO meeting held with MoPSW, DGFT, DoE, MoF, CBIC • In-person visit by HD KSOE global business team to Chennai and Delhi with inter-ministerial committee • Meeting held with Dir, Deptt of Commerce to validate applicability of SEZ • Meeting held between KSOE team, AS (MoPSW), Guidance Tamil Nadu, DGMA officials and BCG team (SSU) to discuss the domestic content requirement	**Overall plan:** • Greenfield yard: 2.55–3.0 Mn GT, ~$4 Bn capex (~38% imported); yard complete end-2031 • Vessel segment: tankers and bulkers first, VLCCs 10 years out; export plus Indian tonnage • Structure: 60% HD KSOE equity, 40% sought from MDF and/or State; FID in Q1 CY27 **Four key asks:** • Phased relaxation of DC under SBFAS (Indian steel must be physically proven and owner-approved) • Firm order with lead-ship model • MDF and IIF support • Customs relief on construction inputs and capital goods	**Immediate (Oct):** • Work with MoS to establish physical evidence • FAQ to be published on DC formula including overheads • Discussion with SCI on the selection process, then joint HD KSOE - SCI session • Minister visit to Korea end-Oct and singing of Joint statement

Shipyard	Engagement so far	Details of key asks	Next steps
Fincantieri (incl. VARD)	• Multiple meetings done with India Head and Asia Sales Director • Participated in SMM Hamburg India Roundtable	**Overall plan:** • Greenfield/Brownfield: open to both, preference to brownfield expansion as partner with existing Indian yard; no cluster preference indicated (high interest in Dighi) • Vessel segment: willingness to participate in both Naval and commercial (Cruise) segments **Key preliminary asks:** • Possibility of assured demand from GOI • Facilitate meetings with Indian PSU shipyards (defence and commercial)	**Immediate (Oct):** • Conduct VC meeting with CSL, DPSU yards • India delegation visit to Rome and bilateral (postponed) • Invite for visit to India Conclave in Nov - Sent
Norwegian Consortium	• Multiple discussions with SSU • Site visit conducted at AP • Query resolution on guidelines • Participated in the India–Norway Business Roundtable • Meeting with Borge Johansen and Sujoy on aligning next steps and way forward • Meeting with GMB CEO and consortium	**Overall plan:** • Greenfield yard: $0.5 Bn capex; barge-based launch tech • Vessel: VLCC-focused, open orders of 10–12 VLCC in Y1 • Prefers Gujarat as potential State, requires sites with low landside depth to bedrock; suggested Mongrol in GJ **Key preliminary asks:** • Landside borehole data for Kuchhadi to estimate piling foundation costs • Increased State support from Gujarat • Possibility of setting up clusters in other locations	**Immediate (Oct):** • Share all potential shipyard sites being offered with potential geotechnical studies if available **Near term:** • Converge on a final site location • Work with GMB to refine the Gujarat State support package

Shipyard	Engagement so far	Details of key asks	Next steps
		• Reduced DC requirement in initial years under SBFAS	
Royal IHC	• Discussion held with Indian stakeholders for Royal IHC • CXO participation in India Business Roundtable at SMM Hamburg • CEO participated in the India Business Roundtable • Meeting held between Royal IHC, Kandla port & MoPSW	**Overall plan:** • Not interested in greenfield clusters, wants to start production within 1–1.5 years; actively seeking a waterfront location. Interested in small/medium series-built vessels — electric ferries, green tugs, small dredgers **Key preliminary asks:** • Aggregate India demand for electric ferries, green tugs and small dredgers • Reduce the 0.5 Mn GT anchor-investor threshold	**Immediate (Oct):** • Identify relevant waterfront locations outside the notified clusters • Connect with relevant State Governments; set up follow-up meeting with AP, with a site visit plan • Follow-up meeting to appraise on the aggregated demand • Invited to India Maritime Conclave, 16 Nov
Damen Shipyards Group	• Meeting conducted with Regional Sales Director and DGMA • Bilateral between Damen CEO, Secretary MoPSW and Secretary GoAP at SMM Hamburg • CEO participated in the India Business RoundTable at SMM	**Overall plan:** • Potential co-shipyard in a greenfield cluster given annual deliveries of ~0.1 Mn GT globally. Initial interest indicated in AP and GJ • Vessel Segment: Small and medium series-built vessels - electric ferries, green tugs, small dredgers **Key preliminary asks:** • Aggregate India demand for electric ferries, green tugs and small dredgers • Reduce the 0.5 Mn GT anchor-investor threshold	**Immediate (Oct):** • Clarify MoPSW position on reducing the anchor-investor threshold • Aggregate class-wise demand with States and MoPSW for ferries, green tugs and small dredgers • Set up follow-up meeting with AP, with a site visit plan **Near term:** • Follow-up meeting to appraise on the aggregated demand

Shipyard	Engagement so far	Details of key asks	Next steps
			• Invite to India Maritime Conclave, 16 Nov
Drydocks World Dubai	• Meeting conducted with VP, Business Development at Drydocks World with DGMA team • State EoIs shared • Already engaged with CSL for the ship repair facility at Vadinar	**Overall plan:** • Greenfield/Brownfield: open to both, preference to brownfield expansion as partner with existing Indian yard, preferably CSL; interest in Gujarat cluster (earlier interest in Dighi and Dugarajapatnam) **Key preliminary asks:** • Closure of CSL partnership at Vadinar ship repair before scaling into shipbuilding investment	**Immediate (Oct):** • Convene a DGMA–CSL–Drydocks World discussion • Expedite the recommendation note of PMU for final approval of brownfield application • Invited to India Maritime Conclave **Near term:** • Engage the DP World team along with MoPSW on group-level investment appetite
Dutch Consortium (Labuda)	• Meeting conducted with Mr, Majid to brief about opportunities and understand investor model • Meeting conducted with OMB and APMB • Proposal shared with OMB and APMB	**Overall plan:** • Investor wants to act as a master developer for a cluster bringing anchor yard and ancillaries • Interested in Odisha & AP shipbuilding cluster, due to surrounding ecosystem of steel and other industries **Key preliminary asks** • Alignment on the model of investment and permissibility • MoU with a suitable Shipbuilding cluster	**Immediate (Oct):** • Share the proposal with NSHIP-AP • Invite to India Maritime Conclave **Near term:** Explore possibility of singing and MoU during India conclave

Area	Key Activities	Status
Project Readiness & Approval	Bi-weekly governance & handholding forums with cluster SPVs	Ongoing
	Evaluation of IPA applications & detailed notes for IMGB deliberations	Completed
	Strategic inputs on TEFRs at the IPA stage for greenfield clusters	Completed
	Comparative analysis for the 5 clusters in terms of capacity, cost and subsidy support envisaged	Completed
	National Greenfield shipbuilding cluster strategy advisory document	Completed
	DPR framework and detailed guideline document to all SPVs	Completed
	Guidance on DPR led Land requirement & phasing approach	Completed
	Final approval mechanism & cluster selection criteria for IMGB consideration	Completed
	Assist/Handholding states for submission of final approval applications	Ongoing
	Strategic inputs based on DPR submitted for 5 clusters	Ongoing
	Evaluation of final approval applications & detailed observation notes for IMGB deliberations	Ongoing
Investment Facilitation	Mapping & prioritization of investors for reach-out	Completed
	Institutionalization of centralized reach-out email (invest.shipbuilding@gov.in)	Completed
	Preparation of investor reachout collaterals - India value proposition, 4-pillar scheme packs, SB Cell Brochure, Packs for international events (SMW and SMM), India business roundtables and JWG decks, SRCN flyer	Completed
	Cluster value proposition decks for all 5 greenfield clusters, shared with respective State SPVs with central and state incentive stacking	Completed
	Direct outreach to P1 and P2 shipyards and briefing India opportunity	Completed
	International event participation support- (India Pavilion, India Panel, Business Roundtables, JWG, Secretary speeches / remarks, Tour reports, lead generation) (SMW, SMM Hamburg and Norway completed, others planned)	Ongoing
	India event planning and support- Planning & preparation for India SB investment conclave, SB presentations in coastal state workshops and other events	Ongoing

	Embassy-led outreach framework for priority maritime nations (Korea, Japan, Italy, Netherlands)	Ongoing
	Value proposition for OEMs for clusters with Anchor investor commitment	Ongoing
	Direct outreach & investor engagement to priority OEMs and Shipping lines	Ongoing
	Qualification of leads and assisting in resolving investor queries pertaining to focused clusters / states	Ongoing
Active Leads - HD KSOE	Financial model & IRR analysis for HD KSOE proposed yard	Completed
	Submission of POV on 4 key asks by Investor	Completed
	Meeting with Guidance TN and HD KSOE leadership	Completed
	PMO meeting with MoPSW, DGFT, DoE, MoF and CBIC	Completed
	Develop comparitive POV on customs schemes (SEZ/MOOWR)	Completed
	Meeting with DoC to validate the issued in SEZ scheme	Completed
	Analysis if Domestic content which can be met from overheads	Completed
	Analysis of Domestic marine-grade steel and MoS engagement	Ongoing
	Firm order visibility and selection criteria by SCI	Completed
	Meeting with SMFCL, MIF and Guidance TN	Completed
	Meeting with DDC, Tamil Nadu SEZ and HD KSOE	Completed
	Strategic inputs on JV structuring and MIF/equity	Ongoing
	Support for MoPSW delegation visit to Korea in October	Ongoing
Active Leads - Fincantieri	Meetings with the India Head and Asia Sales Director	Completed
	Discussion in India-SMM Business Roundtable	Completed
	Company and capability assessment including need for expansion	Completed
	Support for the Rome HQ visit by MoPSW	Ongoing
	Collaboration support for HSL and Fincantieri	Ongoing
Active Leads - Norwegian Consortium	Discussions with SSU and query resolution on guidelines	Completed
	Discussion in India-SMM Business Roundtable	Completed
	Meeting with Borge Johanson and Sujoy	Completed
	Data sharing for Kuchhadi (State value prop, TEFR, geotechnical investigations)	Completed
	Meeting with the GMB CEO and the consortium	Completed
	Meeting with the APMB CEO and the Dutch consortium	Completed
Active Leads - Damen (Netherlands)	Meeting with Regional sales director & briefing India opportunity	Completed

	Organized CEO bilateral at SMM and participation in India roundtable	Completed
	Aggregate demand for ferries, tugs and small dredgers	Completed
	Follow-up meeting with AP, with a site visit plan	Ongoing
Active Leads - Royal IHC	COO participation at the SMM India business roundtable	Completed
	Company and capability assessment including need for expansion	Completed
	Identify waterfront sites outside the notified clusters and connect with states	Ongoing
Active Leads - Drydocks World Dubai	VP Business Development meeting; State EoIs shared	Completed
	Company and capability assessment including need for expansion	Completed
	Convene a DGMA - CSL - Drydocks World discussion on Vadinar	Ongoing
	Expedite the pending TFAR appraisal	Completed
	Expediate the submission of recommendation by PMU	Ongoing
	Engage DP World with MoPSW on group-level appetite	Ongoing
Active Leads - Dutch Consortium	Meeting with OPMB and introduction of investor	Completed
	Share formal proposal with NSHIP-OD	Completed
	Conduct follow up meeting with NSHIP-OD	Ongoing
	Meeting with APMB and introduction of investor	Completed
	Share formal proposal with NSHIP-AP and follow up meeting	Completed
Active Leads - MDL	Evaluate MoU with NSHIP-MH and NSHIP-AP as anchor investors	Ongoing
Active Leads - Japanese Yards	Meeting with Japanese embassy and JETRO	Completed
	Create POV on Manpower exchange for Japanese ambassador and align with AS, Ministry	Completed
	Meeting with the Japanese Ambassador for manpower exchange	Ongoing
OEMs - Active Leads - WinGD	Meeting with India sales head in DGMA office	Completed
	Connect with potential India partners for licensee arrangement	Ongoing
OEMs - Active Lead - Everllence	Meeting in DGMA office along with Mitsui E&S; Bilateral discussion with CEO, Everllence in SMM Hamburg	Completed
	MoPSW and Shipyards to work together to aggregate demand of engines	Ongoing
OEMs - Active lead - Yanmar	Facilitate discussions with BEML and other potential partners	Ongoing

Support Required from MoPSW

- Support in setting up **Embassy meetings** with four prioritized countries, per the DO letter issued
- Facilitate a Meeting with **Ministry of Steel** to align on next steps to establish physical evidence of steel
- Share details of **tugs**/ferries **demand** to facilitate further discussion Damen shipyards
- G2G discussions to invite prioritized shipyards for India conclave
- Consider allowing development to commence with a **smaller contiguous land parcel**, with **subsequent phased expansion towards the ~2,000 - acre benchmark** based on anchor-investor requirements, project phasing and site suitability
- **Formal communication on reducing lower threshold of domestic content requirement under SBFAS** and subsequent amendment in guidelines

(ii) SbDS – Brownfield

Key Performance Indicators

Metric	As on 16 Oct '26	Remarks
# Apps. received	**10**	6 apps with <₹100 Cr assistance; 4 apps with >₹100 Cr assistance
Eligible Project Cost (₹ Cr)	**₹3,706 Cr**	
Assistance sought (₹ Cr)	**₹924 Cr**	
Total capacity expansion (in DWT)	**~411k**	CSL - ~32 ship-repair slots/year
# Apps. under review for IPA	**6**	
# Apps. with IPA granted	**4**	TNSL, SDHI, CSL and Mat Marine
# Apps. with IEAs allotted	**8**	
# TFARs received	**2**	TNSL and SDHI
# Apps. with PMU report submitted	**-**	
# Apps. with final approval	**-**	
Total assistance with Final approved	**-**	
Avg. TAT between last query and IPA approval (days)	**5 days**	
Avg. TAT between last query and final approval	**-**	

Further details are provided in Annexure 13.4 for reference

Key Highlights of the Week

Brownfield activities during the week were focused on addressing stakeholder queries, guiding shipyards through the application process, and progressing applications towards finalization and approval

- Draft Detailed notes prepared for Garden Reach Shipbuilders & Engineers Limited (GRSE) for grant of In-principle approval based on replies received to queries submitted
- Draft Detailed notes prepared for Yeoman Marine for grant of In-principle approval based on replies received to queries submitted, pending documents highlighted to applicant, awaited.
- Project Approval committee (PAC) meeting to be scheduled next week for grant of IPA to above 2 applications
- Draft template for the Project Management Unit (PMU) report for evaluation of IEA report under preparation, to be shared with DGMA team

Application Details

Cochin Shipyard Limited							
Project Description	Development of a ship repair facility at Vadinar, Gujarat, in partnership with Deendayal Port Authority. CSL's scope includes two 300 m floating dry docks, each capable of docking vessels up to 250 m LoA / ~100,000 DWT, along with 2–3 rail-mounted level-luffing cranes, workshops and associated MEP infrastructure. DPA's complementary scope includes a ~650 m outfitting jetty, approach trestle and supporting waterfront utilities. The facility is designed to undertake docking and repair of large commercial vessels, including bulk carriers, tankers, container vessels, gas carriers and offshore vessels						
Total / Eligible Project cost	₹ 1570 Cr (₹ 920 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 230 Cr						
Capacity Addition	32 ship repairs/year						
Current Status	IPA Granted						
IEA Allotted	Jacob's						
Site Visits	To be planned						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	5/14/2026	6/25/2026	6/29/2026	*9/30/2026*	*10/1/2026*	*10/29/2026*	*4/4/2030*
Titagarh Naval System Limited (TNSL)							
Project Description	Development of a new shipyard at Falta on approximately 38 acres with over 500 m of waterfront, designed for construction of vessels up to 160 m LoA. Key facilities include one dry dock, one slipway/erection berth and one 100 m × 20 m jetty with a 65 m gangway. Landside infrastructure includes three steel block-fabrication shops, one aluminium fabrication shop, one pipe shop, one cutting shop and one blasting & painting shop. Material-handling infrastructure includes three 50T and two 80T Goliath cranes, besides multiple EOT and gantry cranes across the fabrication shops. The yard is configured for modular construction and pre-outfitting of commercial, passenger and specialised vessels						
Total / Eligible Project cost	₹ 610 Cr (₹ 516 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 128 Cr						
Capacity Addition	40,000 DWT						
Current Status	IPA Granted						
IEA Allotted	KOMAC						
Site Visits	Site visit conducted by KOMAC						

Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	*Est. Project Completion*
Date	26/2/2026	12/3/2026	29/6/2026	7/9/2026	22/9/2026	*24/10/2026*	*29/3/2032*
Swan Defence and Heavy Industries							
Project Description	Installation of one additional 600T Goliath gantry crane at the existing 662 m × 65 m dry dock and one additional 40T Electrical Level Luffing crane at the fit-out berth. The Goliath crane will operate over an approximately 148 m rail span with ~835 m travel length, enabling parallel handling and erection of large ship blocks. The ELL crane increases the fit-out berth from one to two operating cranes, allowing concurrent lifting and outfitting activities. The project specifically addresses existing crane-related constraints on block erection, dock utilisation and outfitting operations rather than creating additional dock infrastructure						
Total / Eligible Project cost	₹ 2565 Cr (₹ 504 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 125 Cr						
Capacity Addition	180,000 DWT						
Current Status	IPA Granted						
IEA Allotted	Loyds						
Site Visits	Site visit conducted by Loyds						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	*Est. Project Completion*
Date	14/4/2026	27/4/2026	29/6/2026	7/9/2026	22/9/2026	*2/11/2026*	*1/6/2028*
Mat Marine							
Project Description	Expansion of the Kakinada yard through two dedicated slipways: a 150 m × 25 m ship-repair slipway with a 1,250T winch-and-cradle system, and a 100 m × 30 m new-build slipway. Waterfront infrastructure includes a 305 m RCC jetty for berthing and outfitting. Material handling comprises one 180T crawler crane, one 100T crawler crane, one 10T EOT crane and one 5T EOT crane. Landside works include an enclosed block-assembly facility with CNC cutting equipment, an EOT-crane-equipped fabrication workshop, an open block-fabrication yard and two marine stores, supported by channel and basin development						
Total / Eligible Project cost	₹ 105 Cr (₹ 105 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 26 Cr						
Capacity Addition	2,850 DWT						

Current Status	IPA Granted						
IEA Allotted	AECOM						
Site Visits	To be planned						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	*Est. Project Completion*
Date	9/3/2026	30/6/2026	30/6/2026	*30/9/2026*	*1/10/2026*	*29/10/2026*	*30/12/2027*
Synergy Shipbuilders N Dock Works Ltd.							
Project Description	Modernization of the existing 12,600 sq m riverfront yard with ~180 m waterfront at Gandaulim. Marine works include dredging of approximately 40,000 m³ and construction of an 80 m × 20 m piled RCC jetty with bollards and fenders. Production infrastructure includes two covered fabrication sheds — a 720 sq m vessel-building shed and 600 sq m block/modular fabrication shed — together with approximately 4,000 sq m of yard concreting. Equipment additions include a 100T mobile crane, 120T crane, gantry-type CNC plasma/oxy-fuel cutting system and automatic welding system, supported by utility and internal infrastructure upgrades						
Total / Eligible Project cost	₹ 35.31 Cr (₹ 35.31 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 8.83 Cr						
Capacity Addition	3,000 DWT						
Current Status	DPR being revised by the applicant						
IEA Allotted	NA						
Site Visits	To be planned						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	*Est. Project Completion*
Date	26/6/2026	*30/11/2026*	*30/11/2026*	*30/12/2026*	*31/12/2026*	*28/1/2027*	*1/7/2027*
Yeoman Marine							
Project Description	Expansion across Yeoman's Sada Mirya waterfront yard and MIDC Mirjole fabrication facility. Marine works include dredging of approximately 452,840 m³ and widening of the 900 m navigation channel from 30 m to 50 m. The existing slipway/transfer system is proposed to be upgraded from 2,200T to 4,500T, alongside development of the P6 (A–E) and P1 jetties. Material-handling equipment includes two 80T+10T rail-mounted Goliath cranes, a 40–50T gantry crane, a 10T tower crane and EOT cranes. The project also includes CNC cutting, plate rolling, blasting/painting and block-assembly facilities, doubling block-fabrication capability from 500 to 1,000 MT/month						

Total / Eligible Project cost	₹ 94.3 Cr (₹ 94.3 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 23.6 Cr						
Capacity Addition	8,000 DWT						
Current Status	Query Raised, waiting for reply from the shipyard						
IEA Allotted	Lyods						
Site Visits	NA						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	*Est. Project Completion*
Date	29/7/2026	*13/10/2026*	*28/09/2026*	*13/11/2026*	*14/11/2026*	*12/12/2026*	*12/10/2029*
MOC Shipyard Pvt. Ltd.							
Project Description	Modernization of the Sancoale yard centred on installation of a 500T Travelift/Boat Hoist for vessel lifting, launching and transfer. Marine works include a 40 m × 16 m × 5 m keyway, associated capital dredging and strengthening of approximately 150 m of existing seawall. A ~6,000 sq m hardstand area is proposed for vessel docking, repair and maintenance. Production infrastructure includes four closed block/modular fabrication sheds, vessel docking stands and upgraded cutting, machining, pipe-bending, welding and material-handling equipment. The project also includes automated shot-blasting and painting facilities and upgraded digital/engineering systems to support shipbuilding and repair operations						
Total / Eligible Project cost	₹ 32 Cr (₹ 32 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 8 Cr						
Capacity Addition	400 DWT						
Current Status	Query raised, waiting for the shipyard to reply						
IEA Allotted	KOMAC						
Site Visits	To be planned						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	*Est. Project Completion*
Date	14/8/2026	*13/10/2026*	*28/09/2026*	*13/11/2026*	*14/11/2026*	*12/12/2026*	*11/4/2027*
Garden Reach Shipbuilders & Engineers Limited							
Project Description	Revamping/reconstruction of six waterfront jetties across GRSE's Main and RBD facilities — Saw Mill, Maintenance, Tea Canteen, Ganga, Hooghly and MI jetties. The works primarily comprise replacement/upgradation with RCC pile-supported jetty structures, associated sheet piling, bank protection, fenders, mooring						

	arrangements and waterfront works. The upgraded jetties are designed to provide additional berthing and outfitting positions for vessels of up to approximately 150 m LoA and 7,000-ton displacement, reducing dependence on the existing Fitting Out Jetty and enabling multiple vessels to undergo outfitting activities concurrently						
Total / Eligible Project cost	₹ 139 Cr (₹ 139 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 34.75 Cr						
Capacity Addition	15,000 DWT						
Current Status	Query raised, waiting for the shipyard to reply						
IEA Allotted	Haskoning						
Site Visits	NA						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	*Est. Project Completion*
Date	25/8/2026	*13/10/2026*	*28/09/2026*	*13/11/2026*	*14/11/2026*	*12/12/2026*	*30/10/2028*
Square Port Shipyard Pvt. Ltd.							
Project Description	Phase-1 expansion of the Dabhol yard includes two floating dry docks for vessels up to 200 m, integrated with a transfer system, reconstruction of the existing concrete jetty and development of a reinforced-concrete slipway. Jetty reconstruction includes removal of 26 existing piles and installation of 142 new 1.2 m marine RCC piles. Landside works include a new steel, aluminium and FRP fabrication facility, blasting and painting booths, and upgradation of existing workshops. The project also covers 117 items of plant and machinery, material-handling systems, utilities and a 4 MW solar power facility, creating an integrated shipbuilding and repair setup						
Total / Eligible Project cost	₹ 1469 Cr (₹ 1121Cr Eligible Cost)						
Eligible Financial Assistance	₹ 280.25 Cr						
Capacity Addition	150,000 DWT						
Current Status	Query raised, waiting for the shipyard to reply						
IEA Allotted	KOMAC						
Site Visits	NA						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	*Est. Project Completion*
Date	3/9/2026	*25/6/2026*	*28/09/2026*	*8/11/2026*	*9/12/2026*	*6/1/2027*	*31/12/2028*
Mazagaon Dock Limited (MDL)							

Project Description	Augmentation of shipbuilding capacity through installation of a second Pressure Hull Production Line (SAW welding) within existing MDL premises, Mumbai – East Yard (CAS workshop, Workshop-B) and Alcock Yard. Six special-purpose workstations: web/frame milling (6I), web-to-flange assembly (1I), automatic frame welding (2I), frames-to-shell assembly (8I), frames-to-shell welding (3I), long & circular seam welding (4I & 5I). Supports submarine programmes P75(AIP), P75(AS), P75(I) and commercial pressure vessels (LNG/LPG carriers etc.).						
Total / Eligible Project cost	₹ 239Cr (₹ 239Cr Eligible Cost)						
Eligible Financial Assistance	₹ 59.75 Cr						
Capacity Addition	12,000 DWT						
Current Status	Under review , queries to be raised						
IEA Allotted	NA						
Site Visits	NA						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	*Est. Project Completion*
Date	23/9/2026	*22/11/2026*	*15/10/2026*	*22/12/2026*	*22/12/2026*	*31/1/2028*	*01/04/2028*

Plan Ahead

Monthly Plan

- Progress TFAR submission for Mat Marine and CSL
- Committee Meeting to be held to recommend approval for the 2 applications with <100Cr
- Discussion to be held with Ministry on **final approval of TNSL in next IMGB meeting, given pendency of environmental clearances**

Quarterly Plan

- Progress eligible IPA-approved projects towards Final Approval, and take forward pending / revised applications from Yeoman Marine, MOC Shipyard, Synergy and GRSE.
- Subject to CSL confirmation, undertake senior-level engagement with Drydocks World and agree the implementation roadmap for Vadinar.

Support Required from MoPSW

- **Publication of a granular** 5 / 10 / 15-year **demand aggregation plan** to provide visibility to yards for planning expansion projects
- **Clusterization in Brownfield:** Advance proposal for enabling amendment of guidelines to enable clusterization around brownfield yards.
- **Drydocks World - Vadinar:** Support senior-level engagement with Drydocks World after CSL confirms the proposed partnership construct and specific Government facilitation required.

(iii) Container Manufacturing and Indigenization of Components

Plan Ahead

Quarterly

- MoPSW is in the process of finalizing the scheme guidelines, covering the implementation framework, eligibility criteria, institutional responsibilities, application and appraisal processes, and monitoring mechanisms.
- DGMA is progressing the onboarding of the Project Management Unit (PMU) to provide dedicated support for implementation planning, stakeholder coordination, progress monitoring, and resolution of execution-related issues

[C] Ship Recycling

(i) Ship Recycling Credit Note

Key Performance Indicators

Metric	As on 9 Oct '26	Remarks
# Registered users on portal	**71**	
# Ships Beached and Recycled	**68**	
# Applications received	**26**	
# Applications approved (#)	**10**	
# Apps. rejected	**5**	
# Apps. under review	**11**	
- Incomplete applications	*9*	Awaiting Recycling completion
- other applications under review	*2*	1 is on hold pending the release of amended guidelines, 1 application is on hold as LTD committee has requested time of a week to decide the rates of stainless steel tanker
# Ships Beached	**131**	

Further details are provided in Annexure 13.5 for reference

Key Highlights of the Week

- Credit note for +2 new ships will be processed by 20th Oct
- Draft PoV prepared for existing mechanisms under SRCN covering key considerations on transferability, credit note ledger and redemption mechanism including areas requiring policy clarification

Plan Ahead

Monthly Plan

- Close actionable deficiencies in incomplete SRCN applications; track the vessels awaiting recycling completion.

Quarterly Plan

- Operationalize the approved amendments through a standard application checklist and trigger-based outreach upon recycling completion
- Prepare a concept note evaluating whether Ship Recycling Credit Notes may be issued / transferred through ship recyclers and subsequently utilized by eligible shipowners for India-built vessels

Support Required from MoPSW

- **Approval of guideline amendments:** The proposed amendments covering in-principle acknowledgement at beaching, three-year validity linked to tagging and one-time relaxation of

the 3M application window and value of SRCN have been approved by IMGB; Issuance of the formal amended guidelines / circular remains pending by Ministry

(ii) Ship Recycling Portal

Key Highlights of the Week

KPMG's technical expert team has completed its review of the draft EOI document. The suggested changes are being incorporated, following which the revised EOI will be submitted to DGMA at the earliest.

Sr. No.	Core module name	Num Of Sub Modules 1	Internal Team Review	Review with Client
1	Digital Platform Governance, Cybersecurity, Open API and IoT Integration Module	17	Completed	Completed
2	Data Intelligence, Analytics, Decision Support & ESG Governance	1	Completed	Completed
3	Laws, Rules, Guidelines and Policies	3	Completed	Completed
4	Recycling Upstream	16	Completed	Completed
5	Recycling Mid -Stream	30	Completed	Completed
6	Recycling Downstream	9	Completed	Completed
7	Business Development / E-Market Place	2	Completed	Completed
8	Stakeholder Registry, Roles and Institutional Interfaces	1	Completed	Completed

The review of the proposed portal structure and modules has been completed by DGMA. Based on the directions and feedback received during the review, the portal structure and architecture are currently being revised. The next key milestone is to finalize and validate the module-level requirements and stakeholder responsibilities.

Monthly Plan

1. Finalization of the architecture and end-to-end workflows for the Ship Recycling Portal.
2. Preparation and submission of the Expression of Interest (EOI) document for review and feedback.

Quarterly Plan

1. Submit the draft RFP for the Ship Recycling Portal, covering all 08 core modules and approximately 80+ sub-modules, including scope, deliverables, evaluation criteria and commercial terms.

2. Complete bid-management activities, including procurement-calendar finalisation, pre-bid planning, bidder communication strategy and clarification-management framework.
3. Finalize the functional and business requirements, end-to-end workflows, data architecture, security standards and integration requirements to support the RFP.
4. Obtain internal approvals from DGMA, MoPSW and relevant stakeholders for the draft RFP.
5. Prepare the bid-evaluation framework, contract-management structure and implementation-governance model to be used during the bidding process.

6-Month Plan

1. Onboard the System Integrator, including submission of the implementation plan, resource plan, solution architecture and delivery roadmap.

(iii) Regulatory & Compliance Framework

Metric	**Status**	**Remarks**
Understanding of various convention & Act	WIP	Act 2019, Rules 2021 & Regulation 2026. HKC+ & ISO is being studied in terms of Ship recycling
Checklist Preparation for Comparison	Completed	A robust checklist of more than 104 questionnaires were prepared based on the concept of HKC+ & ISO.

Stakeholder Engagement	WIP	Meeting with Gujarat Maritime Board (GMB) completed. The checklist for the As-Is Gap Assessment has been shared with GMB; response is awaited. Meeting with the Ship Recycling Industries Association (SRIA) completed. Gap assessments of two ship recycling yards, V-1 Priya Blue Industries and V-9 Alang Auto Engineering Works, were completed using the prepared questionnaire. Meeting and gap assessment with the Gujarat Pollution Control Board (GPCB) concluded Visit to Gujarat Enviro Protection Infrastructure Ltd. (GEPIL) completed.

Key Highlights of the Week

- Meeting with Gujarat Maritime Board (GMB) is completed. The checklist for the As-Is and Gap Assessment is shared with GMB and the response is awaited.
- Preparation of draft report based on stakeholder engagements is in progress.

Monthly Plan

- Obtain pending data from GMB, follow-up in progress.
- Preparation and review of the draft report.

Quarterly Plan

- Submission of final Report.

(iv) East Coast Visit

Key Highlights of the Week

Metric	Status	Remarks
1. West Bengal	Completed	Meeting with the Additional Secretary, West Bengal Maritime Board was conducted to discuss the ship recycling ecosystem and related stakeholder coordination in West Bengal on 30 Sep 2026. Meeting with Amar Udyog, was conducted on 01 October 2026. Meeting with Ripley was conducted 05th Oct 2026.
2. Odisha	Completed	Visited Kendrapara & held meeting with various stakeholders including interested Ship Recycler
3. Tamil Nadu	Completed	As communicated by the Vice-Chairman and CEO, Tamil Nadu Maritime Board, vide Letter No. 2991/S4/2025 dated 8 September 2026, the proposal is currently not considered feasible.

- Review of the consolidated draft report is in progress.

Monthly Plan

- Submission of final consolidated report covering the visits to West Bengal, Odisha and Tamil Nadu

(v) Institute for Ship Recycling and BIS Lab/ Testing Facility at Alang

Key Highlights of the Week

- Preparation of the Pre-DPR based on the findings of the preliminary assessment and the supporting evidence collected. Requested GMB to share the Emergency Response Plan and detailed plot drawings, upcoming training modules of the Institute and its facilities to facilitate completion of the report.

- Office order for preparation of Pre DPR for Institute for Ship Recycling at Alang was drafted and put up for approval of Competent Authority.

- Letter send to BIS for inclusion of DGMA representative in BIS committee dealing with developing appropriate standards and certification mechanisms for recycled steel.

Monthly Plan

- Engagement with BIS to obtain the proposed plan for establishing the BIS Laboratory / Testing Facility, including the required infrastructure, equipment, testing facilities and associated capabilities.

- The pre-DPR will be finalised based on field assessment, stakeholder consultations, identified infrastructure and capability gaps, and the requirements for establishing the proposed Ship Recycling Institute and BIS Laboratory / Testing Facility.

Quarterly Plan

- Submit the Pre-DPR for Alang Institute by 15 Nov 2026

(vi) EUSRR compliance for Ship Recycling Yards in Alang

A total of 35 Indian ship recycling facilities have applied for inclusion in the EU Ship Recycling Regulation (EUSRR) list. DGMA has undertaken an assessment of the 35 yards for their readiness for EU listing. Of these, two facilities (03 plots) were included in the daft EU list.

A visit to Alang was conducted from 24 to 28 Sep 2026, during which discussions were held with representatives of some of the 35 ship recycling yards that have applied for EU listing.

The yards have requested the Marine Biodiversity Report from the Council of Scientific & Industrial Research (CSIR) and Master Audit Report of Gujarat Enviro Protection Infrastructure Ltd. (GEPIL) by Gujarat Pollution Control Board (GPCB).

Mail send to GMB on 28 September 2026 towards obtaining the Marine Biodiversity Report from the Council of Scientific & Industrial Research (CSIR) and Master Audit Report of Gujarat Enviro Protection Infrastructure Ltd. (GEPIL) by Gujarat Pollution Control Board (GPCB).

Key Highlights of the Week

Reminder mail send to GMB on 09 October 2026 for obtaining the Marine Biodiversity Report from the Council of Scientific & Industrial Research (CSIR) and Master Audit Report of Gujarat Enviro Protection Infrastructure Ltd. (GEPIL) by Gujarat Pollution Control Board (GPCB). We are expecting to receive the reports by next week.

Monthly Plan

Review of the reports for alignment with EU SRR requirements.

[D] National Shipping Policy Inputs

Key Highlights of the Week

(i) Taxation and commercial operations

- Addressing taxation issues impacting competitiveness of Indian flag vis a vis Foreign flag is incorporated as core pillar in National Shipping Policy.

(ii) Protection, preservation and promotion of Indian tonnage

- Detailed Note and presentation on Protection, Preservation and Promotion of Indian Tonnage along with 90 recommendations have been submitted to MoPSW on 07.09.2026 requesting further deliberation. The recommendations are based on following levers:
    - Taxation Anomalies
    - Registry & Vessel lifecycle governance
    - Ease of Doing Business
    - Green Initiatives
    - India International Ship Registry (IISR)
- The revised proposal on India International Ship Registry (IISR) shall be submitted for first reiteration on the 26th of October 2026
    - A second iteration on IISR under the chairmanship of Secretary, MoPSW is scheduled for 21.10.2026.
    - The initial concept on IISR which was part of PPP-IT and was presented to MoPSW on 25th August 2026.
    - Second internal DGMA iteration done on 17.08.2026

(iii) Coastal Shipping and State Workshops

The Coastal State Workshop programme has progressed significantly, with state-specific maritime profiles completed for Gujarat, Kerala and Andhra Pradesh under the six-pillar engagement framework. The initiative has moved from assessment to implementation, with workshops being undertaken to identify actionable interventions in shipbuilding, repair and recycling, maritime safety, skilling, crewing, decarbonisation, and coastal shipping. Gujarat, Kerala and Andhra Pradesh are being taken up on priority, with the engagement expected to culminate in state-specific maritime action plans and policy recommendations aligned with each state's maritime strengths and development opportunities.

(iv) CCPS and other schemes

Currently inter ministerial consultations have been done on the EFC note and the draft scheme has been circulated by the Ministry.

(v) India as a bunkering hub

Three meetings of the High-Level Committee chaired by JS (Ports), MoPSW have been convened to deliberate on developing India as a major bunkering hub. DGMA has submitted a comprehensive package comprising a detailed note, presentation, and evidence-based report covering findings, analysis, recommendations, action plan, and implementation roadmap. The matter is now placed before the High-Level Committee for final deliberation and consideration of the proposed recommendations.

(vi) Promoting India as a Major Transshipment Hub:

Initial draft is presently under preparation. The first internal consultation meeting is scheduled to be held on 09.10.2026.

(vii) National Coastal and Inland Shipping Strategic Plan

Initial kick-off meeting held with McKinsey regarding the discussion on Terms of Reference of the Committee on

[E] Ease of Doing Business – Operational Aspects and Trade / Investment Facilitation

Key Performance Indicators

(i) Trade movements, market analysis, grievances and facilitation

Freight Market, Insurance and Bunkering Analysis

1. Freight Price Tracker and Trade-Lane Impact

Indicative spot benchmarks show that the March disruption produced a broad-based increase in freight costs across India-linked container, tanker, LNG and dry-bulk routes. The most severe escalation is concentrated on short-haul Gulf container lanes and crude-oil movement from the Middle East Gulf, while dry-bulk and fertilizer routes show comparatively moderate but still material increases.

Segment / Cargo	Trade Lane	Unit	Pre-War	Latest Available	Change	Benchmark Source
Container / General Cargo	India–Jebel Ali	USD/FEU	$450	$8,000+	+1,678%	Freightos Market Assessment
Container / General Cargo	India–Saudi Arabia	USD/FEU	$500	$7,500+	+1,400%	Carrier Market Assessments
Container / Retail and Manufacturing	India–Northern Europe	USD/FEU	$2,450	$4,500	+83.7%	Drewry WCI
Container / Retail and Manufacturing	India–US East	USD/FEU	$3,600	$8,000	+122.2%	Freightos FBX
VLCC / Crude Oil	MEG–India	Worldscale	WS 48	WS 290	+504.2%	Baltic Exchange
Aframax / Crude Oil	Russia–India	Worldscale	WS 115	WS 140	+21.7%	Kpler / Platts
LNG Carrier / Natural Gas	US–India	USD/day	$52,000	$115,000	+121.2%	Spark Commodities
Capesize / Iron Ore	Brazil–India	USD/day	$21,400	$33,000	+54.2%	Baltic Dry BADI
Panamax / Coal	Indonesia–India	USD/day	$12,500	$19,500	+56.0%	Baltic Panamax
Supramax / Fertilizer	South-East Asia–India	USD/day	$10,800	$17,500	+62.0%	Baltic Supramax

Key analysis: Gulf-linked container freight has increased by fourteen to nearly eighteen times pre-disruption levels, directly affecting Indian trade with Jebel Ali and Saudi Arabia. MEG–India crude tanker pricing has risen more than six-fold, indicating a pronounced energy-logistics risk. Container services to Europe and the US, LNG shipping, and major dry-bulk routes also remain substantially above baseline, transmitting higher logistics costs to manufacturing, energy, coal, iron ore and fertilizer supply chains.
Note: Rates are indicative spot benchmarks or representative market assessments. Reporting dates and methodologies differ across providers and should be interpreted as directional indicators. Actual freight varies by contract terms, vessel availability, cargo specification, routing, bunker adjustments and war-risk surcharges.

2. Carrier Surcharges and Tariff Revisions

Maersk introduced a further layer of emergency and seasonal charges, effective 1 August 2026, in addition to the Strait of Hormuz emergency freight rate already in force. The measures increase landed logistics costs and reduce booking certainty for Upper Gulf trades.

Measure	Scope / Trigger	Rate / Status	Operational Implication
Strait of Hormuz Emergency Freight Rate	20-foot dry; 40/45-foot dry; reefer and special equipment	$1,800; $3,000; $3,800 per container	New bookings suspended to the Upper Gulf, including UAE, Bahrain, Qatar, Iraq, Kuwait and Saudi Dammam/Jubail.
Heavy Load Surcharge	North-West India to Northern Europe and Israel; 20-foot VGM above 22 tonnes	Applicable to contract bookings	Raises cost for dense cargo when verified gross mass exceeds the threshold.
Peak Season Surcharge	Indian Subcontinent and Middle East to US East Coast and Gulf	$3,000 initially; $4,000 from 4 August; $5,000 from 15 August–December	Peak dry cargo to Houston reaches $5,800; reefer charges range from $3,700–$4,000.
Emergency Contingency Surcharge	Oceania to Middle East	$900 for 20-foot dry; $1,500 for 40/45-foot dry; $950 for 20-foot reefer	Adds contingency cost to Middle East-linked repositioning and cargo flows.
Demurrage and Detention Revision	Imports and exports in Germany, Netherlands, Belgium and Poland	Higher per-container, per-day charges; 40-foot high-cube reefer indicated at $1,900	Increases exposure where containers remain beyond free time.

Additional charges: A Global Emergency Bunker Surcharge subject to 14-day review, Transit Disruption Surcharge and weekly Fuel Surcharge are also operating. Contract renewals without a fuel surcharge may allocate 15% of the rate to fuel. The combined effect is a layered and potentially adjustable cost structure rather than a single exceptional charge.

3. Marine Insurance Analysis

As on 21 September 2026, 3,405 policies had been issued under the Bharat Marine Insurance Programme (BMIP). BMIP rates remained below foreign-market benchmarks across Hull and Machinery War Risk, Cargo War Risk and Protection and Indemnity products.

Hull War Risk Phase	Premium for Strait of Hormuz Transit	Assessment
Pre-conflict baseline	0.10%–0.25%	Normal market range before escalation.
Peak escalation	3.0%–10.0%	Exceptional risk pricing during the height of the conflict.
September 2026	0.09%–0.5%	Substantial normalization from peak levels, though the upper end remains above the earlier baseline.

Product	Policies Issued	BMIP Rate	Foreign-Market Benchmark
Cargo War Risk	3,293	0.02%	0.12%–0.35%
Hull and Machinery War Risk	109	0.09%	0.1%–0.5%
Protection and Indemnity	3	0.2% per GT	0.5% per GT
Total	**3,405**	—	—

Key analysis: Cargo War Risk accounts for approximately 97% of all BMIP policies, demonstrating that the programme's principal current value lies in protecting cargo flows. The rate differential against foreign markets provides a measurable cost advantage to Indian maritime stakeholders and helps moderate the insurance-cost transmission arising from geopolitical disruption.

4. Bunkering Market Outlook and Supply-Chain Resilience

4.1 Demand Outlook

India's bunkering market is projected to expand from 2.3 million tonnes in 2025 to approximately 9.4 million tonnes by 2035, representing an estimated compound annual growth rate of 14%, driven by growth in the existing market and the planned scale-up of Vizhinjam and ICTP Galathea.

Growth Component	Projection	Key Assumption
India base market	2.3 million tonnes to about 3.3 million tonnes	Approximately 4% annual growth in volumes at existing ports.
Vizhinjam	Commencement expected in 2029; approximately 3.1 million tonnes by 2033	Estimated using Phase 2 capacity of 5.7 million TEU and ICTP bunkering intensity.
ICTP Galathea	Expected to commence in 2033 at 2–3 million tonnes	Based on ICTP financial-model projections and full ramp-up.
Total market	Approximately 9.4 million tonnes by 2035	Full scale-up of the two new hubs alongside base-market growth.

4.2 Domestic Capacity and Vulnerabilities

Indicator	Current Position	Implication
National refining capacity	267 MTPA	Aggregate refining capacity is sufficient to serve domestic bunker demand.
Estimated annual bunker volume	2.25 MTPA	Bunker demand is less than 1% of national refining capacity.
IOCL VLSFO production capacity	1.2 MTPA	India's largest bunker supplier alone has substantial production capacity.

Crude-import dependence	Approximately 88%	Domestic production remains exposed to global feedstock availability and price shocks.
Port-level bottlenecks	Kandla faced an approximately 15-day wait in March 2026; Kochi and other ports also experienced delays	Barge availability, replenishment uncertainty and product positioning can constrain supply despite adequate refining capacity.

Assessment: India's principal vulnerability is not aggregate refining capacity; it is the resilience of the refinery-to-vessel supply chain. High crude-import dependence, concentration of bunker production in a limited set of refineries, and constrained barge and product-positioning capacity can rapidly translate an external disruption or refinery outage into port-level shortages.

4.3 VLSFO Price Impact of the Middle East Crisis

Indicator	Observed Movement	Interpretation
Peak Indian price	$1,282 per MT at Kochi and Kandla on 20 March 2026	India became the costliest among the compared regional bunker locations at the peak.
Mumbai premium over Singapore	$97 per MT on 3 August 2026	The differential was about nine times the $11 per MT gap observed in February.
Residual August increase	Mumbai remained 64% above February 2026	Prices had fallen 29% from the March peak but had not returned to normal.

4.4 Transition to Alternative Bunker Fuels

Reducing dependence on conventional marine fuels requires coordinated action across three areas: domestic production of alternative fuels, adequate port infrastructure, and transition of cargo movement towards hybrid and green vessels.

Fuel	Domestic Production Base	Port / Policy Readiness	Strategic Relevance
Ammonia	Approximately 19.2 MTPA existing production and use; 0.72 MTPA green ammonia contracted under SIGHT; AM Green developing 5 MTPA	Kandla, Paradip and Tuticorin identified as green-fuel hubs; green ammonia bunkering targeted at every major port by 2035.	Existing plants, handling systems and workforce provide a scalable industrial base.
Methanol	22.6 MTPA coal-gasification capacity operational or under implementation, with methanol as a primary output	Kandla conducted India's first DNV-certified shore-to-ship methanol bunkering trial on 2 April 2026.	Can leverage domestic coal and biomass pathways while port capability is developed.
Green Hydrogen	0.86 MTPA capacity awarded under SIGHT against a 5 MTPA target for 2030; supported by ₹19,744 crore and 3 GW/year electrolyser manufacturing awards	Paradip received approval for a ₹797 crore jetty designed for 4 MTPA of green hydrogen and ammonia.	Offers a domestic renewable pathway but requires accelerated commissioning and cost reduction.

Overall conclusion: India has sufficient refining capacity and an emerging production and port base for ammonia, methanol and hydrogen. However, execution gaps remain in port-side delivery infrastructure, green-fuel commissioning, vessel adoption and cost competitiveness. A phased transition combining conventional-fuel supply-chain resilience with alternative-fuel infrastructure and green-vessel demand aggregation is therefore required.
Source: EGoS Review presentation dated 23 September 2026, slides 13–23. Figures are indicative and subject to the source notes and benchmark methodologies stated in the presentation.

Strategic Support Unit for EoDB and Trade Facilitation

DGMA is onboarding a Strategic Support Unit to advance Ease of Doing Business, maritime investment and services-export promotion, and trade facilitation through process simplification, targeted investment propositions and coordinated resolution of clearance, documentation, vessel and cargo-related issues.
The REOI has been issued. Evaluation and shortlisting will be followed by RFP issuance during October–November 2026 and contract award and mobilisation by December 2026/January 2027. The engagement will deliver an inception report, baseline and gap assessment, integrated reform blueprint and Trade Facilitation Mechanism specification, followed by implementation support.
EoDB and Trade Facilitation capabilities will also be integrated with the Grievance Redressal Support Unit on the eNavik platform by December 2026, providing a unified channel for maritime business and trade-related grievances.

Section 317 – Draft Notification

•DGMA has prepared a draft notification under Section 317 of the Merchant Shipping Act, 2025 for transparency of charges.
•The draft notification was submitted to MoPSW on 03.07.26.
•MoPSW advised re-examination of the proposed documentation and process and directed stakeholder consultations prior to finalization.
•Accordingly, six stakeholder consultation meetings were held on 17.08.2026, 31.08.2026, 09.09.2026, 18.09.2026 and 25.09.2026 & 9.10.2026.
•Further, Representatives of FIEO, CSLA, GRT Global, AMTOI and MSC held an internal meeting between themselves on 30.09.2026 to explore a consensus-based approach
•However, during these meetings, stakeholders expressed divergent views .
Th e revised draft notification under Sectrion 317 of Merchant Shipping Act and Stakeholders comments and the inputs of DGMA thereon has been submitted to the Ministry on 15.10.2026.

•Way forward:/ The report and draft notification shall be submitted to the Ministry thereafter, along with suggestions of the stakeholders and DGMA comments by 21.10.2026.

Metric	As on 16 Oct '26	Remarks
Stakeholder consultations conducted	6	Six stakeholder consultations conducted on exporter facilitation and trade-related issues.

Port and stakeholder coordination meetings	Ongoing	Separate meetings with port authorities and stakeholders initiated for export-consignment facilitation.
Section 317 stakeholder feedback exercise	Under consolidation	Stakeholder comments and feedback are being consolidated for further consideration.
Issue identification and tracking	Operationalized	A unique identification code has been assigned to each issue for clear identification, systematic tracking and timely follow-up.
Integration of Trade Facilitation category into the 24x7 Grievance Redressal Module	In progress	Mapping of nodal officers, designated ports and grievance categories is being undertaken.
LDB 2.0 and empty-container visibility	Under follow-up	Non-visibility of empty containers at yards has been communicated for coordination with the concerned nodal agency.
EoDB resource-support proposal	Initiated	NICSI-based resource support proposed for EoDB and trade-facilitation activities.
Stakeholder consultations conducted	6	Six stakeholder consultations conducted on exporter facilitation and trade-related issues.
Port and stakeholder coordination meetings	Ongoing	Separate meetings with port authorities and stakeholders initiated for export-consignment facilitation.

Grievances Raised by Exporters

- Across the stakeholder consultations, exporters and their representative bodies most prominently the Agricultural and Processed Food Products Export Development Authority (APEDA), the Federation of Indian Export Organisations (FIEO), and other trade associations raised a consistent set of operational grievances arising from the Middle East Crisis. The principal grievances recorded include:
- Container Shortage and Availability: Exporters reported an acute shortage of containers at major EXIM ports, directly reviewed in the 1st DGMA Stakeholder Consultation (05.08.2026) in coordination with shipping lines and port operators.
- Operational Bottlenecks in Cargo Movement: Bottlenecks in the movement, evacuation, and shipment of export cargo were flagged as a direct consequence of rerouting and reduced vessel calls, prompting DGMA to be tasked with identifying root causes (Secretary, MoPSW review, 29.07.2026).
- APEDA's Specific Operational Complaints: APEDA separately highlighted operational challenges affecting agricultural and processed food exporters, which were escalated at the Secretary, MoPSW review meeting held on 14.08.2026 and taken up again in detail during the 2nd Stakeholder Consultation (17.08.2026) and 09.10.2026.
- Concerns Regarding the Section 317 Notification: Stakeholders raised comments and concerns on the notification issued under Section 317, which were discussed in the 2nd Stakeholder

Consultation and further deliberated, with stakeholder comments specifically taken up, in the 3rd Stakeholder Consultation (31.08.2026) and subsequent meetings.

- Lack of Container Visibility: Exporters and trade bodies flagged the absence of real-time visibility into container availability and movement as a recurring pain point, leading to a dedicated container-visibility proposal placed for discussion in the 3rd Stakeholder Consultation as well as 09.10.2026.

Absence of a Formal Grievance-Redressal Channel: The lack of a structured, trackable mechanism for exporters to lodge and follow up on grievances was itself identified as a systemic gap, leading directly to the grievance-redressal mechanism being placed on the agenda of the 2nd Stakeholder Consultation and to the design of the Nodal Officer system and the proposed digital modules described in Sections 8 and 9 of this report.

Proposed 24×7 Exporter Grievance Reporting Mechanism through E-Navik

As a digital response to the recurring grievance-redressal gap, it has been proposed to extend the E-Navik platform currently designed as a single digital platform for 24×7 lodging, tracking and resolution of seafarer grievances to also serve as a channel for exporter grievance reporting. In brief, the proposed mechanism aims to provide streamlined and transparent grievance management, enhanced accountability and efficiency, timely redressal of issues, and a centralised database for analytics and continuous improvement. Its key functions are envisaged to include lodging and categorisation of grievances, automated routing to concerned officers, investigation and resolution tracking, a communication and feedback mechanism, and real-time monitoring and reporting accessible to a wide base of users including complainants, helpline users, unions, shipping companies, DGS Nodal Officers, administrators and DGCOMM officials.

(ii) Market situation, trade fluctuations and cargo movement

[F] International Cooperation, INMARCO-2026 and India conclave

(i) India Conclave

Key Highlights for the Week

- Meeting held with the Secretary, MoPSW, to update him on the status of outreach, the conclave agenda and key activities.
- Discussion between DGMA and IPA held; the venue is to be finalised and the estimates are expected on 16 October
- Participation confirmed received from Royal IHC, HD Hyundai and Samsung Heavy Industries
- A meeting was held with Invest India to brief them on the agenda of the Shipbuilding Conclave, and a combined strategy was devised to maximize outreach

Plan Ahead

Monthly Plan

- Track the RSVPs and follow up on responses/participation of global participants along with Invest India and MoPSW
- Lock participant roster, event formats and panel composition in line with the finalized agenda and engagement objectives
- Finalize venue, scheduling and end-to-end logistics to ensure seamless event execution (Detailed tracker prepared for monitoring of key activities)
- Finalization of Day 2 site visit curated itenararies of interested players and their RSVP

Support Required from MoPSW

- Senior-level outreach to priority global shipyards: Leverage foreign embassies in India and other G2G channels to facilitate senior-level introductions, reinforce Government of India sponsorship and improve conversion of outreach into confirmed participation

(ii) International Cooperation

- India Pavilion Calendar showcased to MD, IPA
- India - Cyprus Meeting Presentation and Report to JS (Shri Venkatesapathy S)
- India Hosting STCW Diplomatic Conference 2029- 30 Meeting with JS (Shri Venkatesapathy S)
- Order for Deployment of Technical Domain Representative issued on 06.10.2026
- WMU Chair MoA Signing done on 06.10.2026

(iii) INMARCO 2026 – International Maritime Conference & Exhibition

1. The Institute of Marine Engineers (India) is organising INMARCO 2026 – International Maritime Conference & Exhibition from 27 to 29 October 2026 at The Westin Mumbai Powai Lake, Mumbai. INMARCO is a quadrennial international maritime conference being organised since 1982.

2. The theme of INMARCO 2026 is “Maritime Landscape 2030: Opportunities & Challenges”. The conference will provide a platform for deliberations on emerging challenges, technological advancements, regulatory developments and future opportunities in the maritime sector.

3. The conference will cover key areas including maritime decarbonisation, alternative fuels, green shipping, shipbuilding, ship recycling, maritime safety, digitalisation, regulatory frameworks, sustainable port development and maritime education and training. Participation is envisaged from government authorities, maritime administrations, international organisations, classification societies, industry stakeholders, technology providers and academic institutions.

4. The conference is being organised with the support of the Ministry of Ports, Shipping and Waterways (MoPSW) and the Directorate General of Maritime Administration (DGMA). Shri Killi Mohana Rao, Chief Surveyor, DGMA, is a member of the Advisory Board constituted for INMARCO 2026.

[G]. Website and Social Media

(i) Followers, reposts, outreach assessment and weekly/monthly/quarterly strategy

As part of the ongoing digital transformation initiatives of the Directorate General of Maritime Administration (DGMA), significant emphasis has been placed on strengthening digital outreach, stakeholder engagement, and public awareness through a revitalized social media strategy, an enhanced digital presence, and active participation in national and international maritime forums.
DGMA's social media platforms collectively achieved a reach of more than 1.96 lakh users, reflecting growing public engagement and visibility across diverse stakeholder groups. Platform-wise performance is summarized below:

Platform	Followers	Reach	Engagements	Views
Instagram	86,610	197k+	4.1k+	405k+
LinkedIn	41,874	329k+	5.9k+	1.9k+
X	34,939	59k+	153+	-
Facebook	27,615	123k+	5.4k+	166k+
YouTube	9,209	-	53+	1.3k+
Whatsapp Channel	5,593	-	-	-

Instagram emerged as the highest-performing platform, followed by LinkedIn, demonstrating effective outreach among maritime professionals, seafarers, industry stakeholders, and the public.
In addition to regular digital communication, DGMA successfully executed four focused social media awareness campaigns aimed at promoting transparency, seafarer welfare, maritime awareness, and regulatory compliance:

- 24x7 Grievance Redressal Campaign – Highlighting DGMA's round-the-clock grievance redressal mechanism and encouraging stakeholders to report concerns, violations, and fraudulent activities through official channels. The campaign successfully running which has increased the user engagement by ~200k and followers by ~20k collectively on social media handles.
- Zero Tolerance towards Fraud in Maritime Crewing – Creating awareness among seafarers regarding fraudulent recruitment practices, emphasizing that approved RPSL agents are prohibited from charging placement fees and encouraging the reporting of malpractice. The campaign is currently under preparatory phase and commences in mid-October
- Zero Tolerance towards Fraud in Maritime Training – Educating aspiring seafarers on the importance of enrolling only in DGMA-approved maritime training institutes and verifying course approvals through official sources. The campaign is currently under preparatory phase and commences by end of October.
- Join Merchant Navy Campaign – Promoting maritime careers and encouraging youth participation in the Merchant Navy through approved training pathways and legitimate recruitment channels. The campaign is anticipated to start in mid- December 2026.

These campaigns have significantly contributed to enhancing public awareness, reinforcing trust in regulatory mechanisms, and disseminating authentic information to the maritime community.
Further, DGMA has actively participated in several prominent maritime forums, conferences, consultations, industry interactions, and stakeholder engagement platforms, strengthening its visibility

within the national and global maritime ecosystem. Such participation has enabled the dissemination of key reforms, digital initiatives, seafarer-centric services, regulatory developments, and the vision of transforming India's maritime governance framework. These engagements have facilitated constructive dialogue with industry leaders, maritime institutions, shipping companies, academia, and international stakeholders, thereby positioning DGMA as a proactive, accessible, and forward-looking maritime administration. In parallel, DGMA's official website has emerged as a key channel for information dissemination and stakeholder services. Since the launch of its beta version on 07.08.2025, the website has consistently recorded more than 3,500 visitors per day, reflecting sustained stakeholder interest and increasing utilization of DGMA's digital services, advisories, circulars, and online platforms. The steady web traffic highlights the growing adoption of digital governance initiatives and the effectiveness of DGMA's efforts to enhance accessibility, transparency, and user engagement through technology-led service delivery.

Overall, the combined impact of strategic social media outreach, focused public awareness campaigns, active participation in reputed maritime forums, and a robust digital presence through the DGMA website has substantially enhanced DGMA's digital footprint, stakeholder engagement, and public visibility. These efforts have contributed towards promoting transparency, strengthening public trust, increasing awareness of maritime initiatives, and supporting the broader vision of a digitally empowered and citizen-centric maritime administration.

[H] Coastal Shipping

(i) Six pillars with emphasis on shipbuilding, repair and recycling; State-wise 1-month and quarter roadmap

8.1 Key Performance Indicators

Metric	As on 1st Oct	Remarks
# States/UTs covered in Engagement Matrix	10	Six-pillar profiles (Safety, Shipbuilding & Recycling, Training & Skilling, Crewing, Decarbonisation, Coastal Shipping) finalized for all coastal States/UTs
# Workshop cycles completed (Physical)	1	Goa cycle completed: Virtual Workshop – Dec 2025; Physical Workshop – Mar 2026
# Virtual workshops conducted	3	Gujarat Virtual Workshop 2 and Kerala Virtual Workshop 1 held/scheduled in September 2026
# Physical workshops scheduled (upcoming)	10	Gujarat physical workshop (Gandhinagar) tentatively scheduled for September 2026
# States/UTs in workshop calendar	11	Gujarat, Kerala, Andhra Pradesh, A&N Islands, Assam, Tamil Nadu, West Bengal, Karnataka, Odisha and Maharashtra covered through the workshop cycle (2025–2027)

8.2 Key Highlights for the week

- Gujarat - Data Compilation complete. Physical workshop planned for the end of October/November, 2026
- Kerala -Data Compilation -Completed
- Next planned states for content collection – Andhra Pradesh, Tamil Nadu
- DO letter status -Sent to Gujarat Maritime Board
- Physical meeting conducted with IPRCL ON 4th Sept, regarding Coastal states workshop proposed to be conducted till March 2027
- Proposal Sent to IPRCL for workshop till March 2027

Engagement Matrix and Workshop Calendar

The Coastal State Engagement Matrix and the tentative workshop calendar were finalized this week, providing the state-specific base for the workshop cycle.

- State-specific maritime anchors, key issues and priority actions across all six national maritime pillars – Maritime Safety & Casualty Response, Shipbuilding & Ship Recycling, Maritime Training, Skilling & Zero Corruption, Maritime Crewing & Employment, Decarbonisation, Sustainability & Environment, and Coastal Shipping & Inland Navigation – were compiled for 10 coastal States/UTs (Goa, Gujarat, Kerala, Andhra Pradesh, Puducherry & other UTs, Tamil Nadu, West Bengal, Karnataka, Odisha and Maharashtra) to anchor workshop content

- The tentative workshop calendar was finalized for 11 States/UTs: Goa's workshop cycle is complete (Virtual Workshop – December 2025; Physical Workshop – March 2026); Gujarat's second virtual workshop and its Physical Coastal State Workshop at Gandhinagar are both tentatively scheduled for September 2026; Kerala's first virtual workshop is also scheduled for September 2026
- Preparatory coordination has been initiated for the Gujarat physical workshop and the Kerala virtual workshop, drawing on the respective state engagement matrices to shape session content and stakeholder invitees

State-wise Focus Areas Across the Six Pillars

State-specific submissions under the SBFAS/Shipbuilding pillar were reviewed and cross-mapped against the Engagement Matrix, with all six pillars retained per State but Pillar 2 (Shipbuilding, Ship Repair & Recycling) called out for priority emphasis, consistent with the current SBFAS/greenfield-brownfield/ship-recycling focus of the Cell:

State / UT	Pillar 2 – Shipbuilding, Repair & Recycling (Priority Focus)	Other Five Pillars – Brief
Gujarat	International Ship Recycling Conclave; Alang Master Plan; 100% HKC compliance across 128–131 plots; BIS/ISI standard for recycled steel; Porbandar Mega Shipbuilding Cluster; Gujarat Shipbuilding & Repair Policy 2026 rollout	Safety: fishing-vessel collision reduction, unified MRCC, AIS/radar reflectors, Suraksha Sarvapratham. Training: ITI modules, GMU as knowledge partner. Crewing: MMD Kandla/Jamnagar compliance, MSV welfare. Decarbonisation: Harit Sagar, Kandla methanol-bunkering/Green Hydrogen Hub. Coastal Shipping: CCPS, Ro-Ro/Ro-Pax expansion, NW-73/NW-100, India International Ship Registry
Kerala	Leverage Cochin Shipyard Ltd (India's largest shipbuilder) for MDF/SBFAS-backed capacity expansion; explore ship-recycling diversification	Safety: lessons from MSC ELSA 3 and WAN HAI 503 incidents, Port of Refuge protocols. Training: strong MTI base, anti-fraud safeguards. Crewing: major seafarer-origin State, RPSL oversight, eNavik uptake. Decarbonisation: shoreline restoration post plastic-nurdle contamination. Coastal Shipping: Vizhinjam transhipment hub, NW-3 backwater cargo/tourism
Andhra Pradesh	Leverage Vizag naval-shipbuilding ecosystem for	Safety: Visakhapatnam–Kakinada corridor fishing-vessel safety, sea-going tug deployment. Training: MTI/ITI

	commercial shipbuilding/MRO expansion under MDF/SBFAS; assess ship-recycling/ancillary opportunities	expansion. Crewing: RPSL compliance, onshore career pathways. Decarbonisation: green-port/zone monitoring. Coastal Shipping: coal/POL/fertiliser cargo, port capacity expansion
Puducherry & other UTs (A&N, Lakshadweep)	Limited shipbuilding base – focus on small-craft repair and maintenance facilities for inter-island vessels	Safety: SAR coordination for island/remote-water operations. Training: local skilling capacity, mainland MTI linkage. Crewing: island-community recruitment/welfare. Decarbonisation: fragile-ecosystem protection, renewable-powered ports. Coastal Shipping: inter-island Ro-Pax/lifeline shipping
Tamil Nadu	Expand ship-repair/ancillary manufacturing around Chennai/Ennore; assess ship-recycling/MRO opportunities to diversify beyond Alang	Safety: cross-jurisdiction incident response (WAN HAI 503/MSC ELSA 3 spillover), MRCC Chennai/Tuticorin. Training: MTI–ITI integration. Crewing: RPSL compliance, logistics/manufacturing linkages. Decarbonisation: green-port implementation, fisheries-livelihood restoration. Coastal Shipping: automobile/container cargo, BIMSTEC short-sea linkages
West Bengal	Support Kolkata/Haldia ship-repair capacity; assess opportunities linked to Sagar Island port development under MDF/SBFAS	Safety: Hooghly pilotage, Sunderbans navigation, MRCC Kolkata. Training: Kolkata–Haldia MTI expansion. Crewing: RPSL compliance, fishing/riverine-worker formalisation. Decarbonisation: Sunderbans mang rove protection. Coastal Shipping: NW-1 (Ganga) cargo growth, Sagar Island port development
Karnataka	Support ship-repair capacity at New Mangalore; evaluate greenfield shipbuilding/ancillary clusters	Safety: west-coast fishing-corridor coordination. Training: ITI-maritime module integration. Crewing: RPSL oversight, Mangalore/Udupi welfare infrastructure. Decarbonisation: green-port measures, estuarine protection. Coastal Shipping: iron ore/coffee/cashew cargo, hinterland connectivity
Odisha	Assess ship-repair/ancillary opportunities at Paradip/Dhamra; explore MDF-backed capacity	Safety: cyclone-response coordination, Ports of Refuge. Training: coastal-youth maritime awareness. Crewing: RPSL compliance, livelihood diversification. Decarbonisation: dust/emission control,

	building for bulk-cargo support infrastructure	cyclone-resilient infrastructure. Coastal Shipping: coal/iron-ore/fertiliser cargo, NW-5 coal corridor
Maharashtra	Revive Mumbai Port/Mazagon-area ship-repair capacity; explore ship-recycling diversification to complement Alang; support MDF-backed yard modernisation	Safety: Mumbai Harbour/JNPT traffic-density management. Training: Mumbai's maritime training ecosystem. Crewing: major RPSL/crewing hub, eNavik grievance redressal. Decarbonisation: JNPT/Mumbai green-port, Vadhavan on Harit Sagar principles. Coastal Shipping: Vadhavan Port, Konkan Ro-Ro linkages

8.3 Plan Ahead

The 1-month and quarter (next 3 months) engagement roadmap below is captured State-wise, aligned to the tentative workshop calendar, with shipbuilding/repair/recycling-linked actions highlighted where applicable:

State / UT	1 Month	Quarter (Next 3 Months)
Gujarat	Conduct Virtual Workshop 2 and the Physical Coastal State Workshop at Gandhinagar, with a dedicated Alang recycling and Porbandar shipbuilding-cluster session	Conduct Virtual Workshop 3 (December 2026); consolidate State action plan on the Alang Master Plan and Gujarat Shipbuilding & Repair Policy 2026 rollout
Kerala	Conduct Virtual Workshop 1, with a focused session on Cochin Shipyard capacity expansion and MDF/SBFAS support	Conduct Virtual Workshop 2 (December 2026); develop State action plan on CSL expansion and ship-recycling diversification
Andhra Pradesh	Prepare content for Virtual Workshop 1 (October 2026) at Visakhapatnam, with focus on Vizag shipbuilding/MRO expansion	Conduct Virtual Workshop 1; begin preparation for the Physical Workshop (January 2027)
A&N Islands	Initiate preparatory coordination for Virtual Workshop 1 (November 2026) at Port Blair	Conduct Virtual Workshop 1; develop roadmap for inter-island small-craft repair facilities

Other States*	**6**	Continue matrix-based groundwork and stakeholder mapping ahead of respective workshop dates	No workshops scheduled within the quarter (cycles begin January 2027 onward per the tentative calendar); continue preparatory coordination

[I] Finance and Investment

(i) Capital availability/cost, investments, clearances and major projects

No substantial engagement

(ii) Maritime insurance, mortgage, capital support and interest subvention

No substantial engagement

[J] Arbitration and Legal Facilitation

(i) Legal Reforms and Notification of Rules:

Seven rules have been notified. The name of the rule and brief of the objective for framing the said rules are given here below:

Name of the Rule	Objective
Merchant Shipping (Carriage of Dangerous Goods) Rules, 2026	These rules establish a comprehensive regulatory framework for the safe carriage of dangerous goods by sea, replacing the 1995 Rules, and give effect to India's obligations under relevant IMO instruments. The Rules principally implement the International Maritime Dangerous Goods (IMDG) Code, including requirements on classification, packaging, marking, labelling, documentation, stowage, segregation, training and reporting.
Merchant Shipping (Control and Discharge of Noxious Liquid Substances) Rules, 2026	These rules establish a regulatory framework to prevent pollution of the marine environment from the discharge of noxious liquid substances carried in bulk, giving effect to Annex II of MARPOL 73/78. The Rules regulate the classification, carriage, design and equipment of chemical/NLS tankers, cargo pumping and piping systems, tank cleaning and pre-wash procedures, discharge of residues and ballast water, reception facilities, operational procedures and record-keeping
Merchant shipping (Prevention of Oil Pollution from Vessels) Rule, 2026	These rules establish the regulatory framework for preventing pollution of the marine environment by oil from ships, giving effect to Annex I of MARPOL 73/78. The Rules regulate oil discharges, oily mixtures and residues, ballast and slop tanks, oil discharge monitoring and control systems, oil filtering equipment, segregated ballast, crude oil washing and related shipboard arrangements. They also prescribe requirements for surveys and certification.

Merchant Shipping (Medicines, Medical Stores, Appliances, and Medical Officers) Rules, 2026	It establishes the regulatory framework for medical care and preparedness on Indian ships, covering the carriage, quantity, storage, labelling, inspection and replacement of medicines, medical stores and appliances. The Rules prescribe different scales of medical supplies for international voyages and coasting trade, with additional requirements for ships carrying dangerous chemical cargoes. Further, ships carrying more than 100 persons are required to carry a qualified Medical Officer.
Merchant Shipping (Medical Examination) Rules, 2026	It establishes the regulatory framework for the medical examination and certification of seafarers, including the approval, eligibility and regulation of medical examiners and requirements for their clinics, diagnostic facilities and laboratories. The Rules prescribe pre-sea and periodic medical examinations, minimum medical tests, vision and physical fitness standards, vaccination requirements, and specific examinations for women seafarers and seafarers above 65 years. They also regulate the issuance, validity and recording of medical fitness certificates, maintenance and electronic uploading of medical records, and procedures for temporary or permanent medical unfitness.
Merchant Shipping (Sailing Vessels) Rules, 2026	It provides a comprehensive regulatory framework for mechanised sailing vessels engaged in sea-going trade. They regulate the registration and tonnage measurement, freeboard and inspection certification, safety and firefighting/life-saving equipment, pollution prevention, crew permits and identity cards, safe manning and watchkeeping, navigation and communication, maritime security, and insurance of crew.
Merchant Shipping (Regulation of Entry of Ships into Coastal Waters) Rules, 2026	These rules have been framed to regulate the entry and operation of ships in India's coastal waters by requiring applicable ships to maintain valid insurance/financial security, classification, salvage

	and marine pollution response arrangements, and to establish verification, declaration and enforcement mechanisms before entry into Indian ports or coastal waters. The Rules also provide a framework for recognising and authorising insurers, enabling port authorities to verify compliance and empowering authorities to deny entry, detain or move vessels where regulatory or environmental risks arise.

[K] Port Operations

(i) Port and dry-dock infrastructure
(ii) Operations, outputs and KPIs
(iii) Major interventions, timelines and impact assessment

Maritime Single Window (MSW) - Sagar Setu :

Maritime Single Window (MSW) is a centralized digital platform through which information required for a vessel's arrival, stay and departure at a port is submitted electronically and exchanged with the relevant government and maritime authorities.

The main concept is "submit information once and reuse it wherever required." This reduces duplicate data entry, paperwork and repeated submission of the same information to different authorities.

Under the IMO Convention on Facilitation of International Maritime Traffic (FAL Convention), the Maritime Single Window became mandatory for IMO Member States from 1 January 2024. The requirement covers electronic exchange of information needed for ship clearance and requires authorities to coordinate data transmission so information is submitted only once and reused as much as possible.

MSW covers information associated with the vessel, cargo, crew and passengers. Under the IMO FAL framework, this includes standardised declarations such as:

1. **General Declaration – FAL Form 1**
2. **Cargo Declaration – FAL Form 2**
3. **Ship's Stores Declaration – FAL Form 3**
4. **Crew's Effects Declaration – FAL Form 4**
5. **Crew List – FAL Form 5**
6. **Passenger List – FAL Form 6**
7. **Dangerous Goods Manifest – FAL Form 7**

Purpose of MSW

The key objectives of MSW are:

- Single point of submission for maritime regulatory information.
- Digitalisation of ship and port clearance procedures.
- Reduction of duplicate data entry by shipping agents and other stakeholders.
- Faster exchange of information between ships, ports and government authorities.
- Improved transparency and traceability of submissions.
- Better coordination among different regulatory agencies.
- Standardisation and interoperability of maritime data

Below is the compliance Report for the month from 01-10-2026 till 15-10-2026 :

Ports Name	Approved VCN Count	MSW Submitted Count	MSW Compliance In %
Ship Recycling Yard Alang	7	0	0
Azhikkal	0	0	0
The Bedi Group Of Ports	6	6	100
Beypore Port	0	0	0
Bhavanagar Port	2	1	50
Bankot	0	0	0
Mumbai Port Authority	313	94	30
Mumbai Port Authority	0	0	0
Smpa Kds	52	23	44
Cochin Port Authority	90	72	80
Cochin Port Authority	0	0	0
Adani Petronet (Dahej) Port Pvt. Ltd.	30	30	100
Konkan Lng Pvt Ltd	5	5	100
Dahanu Port	0	0	0
Dighi Port Limited	2	1	50

The Dhamra Port Company Limited	33	17	51
Dharamtar Port	0	0	0
Dahanu Port	0	0	0
Kamarajar Port Limited	61	52	85
Pandu Port	0	0	0
Adani Gangavaram Port Pvt Ltd	29	29	100
Gopalpur Ports Limited	4	3	75
G.R. Jetty-I	0	0	0
Smpa Hdc	95	60	63
Adani Hazira Port Pvt Ltd	62	55	88
Deendayal Port Authority	225	166	73
Deendayal Port Authority	0	0	0
Sri Vijayapuram	0	0	0
Jakhau	0	0	0
Jsw Jaigarh Port Ltd.	94	24	25
Jawaharlal Nehru Port Authority	215	42	19
Kakinada Seaport Limited	72	74	102

Kattupalli Port Pvt Ltd	19	10	52
Muldwarka Port	0	0	0
Chhara Port	1	1	100
Krishnapatnam Port	45	44	97
Karaikal Port	11	11	100
Karanja Terminal & Logistics Pvt. Ltd.	0	0	0
Karwar Port	4	2	50
Kelshi Port	0	0	0
Kollam Port	0	0	0
Chennai Port Authority	99	65	65
Chennai Port Authority	0	0	0
Magdalla Group Of Ports	26	24	92
Mormugao Port Authority	22	11	50
Mormugao Port Authority	0	0	0
Mundra Port	191	150	78
Navlakhi Port	14	13	92
New Mangalore Port Authority	71	55	77

New Mangalore Port Authority	0	0	0
Nagapattinam Port	0	0	0
Vizhinjam International Seaport	0	0	0
Okha Port	1	1	100
Odisha Maritime Board	0	0	0
Mundra Old Port	0	0	0
Panaji Port	0	0	0
Pipavav Port	54	45	83
Porbandar Port	6	5	83
Paradip Port Authority	121	94	77
Paradip Port Authority	0	0	0
Redi Port Ltd	0	0	0
Ranpar	3	3	100
Total	**2085**	**1288**	**62%**

Out of 2,085 approved VCNs across the listed ports, 1,288 have been submitted under MSW, achieving an overall compliance rate of 62%. Several ports, including The Bedi Group of Ports, Adani Petronet (Dahej), Konkan LNG, Adani Gangavaram, and Karaikal Port, have achieved 100% compliance or higher. However, major ports such as Jawaharlal Nehru Port Authority (19%), JSW Jaigarh Port (25%), and Mumbai Port Authority (30%) show significant gaps. Focused follow-up is required to improve submissions and achieve higher MSW compliance across all ports.

[L] Mission 20%

12.1 Key Highlights for the week

MTI Module beta version is launched on 15th October 2026
RPSL Module beta version is launched on 15th October 2026

Carnival: Discussed establishment of cruise-focused Maritime Training Institutes and visa facilitation measures. Explored ease-of-doing-business improvements to support cruise sector growth.

MSC: Engaged on setting up cruise-focused Maritime Training Institutes in India. Discussed visa facilitation and business-enabling policy interventions.

MOL: Reviewed ease-of-doing-business initiatives and tanker vessel employment opportunities. Discussed the Philippines model and potential Maritime Training Institute collaborations.

Fleet Management: Discussed visa processing challenges impacting seafarer mobility. Explored measures to improve ease of doing business for maritime employment.

Wadhwani Foundation Assessment: Facilitated preliminary assessment of candidates at BP Marine Institute, Panvel. Evaluated pathways for English proficiency and employability enhancement.

Costa Cruise MTI Concept Note: Submitted concept note to the Secretary on the proposed initiative. Outlined the framework for establishing a Costa-supported cruise Maritime Training Institute in India.

Mission 20% has 45 major interventions under 6 categories which are

- Competent and Qualified Seafarers
- Technology Interventions
- Welfare and Facilitation
- Policy
- Regulatory
- Institutional Changes

and they are divided into multiple action agendas, and each agenda is mapped to an owner who is a Deputy Director General of Maritime Administration (DGMA). They are Mr. Deependra Singh Bisen (DDG), Mr. Mugilrajan D (DDG), Mr. Pravin Nair (DDG), Capt. Nitin Mukesh (DDG), Capt. Bipin Kumar (DDG).

[M] Annexure - Detailed Data Tables

13.1 SBFAS - Application-wise Detail

S	Application ID	No. of Vessels	Contract Price (₹ Cr)	Exp. Financial Assistance (₹ Cr)	Domestic/Export	Status
1	Y011000364	1	72.5	10.9	Domestic	In-Progress
2	Y011000501	1	72.5	10.9	Domestic	Approved
3	Y015000502	6	2,092.4	523.1	Export	Approved
4	Y001400503	6	3,217.4	804.4	Export	In-Progress
5	Y006400378	1	16.6	2.5	Export	In-Progress
6	Y004300365	1	19.0	2.9	Domestic	Approved
7	Y005100503	1	26.0	3.9	Export	Approved
8	Y002300504	1	141.3	28.3	Export	Approved
9	Y007800354	1	31.8	4.8	Export	In-Progress
10	Y007800350	1	22.1	3.3	Export	Approved
11	Y013200350	1	26.2	3.9	Export	In-Progress
12	Y014500356	2	23.8	3.6	Export	In-Progress
13	Y000400355	2	38.7	5.8	Export	In-Progress
14	Y016800368	1	12.0	1.8	Domestic	In-Progress
15	Y010200366	1	10.1	1.5	Domestic	In-Progress
16	Y008200363	1	73.1	11.0	Domestic	In-Progress
17	Y015000361	1	224.3	44.9	Export	In-Progress
18	Y008400376	1	13.2	2.0	Domestic	In-Progress

19	Y018100503	2	61.6	9.2	Export	In-Progress
20	Y009200504	1	275.7	68.9	Export	Approved
21	Y018900501	2	104.0	20.8	Domestic	In-Progress
22	Y007200512	4	246.7	49.3	Domestic	Approved
23	Y000500334	1	5.2	0.7	Domestic	Approved
24	Y002300343	1	60.0	8.4	Domestic	Approved
25	Y008400346	1	102.0	20.4	Domestic	Approved
26	Y014600349	4	18.0	2.5	Domestic	Approved
27	Y009700344	1	40.0	5.6	Export	Approved
28	Y007600326	1	11.7	1.6	Domestic	Approved
29	Y006800347	4	547.8	109.6	Export	Approved
30	Y005100323	1	15.8	2.2	Domestic	Approved
31	Y000400350	1	6.4	0.9	Export	Approved
32	Y016500358	12	121.6	17.0	Domestic	Approved
33	Y015100352	1	20.0	2.8	Domestic	Approved
34	Y005100372	4	39.5	7.9	Domestic	Approved
35	Y008400369	3	324.0	64.8	Domestic	Approved
36	Y001400362	4	437.7	87.5	Export	Approved
37	Y015100351	1	20.0	2.8	Domestic	Approved
38	Y010800370	1	17.3	2.4	Domestic	Approved
39	Y010800371	1	30.0	4.2	Domestic	Approved
40	Y001400377	2	190.0	38.0	Domestic	Approved

41	Y015000380	4	2,303.4	691.0	Export	Approved
42	Y009400383	1	358.6	107.6	Domestic	Approved
43	Y014600382	2	130.0	26.0	Domestic	Approved
44	Y008700515	4	40.9	6.1	Domestic	Approved
45	Y018400505	4	10.7	1.6	Export	In-Progress
46	Y001700514	1	54.2	8.1	Domestic	In-Progress
47	Y000500518	1	18.3	2.7	Domestic	In-Progress
48	Y010400516	2	13.5	2.0	Domestic	In-Progress
49	Y000500519	1	17.5	2.6	Domestic	In-Progress
50	Y006400520	1	17.0	2.6	Export	Approved
51	Y018400508	1	2.7	0.4	Export	In-Progress
52	Y011200511	1	2.7	0.4	Export	In-Progress
53	Y016800513	1	23.3	3.5	Domestic	In-Progress
54	Y018300517	1	7.0	1.1	Domestic	In-Progress
55	Y006400521	1	11.1	1.7	Export	In-Progress
56	Y018400509	1	2.7	0.4	Export	In-Progress
57	Y011200501	1	45.0	6.8	Domestic	In-Progress
58	Y001700523	2	122.9	24.6	Domestic	In-Progress
59	Y002300524	1	167.3	41.8	Export	In-Progress
60	Y011200510	1	2.7	0.4	Export	In-Progress
61	Y011200507	2	5.4	0.8	Export	In-Progress
62	Y002300525	1	167.3	41.8	Export	In-Progress

63	Y002300531	4	558.7	111.7	Export	In-Progress
64	Y001700522	1	58.7	8.8	Domestic	In-Progress
65	Y010400533	1	8.7	1.3	Export	In-Progress
66	Y019500530	1	90.0	22.5	Domestic	In-Progress
67	Y019500532	1	90.0	22.5	Domestic	In-Progress
68	Y019500536	10	6.3	0.9	Domestic	In-Progress
69	Y000400534	1	29.6	4.4	Domestic	In-Progress
70	Y014600539	1	88.1	13.2	Domestic	In-Progress
71	Y015000535	4	318.3	63.7	Export	In-Progress
72	Y007600540	1	12.3	1.8	Domestic	In-Progress
73	Y001700537	1	52.9	7.9	Domestic	In-Progress
74	Y009200543	1	193.7	38.7	Export	In-Progress
75	Y021600547	1	11.64	1.75	Domestic	In - Progress
76	Y016800541	1	160000000	24000000	Domestic	In-Progress
77	Y016800379	1	15000000	3000000	Domestic	In-Progress
78	Y006100545	1	17519500	2627925	Export	In-Progress
79	Y006800542	4	10320700000	2580175000	Domestic	In-Progress
		153	**14,922**	**3,514**		

13.2 Shipyards - Greenfield Cluster Detail

Cluster	Land Parcel	Waterfront	Proposed Capacity	Investment Sought (₹ Cr)	Current Status	Anchor Investor
Thoothukudi	~2,050	2.4	2.5M GT	5,200 (Ph1)	DPR under preparation; discussions ongoing with potential anchor investor	HD KSOE
Dugarajapatnam	~3,500	2.1	1.2M GT	29,250	DPR under preparation; ongoing discussions with potential investor	MDL
Kuchhadi	~2,000	2.6	1.2M GT	27,853	RFP floated for appointing DPR consultant; ongoing discussions with potential investor	—
Dighi	~2,000	3	1.3–2M GT	27,616	DPR under preparation; MDL as anchor shipyard	MDL
Kendrapada	~2,000	2.5	1.3M GT	24,484	IPA Granted, Agency being onboarded for DPR preparation	—

13.3 Implementation Support

India Conclave

Area	Key Activities	Status
Participation	Finalization of the Day-wise agenda	Completed
Participation	Creation of event brochure	Completed
Participation	Event name and branding options for approval	Completed
Participation	List of global and domestic participants across shipyards, shipping lines, OEMs	Completed
Participation	Finalisation and intimation to Indian host side participants (MoPSW, DGMA, SMBs, SPVs, Port authorities, SCI, DCI, SMFCL)	Ongoing
Participation	Invitation to target global participant via emails (Direct & embassy)	Ongoing
Participation	Confirmation of speaker, panellist and roundtable participants	Oct'26
Content Curation	Preparation and alignment of session content (keynote, presentations, panels)	Oct'26
Content Curation	Cluster and State content alignment (five investor-ready locations)	Oct'26
Content Curation	Preparation of the delegate kit - briefing pack, brochure	Oct'26
Follow Ups	RSVP tracking (participant-wise follow-up single-window contact sheet)	Ongoing
Follow Ups	Follow-up over emails and reminder calls	Oct'26
Comm & Branding	Event branding, signage, stage and collateral design	Oct'26

SBDS Brownfield

Area	Key Activities	Status
Application Processing	Evaluation of IPA applications and raising of queries for additional details	Ongoing
Application Processing	Detailed note for IPA grant for IMGB/Committee deliberations	Ongoing
Scheme Roadmap	Assessment of current challenges by key yards on applications	Completed
Scheme Roadmap	Analysis of Capacity addition and target	Completed
Scheme Roadmap	Pipeline Creation of expected brownfield applications by 30+ yards	Completed
Scheme Roadmap	Pipeline tracking for expected applications by key yards	Ongoing
Policy & Reforms	Ancillary clusterisation zones around yards	Ongoing

SRCN, SBFAS & Other Schemes

Area	Key Activities	Status

SBFAS	Evaluation of IPA applications & detailed notes for IMGB deliberations (for contacts with FA >100 Cr)	Ongoing
SBFAS	KPI tracking framework across all SBFAS stages	Completed
SBFAS	Norway Outreach plan and assessment of norway green shipping schemes	Completed
SRCN	Targeted stakeholder consultations to build a POV on the friction points for adoption	Completed
SRCN	Revised process package for SRCN issuance, including Auto-generated in-principle acknowledgement, 3M relaxation and redeemption	Completed
SRCN	Scheme pack and explainer video highlighting key features and process	Completed
SRCN	Marketing of SCRN across websites, Social media and international events and webinars	Ongoing
SRCN	Phase 1 Global outreach concept note	Completed
SRCN	Execution of Wave 1 and Wave 2 outreach	Ongoing
Other Schemes	Provide inputs to concept note on Ship component manufacturing scheme	Completed
Other Schemes	Development of Draft scheme and alignment with Indigenization committee	Completed

Social Media & Website

Area	Key Activities	Status
Promotional Videos	Develop and publish 4-pillar scheme video	Completed
Promotional Videos	Develop and publish Greenfield cluster development video	Completed
Promotional Videos	Develop and publish Brownfield expansion video	Completed
Promotional Videos	Develop and publish Ship recycling credit note video	Completed
Promotional Videos	Develop and publish 5 videos - for each of the 5 SB clusters	Completed
Social Media Posts	Live promotion of engagements at international events (40+ posts across Singapore Maritime Week, SMM Hamburg and Norway)	Ongoing
Tracking	Platform performance tracking (Impressions/views) & course correction	Ongoing
DGMA Website Portal	Develop mockup of One-stop investor portal at Naval arch section	Completed
DGMA Website Portal	Launched the investor portal/SB section on webpage	Completed
DGMA Website Portal	Portal content updating and investor-facing refinements	Ongoing
Comprehensive Shipbuilding Portal	Provide strategic inputs to development of Comprehensive Shipbuilding Portal	Ongoing

Organization & Governance

Area	Key Activities	Status
SB Cell Structure	MDI wing structure and manpower gap analysis	Completed
SB Cell Structure	Workshop with Naval Arch. to finalise the organogram	Completed
Contractual Hiring	Roadmap for allocating 20 contractual positions across verticals	Completed
Contractual Hiring	Coordination with AIMA revamped structure of MDI wing	Ongoing

Other Strategic Areas & Ongoing Advisory

Area	Key Activities	Status
Bunkering	Assessment of India's potential as a competitive bunkering hub and identify the policy and infrastructure interventions required	Completed
Customs	POV on Customs-related bottlenecks affecting coastal shipping ops.	Completed
SB Performance	Report on Indian SB Performance vs Global Benchmarks	Completed
SoH / ME Crisis	Impact of SOH crisis/ME disruption on energy product trade flows (Crude, LPG, LNG & fertilizers), alternate sourcing, shipping routes	Ongoing
SoH / ME Crisis	Freight price movement tracking	Ongoing
Section 317, MS Act 2025	International Benchmarking on Section 317 notification	Completed

13.4 Shipyards - Brownfield Detail

Shipyard Name	Investment (₹ Cr)	Current Status	IEA	Project Description
Titagarh Naval System (TNSL)	516	IPA Granted	KOM AC	New yard at Falta, 10–12 vessels upto 160m/yr
Swan Defence	504	IPA Granted	Loyds	Ph1: Goliath Crane & ELL Crane; Ph2: Outfitting workshop & robotics/fabrication
Mat Marine	105	IPA Granted	AECOM	SB/SR Infra incl. slipways for +1000 GT/yr
Cochin Shipyard Limited	920	IPA Granted	Jacob's	Ship repair facility at Vadinar along with DPA
Synergy Shipbuilders N Dock Works Ltd.	35	Under revision		Upgradation of Mangalore facility with jetty, basin dredging, covered fabrication units

Shipyard Name	Investment (₹ Cr)	Current Status	IEA	Project Description
Yeoman Marine	94.3	Under Review	Lyods	Brownfield expansion at Ratnagiri incl. channel dredging, slipway and jetty upgrades, modular fabrication facilities, cranes and automation
MOC Shipyard Pvt. Ltd.	32	Under Review	KOM AC	Capacity Expansion
GRSE	140	Rejected	Hasko ning	Modernization of 6 jetties, including RCC pile jetties, bank protection and allied utilities
Square Port Shipyard Pvt. Ltd.	1469	Under Review	KOM AC	
MDL	239	Under Review		

13.5 Ship Recycling - Vessel-wise Detail

Vessel Name	Flag	Owner	Date of Beaching	Date of Recycling	Date of Application	Status
AE GAS	St. Kitts and Nevis	SACHIN SURESH CHOUGULE	12-10-2025	15-01-2026	03-04-2026	In-Progress
KOSTA	St. Kitts and Nevis	BELLA SHIPPING LLC	24-09-2025	11-04-2026	03-04-2026	Approved
TRUT	Comoros	Bengaluru Shipping Corporation	24-09-2025	29-01-2026	08-04-2026	Rejected
ARK	Palau	Sachin Chougule	06-11-2025	02-03-2026	16-04-2026	Rejected
RIMBA EMPAT	St. Kitts and Nevis	Aries Navigation Limited	29-10-2025	14-02-2026	16-04-2026	Approved
EMA	Comoros	Marine Line Ltd.	24-09-2025	18-02-2026	11-05-2026	Approved
LNG JAMAL	St. Kitts and Nevis	Liner Shipping Inc.	13-10-2025		11-06-2026	In-Progress
PRESTIGE	St. Kitts and Nevis	Ace Exim Pte. Ltd.	19-12-2025	04-07-2026	12-06-2026	Rejected
YON ANG	St. Kitts and Nevis	Bengaluru Shipping Corporation	28-01-2026		12-06-2026	Approved
FALO	St. Kitts and Nevis	Prime Spot Ship Trading Inc.	26-02-2026		24-06-2026	In-Progress
JOSH	Liberia	Care Cabotage Holding Pte Ltd	11-10-2025		10-07-2026	In-Progress
JOSH 1	Liberia	Care Cabotage Holding Pte Ltd	16-10-2025	24-07-2026	10-07-2026	Approved

Vessel Name	Flag	Owner	Date of Beaching	Date of Recycling	Date of Application	Status
BUZAN SKIY	St. Kitts and Nevis	Bosphorus International Trading A.S	12-05-2026		24-07-2026	In-Progress
VALDA	Togo	PINE EXPRESS SHIPPING CO. (PESCO) LIMITED	25-02-2026		01-08-2026	Rejected
VEGA	St. Kitts and Nevis	JAHAJ SOLUTIONS FZE	03-07-2026		11-08-2026	In-Progress
AGULHAS	St. Kitts and Nevis	GSPL DMCC	15-04-2026	17-08-2026	19-08-2026	Approved
OLGA L	Mongolia	TRADE BRIDGE INC LIMITED	03-02-2026	13-07-2026	19-08-2026	Approved
SEUN	Nicaragua	GSPL DMCC	12-02-2026	11-08-2026	20-08-2026	Approved
Bow Faith	Republic of the Marshall Islands	Odfjell Chemical Tankers II AS	07-04-2026		20-08-2026	In-Progress
TORNADO	Zanzibar Maritime Authority	EAST YOUHUI TRADING HONG KONG LIMITED	29-04-2026	28-07-2026	25-08-2026	Approved
ARMU	Togo	OCEAN GLORY SHIPPING CO LIMITED	20-02-2026	14-07-2026	26-08-2026	Rejected
Bow Cedar	Republic of the Marshall Islands	Odfjell Chemical Tankers AS	09-10-2025		09-09-2026	In-Progress

Vessel Name	Flag	Owner	Date of Beaching	Date of Recycling	Date of Application	Status
KAPID	St. Kitts and Nevis	Sea Line Inc.	07-04-2026	13-07-2026	11-09-2026	Approved
PRESTIGE	St. Kitts and Nevis	Gain International Ltd.	19-12-2025	04-07-2026	12-09-2026	In-Progress
ENDEAVOUR	Mongolia	EAST YOUHUI TRADING HONG KONG LIMITED	30-07-2026		16-09-2026	In-Progress
TEAK	Comoros	WINTER PARK TRADING FZE	18-02-2026		01-10-2026	In-Progress

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