



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.: 19-18011/2/2026-MTO-DGS

Date: 08.04.2026

DGS Circular No. 18 of 2026

Sub.: Advisory on Operational Measures in view of the evolving Middle East Crisis and its impact on Maritime Trade

1. In pursuance of earlier DGS Advisory as listed here vide DGS Circular No. 14 of 2026 dated 09.03.2026, DGS Circular No. 15 of 2026 dated 13.03.2026 and Public Notice Number 14 of 2026 dated 21.03.2026 and pursuant to the stakeholder consultation held on 08.04.2026 given the prevailing situation, this advisory outlines the immediate measures to be implemented by all the stakeholders as specified.

2. Whereas, Under the Merchant Shipping Act, 2025 ('the Act') assented to by the President of India, section 317 provides for an enabling provision to ensure transparency in charges levied by service providers or agents in respect of vessels operating in relation to import, export or domestic transportation of goods. The provision empowers the Central Government to direct service providers or agents to specify all the charges in the Bill of Lading or any other transport document all charges to be paid by exporters, importers, consignors or consignees in India, including both fixed and conditional charges.

3. Port-Level Concessions

3.1. It has been observed that concessions granted by Port Authorities particularly relating to detention charges, ground rent, reefer plug-in (connected load), and similar terminal charges are not being uniformly passed on to the exporters and the terminal operators are charging the Non-Vessel Operating Common Carriers (NVOCC) and on reimbursement are passing on the concessional benefits this circuitous process delays the concession reaching the exporters and is to be remedied as follows;

3.1.1. All concessions approved by Port Authorities shall be directly and transparently passed on to the concerned stakeholders, including freight forwarders and NVOCCs who in turn shall reflect the same to the exporters.

3.1.2. The current practice of routing such adjustments through procedural reimbursements or post-facto claims is to be discontinued with immediate effect.

3.1.3. Port Authorities shall be responsible and monitor compliance at the terminal level to ensure that the benefit of such concessions reaches the intended beneficiaries without delay.

3.1.4. A clear communication mechanism shall be established at each port to inform stakeholders regarding:

- Nature of concession granted

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फ़ोन/Tel No.: +91-22-2575 2040/1/2/3 फ़ैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

- Applicability period

- Extent of pass-through to users

3.1.5. Ports and Terminal Operators are advised to ensure strict compliance with the above measures in order to:

- Maintain transparency in cost structures

- Protect exporter interests

- Ensure operational continuity during the ongoing crisis

4. War Risk Premium (WRP)

4.1. In light of the evolving situation, the war risk premium being levied on cargo has undergone changes which may not be fully aligned with the earlier circular on GIC Hull War Risk dated 1st March 2026. Accordingly:

4.1.1. The matter is being taken up with insurance providers, including P&I Clubs and relevant stakeholders, in coordination with GIC Re.

4.1.2. Shipping lines are to ensure that any revision in WRP is transparently and proportionately reflected in freight charges.

4.1.3. Any deviation or non-alignment between actual risk premiums and freight components shall be subject to review and action thereof.

5. Documentation of Additional Charges (BTT / Diversion / Third Port Discharge)

5.1. Specific Instances have been reported where additional charges are being levied for diversion of cargo or discharge at alternate ports (including Back-to-Town (BTT) consignments), without adequate documentation.

5.2. In this regard:

- All additional charges imposed by shipping lines must be:

- Formally documented

- Time and date stamped

- Clearly quantified in monetary terms

- Informal or non-documented charges shall not be admissible for any claims.

- This is critical to ensure that exporters are able to avail claims under the RELIEF Scheme.

- Shipping lines are specifically instructed to maintain full transparency and auditability in such cases.

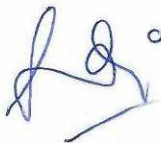
6. Grievance Redressal and Industry Interface Mechanism

6.1. DGS is operating a coordinated industry interface in consultation with stakeholders including associations such as FIEO and AMTOI. A structured mechanism has been instituted wherein:

- Each grievance or claim shall be assigned a unique identification number

- Submissions shall be maintained in a centralized digital format (Excel-based system for immediate term)

- This mechanism will operate for a defined and limited duration to capture crisis-related impacts.



• The compiled data will be integrated with DGFT and monitor for resolution at the Interministerial Group for Admissibility of claims and addressing the same under appropriate scheme.

7. Facilitation of Inward Cargo and Clearance Issues

7.1. Efforts are being made to streamline clearance processes, particularly for inward-bound consignments affected by diversion or delays.

• Interministerial Group (IMG) shall monitor:

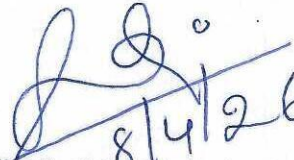
- Facilitate expedited clearances
- Address procedural bottlenecks

• Ports and Terminal Operators are advised to:

- Extend all applicable concessions notified under the SOP issued by the Ministry of Ports, Shipping and Waterways for Major Port to mitigate the impact of Geopolitical Disturbance in the Middle East dated 6th March 2026 (copy enclosed).

○ Ensure continued implementation of extended concession periods, as already adopted by several ports

This issues with the approval of Director General of Shipping and comes into force with immediate effect.


8/4/26
(Dr Sudhir Kohakade, IRS)

Dy. Director General of Shipping/MTO

To;

1. All the Exporters through FIEO
2. Chairpersons of all Major Ports/Minor Ports/ State Maritime Boards
3. AMTOI/NVOCCs/CSLA

Copy to:

1. PS to Hon'ble Minister (PSW)
2. PS to Hon'ble Minister of State (PSW)
3. The Secretary, Ministry of Ports, Shipping and Waterways, Govt. of India, [kind attn.: Shri Venkatesapathy S., Joint Secretary, Ports]
4. The Secretary, Ministry of Commerce, Govt. of India
5. DG, DGFT
6. Chairman, CBIC
7. Chairman, APEDA
8. GM, CONCOR

PD-24015/33/2026-PD-III
Government of India
Ministry of Ports, Shipping and Waterways
(Ports Wing)

1, Parliament Street
Transport Bhawan, New Delhi-110001

Dated: 6th March, 2026

To,

- 1) Chairperson(s)/MD, All Major Ports
- 2) Maritime States/UTs

Subject: Standard Operating Procedure (SOP) for Major Port to mitigate the impact of Geopolitical Disturbance in the Middle East.

Madam/Sir,

The Ministry of Port, Shipping and Waterways has carried out consultation with all stakeholders and decided to implement measures to mitigate the impact of Geopolitical Disturbance in the Middle East. Accordingly, the SoP for major ports is **annexed** for kind information and necessary action.

Yours faithfully,

(Venkatesapathy S.)

Joint Secretary to the Government of India

Email: js-ports@nic.in

Copy to:

- (i) PS to Hon'ble Minister (PSW)
- (ii) PS to Hon'ble Minister of State (PSW)
- (iii) PPS to Secretary (PSW)
- (iv) PS to Special Secretary (PSW)
- (v) PPS to AS&FA
- (vi) PS to Additional Secretary (PSW)
- (vii) PPS to JS(P)/JS(S)/JS(PHRD)/Senior Eco. Adviser/Adviser(Stat)/JS(Coord)
- (viii) DG, Directorate General of Shipping

Copy also to:

- (i) DG, DGFT
- (ii) Chairman, CBIC

SOP for Major Port for handling issues arising in view of the Geopolitical disturbance in the Middle East

The Ministry of Port, Shipping and Waterways has carried out extensive consultation with all stakeholders and decided to implement the following SoP to handle the issues arising from the geopolitical disturbance in the Middle East :

1. The Port Chairpersons should have periodical meetings with stakeholders such as shipping lines, exporters, terminal operators, MMD, customs etc., to closely monitor the situation and ascertain and address legitimate concerns.
2. Each Port shall appoint a nodal officer at the level of HOD or Dy HOD, who will be the Single Point of Contact (SPOC) for addressing the issues coming up for the consideration of the Port. The Port shall publish the Name, Designation, Contact Number and Email ID of Nodal officer on its website and the concerned officer shall be available on 24x7 basis.
3. The Nodal officer shall be responsible for taking up the matter with the competent authority and ensure that the decision/action is completed in 24 hours' time. In case of the issues, which require other agencies' involvement like Customs notification of new area or bonding of new storage area etc., shall be completed within 72 hours' time.
4. Ports may consider the following facilitation measures, as appropriate:
 - a. To permit the storage of cargo destined for the Middle East as transshipment cargo during the affected period.
 - b. To allot additional storage area, if required, for storing such cargo during the crisis period.
 - c. Facilitate berthing of ad-hoc call vessels for dropping or picking Middle East bound transshipment cargo.
 - d. To expeditiously facilitate 'Back to Town' movement of export cargo lying in port premises in co-ordination with Customs.
 - e. Provide priority handling for perishable cargo to prevent deterioration.
 - f. Give priority consideration to export cargo returning from the Middle East.

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- g. Facilitate additional bunkering capacity, wherever feasible, to meet potential demand.
5. Ports shall coordinate closely with agencies such as Customs, DGFT and other relevant authorities to ensure implementation of the above measures within the stipulated timelines.
 6. Ports may consider requests from users regarding reduction, waiver or remission of charges (such as reefer plugging charges, storage rent, change of vessel charges, etc.) on a case-to-case basis, depending on the prevailing circumstances at the port.
 7. This SoP will come into force from the date of issuance and will remain in force until withdrawn. The Ministry will review the situation and decide on continuation or modification of the SoP as required.
 8. The above SOP shall be applicable for the Middle East bound cargo/vessels which are getting affected due to ongoing geopolitical crisis in West Asia.
 9. A daily action taken report should be submitted to the Ministry.



GIC Hull War Risk Scheme amendment to be effective from 01.03.2026

HRA Zone:

1. Pakistan Waters.

2. Persian or Arabian Gulf and adjacent waters/ports including the Gulf of Oman west of Longitude 58°E.

3. Iran and all other countries under sanction by UN, UK, US, or EU.

4. Sea of Azov and Black Sea waters enclosed by the following boundaries:

- On the west, around Romanian waters, from the Ukraine-Romania border at 45° 10.858'N, 29° 45.929'E to high seas point 45° 11.235'N, 29° 51.140'E.
- thence to high seas point 45° 11.474'N, 29° 59.563'E and on to high seas point 45° 5.354'N, 30° 2.408'E.
- thence to high seas point 44° 46.625'N, 30° 58.722'E and on to high seas point 44° 44.244'N, 31° 10.497'E.
- thence to high seas point 44° 2.877'N, 31° 24.602'E and on to high seas point 43° 27.091'N, 31° 19.954'E.
- and then east to the Russia-Georgia border at 43° 23.126'N, 40° 0.599'E

5. Waters of Ukraine/Russia/Belarus.

6. Indian Ocean, Gulf of Aden and Southern Red Sea The waters enclosed by the following boundaries:

- on the northwest, by the Red Sea, south of Latitude 15°N
- on the northeast, from the Yemen border at 16°38.5'N, 53°6.5'E to high seas point 14°55'N, 53°50'E
- on the east, by a line from high seas point 14°55'N, 53°50'E to high seas point 10°48'N, 60°15'E, thence to high seas point 6°45'S, 48°45'E
- and on the southwest, by the Somalia border at 1°40'S, 41°34'E, to high seas point 6°45'S, 48°45'E

7. Eritrea Eritrea, but only South of 18° N

Please note that Breach of Warranty cover will not be available in respect of zones 1,2,3,4,5,6 & 7.

This Notice of Cancellation shall be effective from 1900 hrs on 01.03.2026 and GIC Re will cease to cover the Marine Hull War risks from 1900 hrs on 03.03.2026

In case any vessel passes through this area or calls any port located in this area or dry docked in any of these areas, it will be a breach of warranty.

भारतीय साधारण बीमा निगम
(भारत सरकार की कंपनी)

General Insurance Corporation of India
(Government of India Company)
CIN NO.: L67201MH1872G0116133 IRDA REGN No.: 112

Public



Digitally signed by
PRASHANT SHELVANT
Date: 2026.03.01
18:11:54 +05'30'

"सुरक्षा", 170, जे. एल. रोड, मॉडि, मुंबई - 400 020.
"SURA", 170, J. L. Road, Churchgate,
Mumbai - 400 020, INDIA Tel.: +91-22-2256 7000
www.gicofdia.in

