



Deputation of Women officers of MoPSW to gain first-hand experience of the functioning of the Directorate General of Shipping

Govt. of India

24th April 2026 | Mumbai



Directorate General of Shipping



India's Maritime Regulator

- **Established:** 3 September 1949 as an attached office under Ministry of Commerce; now functions under the **Ministry of Ports, Shipping & Waterways (MoPSW)**.
- **Mandate:** Formulates and enforces **shipping policies and legislations** in India.
- **Global Role:** Serves as India's **Maritime Administration**, representing the country at the **IMO** and other international maritime forums.
- **Presence:** Headquarters in **Mumbai**, supported by 14 **Mercantile Marine Departments (MMDs)** PAN India.

Key Wings & Branches :

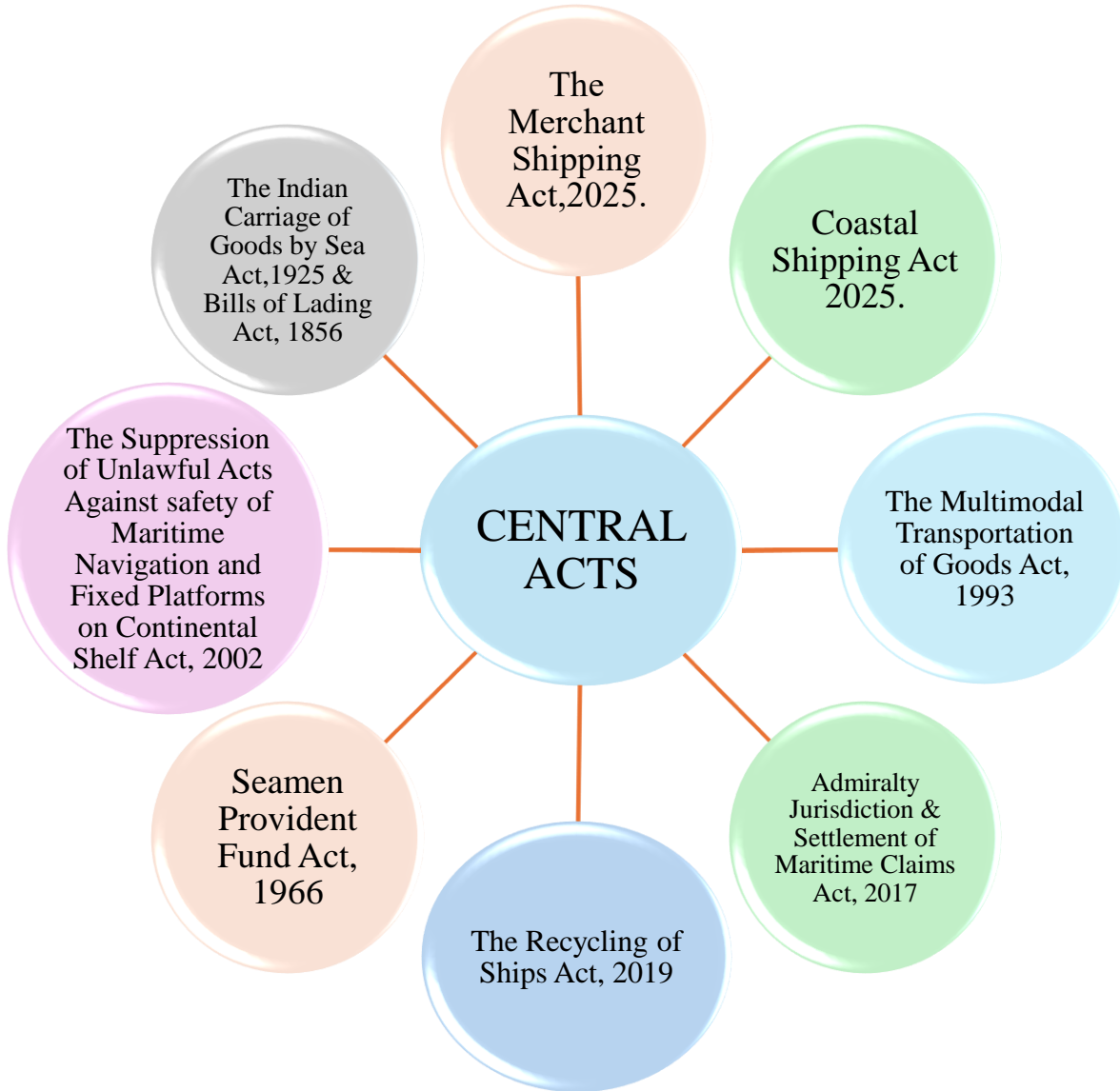
- Engineering
- Nautical
- Naval Architecture
- Coastal Shipping
- Crew
- Shipping Development
- Administration
- Training

Core Functions :

-  **Policy & Regulation :**
Formulates shipping policy, enforces national & international legislations.
-  **Ship Safety :**
Surveys, inspections, and certification of vessels.
-  **Seafarers**
Training, competency certification, and welfare.
-  **Environment & Green Shipping :**
Implements MARPOL, promotes decarbonization & alternate fuels.
-  **Ship Recycling :**
Regulates and monitors yards, ensures HKC compliance.
-  **International Engagement :**
Represents India at IMO & global maritime forums.

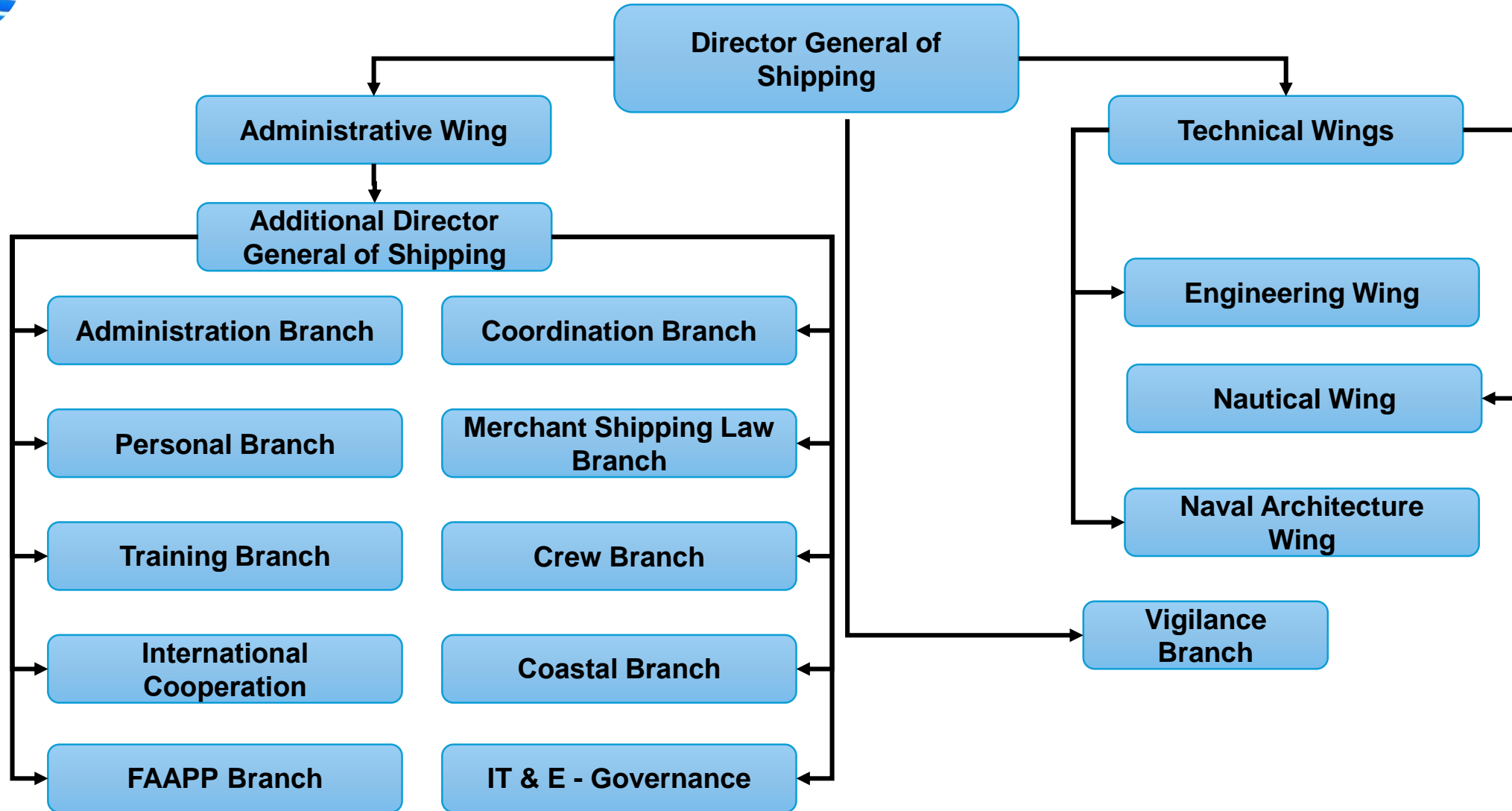


OVERVIEW OF LEGISLATION





Organogram





Transformation of the DGS



The Directorate General of Maritime Administration

1. Directorate General of Shipping operates through **four primary technical and administrative Wings, each tasked with specific responsibilities critical to national maritime governance.**
1. However, to better reflect the specialized mandates, cross-sectoral integration, and future-focused priorities, it is proposed that these Wings be redesignated to more accurately represent their evolving scope and functional responsibilities.

	Existing Wing	Proposed Redesignation
	Engineering Wing	Maritime Sustainability & Technical Safety (MSTS) Wing
	Nautical Wing	Maritime Operations Safety & Security (MOSS) Wing
	Naval Architecture Wing	Maritime Development & Infrastructure (MDI) Wing
	Administration Wing	Administration & Policy Coordination (APC) Wing

This restructuring will improve the clarity of roles, support integrated policy implementation, and enhance India's ability to lead and respond to global maritime developments. The proposed redesignation is aligned with:

- a) The **Maritime India Vision 2030 and Amrit Kaal Vision 2047, focusing on sustainability, resilience, and modernization.**
- b) India's increasing role in **global maritime forums, including the IMO, ILO, and UNFCCC.**
- c) The need for functional clarity in managing technical, regulatory, training, and administrative tasks.
- d) Enhanced **inter-Wing collaboration and stakeholder engagement in line with complex cross-cutting mandates such as climate change, automation, and maritime digitization.**

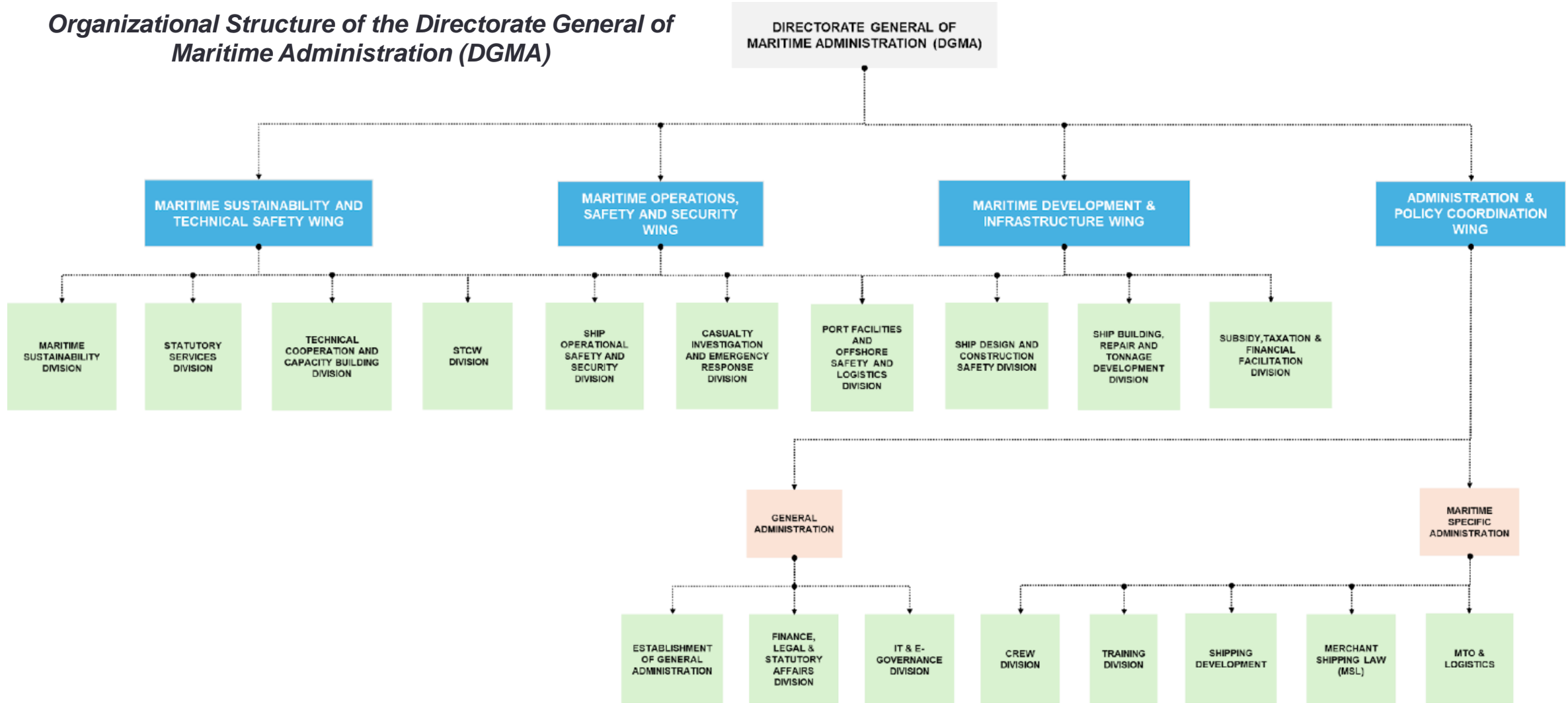


Transformation of the DGS



The Directorate General of Maritime Administration

Organizational Structure of the Directorate General of Maritime Administration (DGMA)



DIRECTORATE GENERAL OF SHIPPING

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



Protect and advance India's maritime interests



Ensure the welfare and safety of over 500,000 seafarers



Safeguard the marine environment and prevent pollution

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

Promote international cooperation in maritime affairs



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

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



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



Maintain navigational standards and promote maritime domain awareness for commercial vessels



MERCHANT SHIPPING ACT 2025



vessel registration



ownership



seafarer welfare



digital regulatory framework

CARRIAGE OF GOODS BY SEA ACT 2025



modern liability



dispute resolution



international conventions alignment

INDIAN PORTS ACT 2025



port governance



safety compliance



disaster management

COASTAL SHIPPING ACT 2025



maritime transport



coastal trade



port efficiency

Directorate General of Shipping



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MARITIME MERCANTILE DEPARTMENTS (MMD) ACROSS INDIA

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

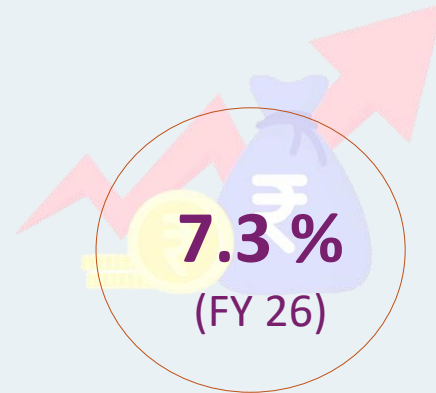


India's Economic Growth and the Significance of Maritime Domain



Indian GDP

World's 4th largest economy



GDP Growth

projected 6.3–6.7% annual growth through coming years



GDP Target

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

The Maritime sector facilitates



95%

Trade by Volume

70%

Trade by Value



Maritime sector contributes to 4-5% of the GDP



Contribution of the Blue Economy



Towards Viksit Bharat 2047

India and its Blue Economy

95%

By trade volume

70%

By trade value

India's Infrastructure Leverages

12

Major Ports

200+

Non-major Ports

11,098 km

Total length of India's coastline

India's Vessel Advantage



India has 1,520+ merchant vessels with 13 mn+ GT capacity



India ranks 18th globally in flag registration and 19th globally in carrying capacity

India is emerging as the leader of the Blue Economy in the world with multiple initiatives focusing on infrastructure, business and the overall economy

Port-led Development

Ports for Prosperity

Policy reforms driving EoDB, modern infrastructure and multi-modal logistics



Engineering Wing

Transitioning to Maritime Sustainability & Statutory Services Wing in DGMA



Mandate

- Custodian of ship safety, standards & compliance.
- Anchor for IMO commitments & maritime decarbonisation.
- Provides regulatory enforcement & global representation.

Core Functions

- Implementation of **IMO Conventions & Regulations**.
- **Survey & Certification** of Indian & foreign ships.
- **Port State Control & Flag State Implementation** - eliminate substandard shipping, ensure oversight.
- **Maritime Pollution Control** - MARPOL, BWM, AFS enforcement.
- **Examination & Licensing** - CoC, CoP, STCW compliance.
- **Ship Recycling** - National authority under Recycling of Ships Act, 2019.
- **Crisis Response** - accidents, investigations, ISM Code.
- Represents India at IMO (MEPC, TCC, III, ISWG-GHG).
- IMO projects: **GloLitter, GreenVoyage2050, GloNoise**

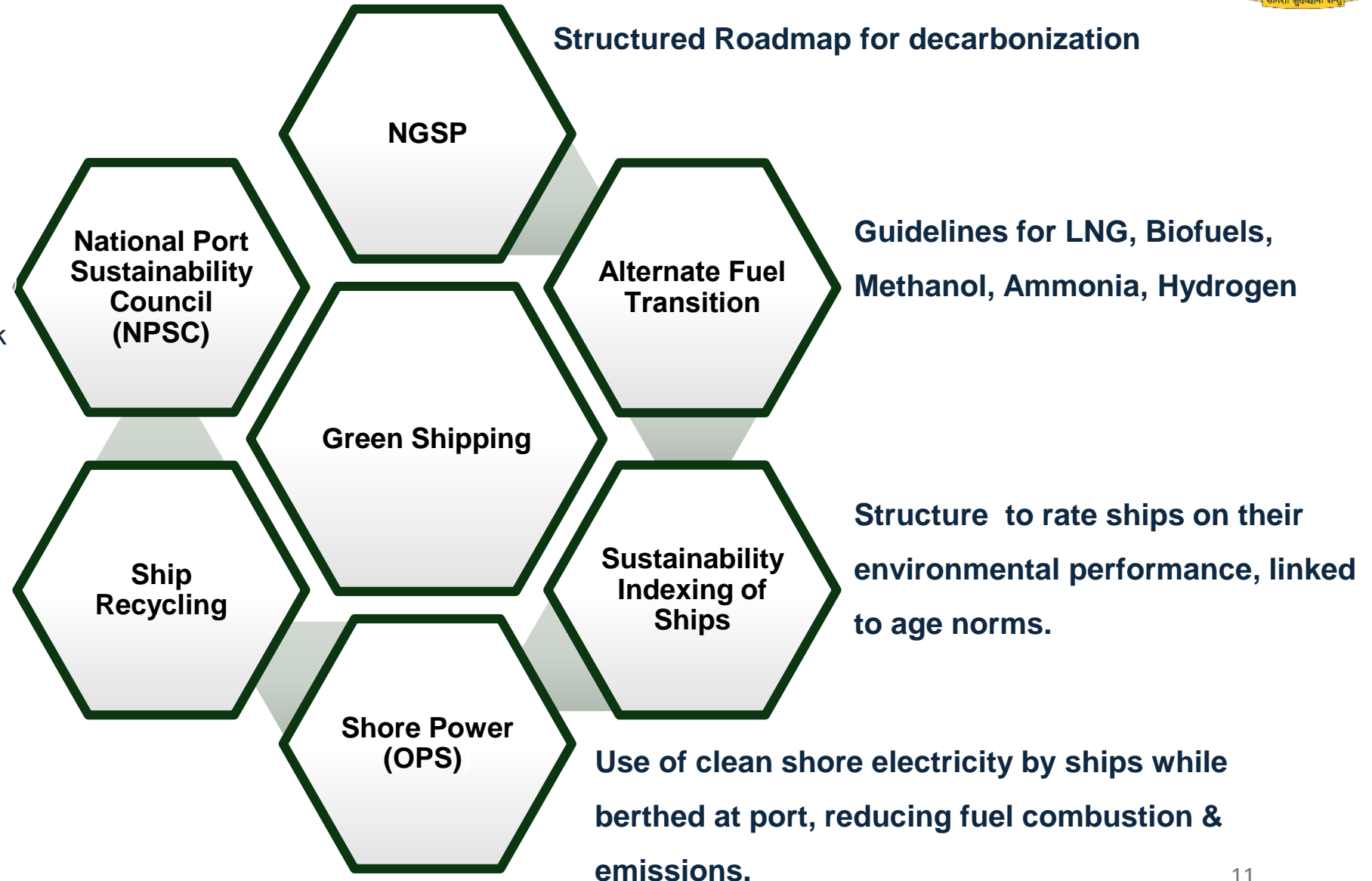


Green Shipping Initiatives



NPSC metrics include **Green Port Index (GPI)**, **Port Readiness Level (PRL)**, **Smart Port Shore Power Index (SPSPI)**, **Environmental Ship Index (ESI)**, and **GHG Emissions Inventory** to benchmark sustainability and readiness of Indian ports

With the Hong Kong Convention now in force, India leads globally with 115 compliant yards at Alang.





National Green Shipping Policy

Maritime Vision for a Green Future



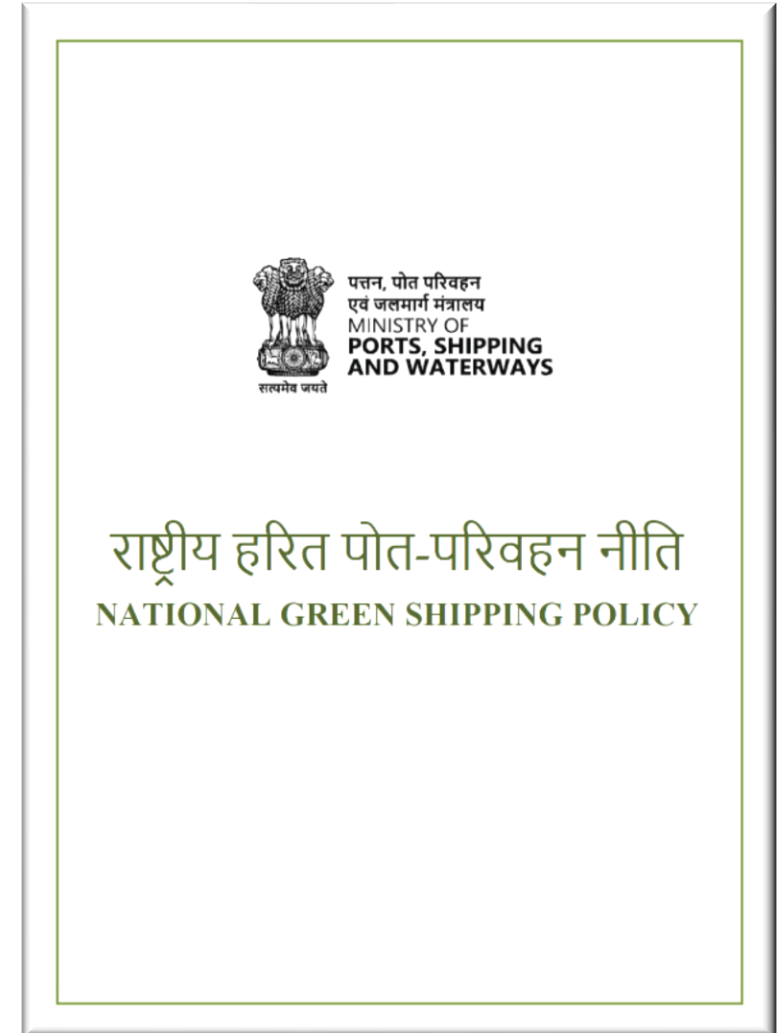
The NGSP is India's strategic response to the global decarbonisation mandate, a policy blueprint designed to secure maritime growth while transitioning towards clean energy, sustainable ships and climate-resilient ports.

Key Transition Pillars:

- Green Ships
- Green Ports
- Green Fuels
- Green Capacity Building
- Green Recycling
- Green Finance
- Green Technology

Strategic Intent

To position India as a **global hub for green shipping and future fuels**, enabling industry to move from regulatory compliance to global competitiveness and leadership.





India as a Net Green Energy Exporter & Bunkering Destination



From energy importer to future maritime fuel hub

Strategic Advantage

- Long coastline with major ports on **East–West shipping lanes**
- Abundant renewable energy for **green hydrogen, ammonia, methanol**
- Cost advantage in **solar + wind production**, lowering fuel export price

Fuel Export Readiness

- **Green Ammonia** : Kandla supply to Singapore (L&T–Itochu JV)
- **Green Methanol** : VOC Port bunkering hub under development
- **Hydrogen Derivatives** : Mission to export through maritime corridors

Port Infrastructure Transformation

- Dedicated **Green Bunkering Terminals** (VOC Port, Kandla, JNPA)
- Upcoming **Green Shipping Corridors**: Tuticorin – Kandla – Singapore – Rotterdam
- Integration of **renewable power, storage & safety systems**

Economic & Diplomatic Impact

- Reduces dependency on oil imports
- Positions India as **fuel supplier to global shipping lines**
- Enhances maritime influence under **Global South leadership**

Policy Backing

- Supported by **National Green Hydrogen Mission & NGSP**
- Incentivized by **Harit Sagar & MIV 2030**
- Aligned with **Make in India & Energy Security Vision 2047**

India is not just preparing for Green Fuels — it is preparing to Fuel The World.



Swachh Sagar Portal



India's digital platform for clean seas and maritime decarbonization. Developed and Managed by IRS on behalf of DGS.



Port Reception Facility

- Module for vessel waste declaration, vendor linkages and disposal coordination

Fuel Consumption Reporting

- Enables MARPOL Annex VI fuel consumption reporting for vessels.

Single Use Plastics

- Enables ships to report plastic usage and disposal via SEP plans, ensuring compliance with National sustainability mandates

E- BDN & Bunker Suppliers

- Central database of approved bunker suppliers with electronic BDN records for transparency and fuel quality assurance

Ballast Water Reporting

- Real time Ballast Water data submission by all ships and compliance oversight



Ship Recycling



- Process of dismantling end-of-life ships to recover **steel and other valuable materials**.
- India is a **global leader**, with Alang–Sosiya in Gujarat being the **world's largest ship recycling cluster**.
- Governed internationally by the **Hong Kong Convention (HKC)**, which came into force on **26 June 2025**.
- Integral to the **circular economy**, reducing the demand for virgin raw materials.

India's Role & Importance

- Handles **30% - 35% of global ship recycling tonnage** annually.
- Provides **20 - 25% of India's ferrous scrap requirement**, reducing dependence on imports.
- India is the **only country with 100+ HKC Compliant Recycling Yards**. [115 HKC Compliant Yards at Alang]
- Supplies input material for the **Green Steel ecosystem**, boosting India's low-carbon transition.
- Generates **direct employment for 15000+ workers** and **indirect livelihood opportunities** for thousands more in logistics, scrap processing, and allied services.
- Strengthens India's position in **global maritime sustainability**.





Ship Recycling Portal



An upcoming unified national digital platform under DGS to implement the Hong Kong Convention (HKC) and Recycling of Ships Act (2019), ensuring real-time, transparent and accountable governance of India's ship recycling ecosystem.

Importance of Portal

- **Transparency** : Digitally traceable inspections, certifications & audits
- **Accountability** : Role-based actions with time-stamped compliance trails
- **Real-time Monitoring** : Central oversight by DGS & State Authorities
- **Global Credibility** : Auditable records for IMO, foreign Flag States & shipowners
- **Stakeholder Integration** : Connects DGS, GMB, ROs, yards, service suppliers

Core Functional Modules

- Yard Registration & Licensing
- **Inventory of Hazardous Materials Inventory**
- **RRC Certification Registry**
- SRP Submission & Approval
- **Inspection, Audit & ISO Compliance Tracking (ISO 9001, 14001, 30000, 45001)**
- Incident & Non-Conformity Reporting
- Worker Training & Competency Records
- GISIS / IMO Reporting Integration



ISO 9001

Quality Management System (QMS)



ISO 14001

Environmental Management System (EMS)



ISO 30000

Ship Recycling Management System (RSMS)



ISO 45001

Occupational Health & Safety Management System (OHSMS)



Ship Recycling Credit Note



- Introduced under **Ship Building Financial Assistance Scheme 2.0 (SBFA 2.0)**
- Incentivizes ship owners to **recycle in India** and **build new ships in Indian shipyards**

How It Works

- When a vessel is recycled in a certified Indian yard, the ship owner receives a **Credit Note for 40% of scrap value.**
- The Credit Note remains valid until the owner builds a new vessel/ ship in an Indian shipyard
- Redeemed as **financial assistance/ subsidy** under SBFA 2.0

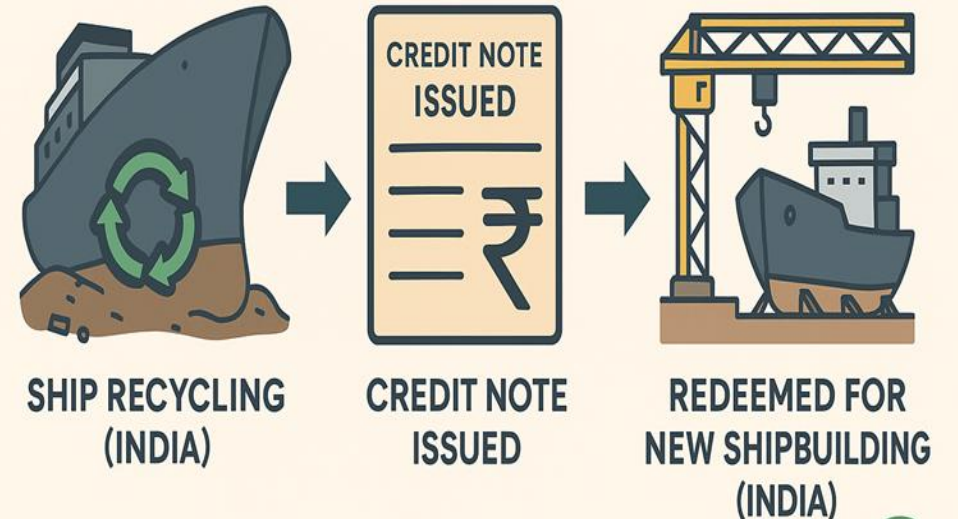
Expected Benefits

- Encourages **safe and HKC compliant ship recycling** in India
- Provides direct **business boost for Indian shipyards**
- Attracts **new players** to India's ship recycling and shipbuilding ecosystem
- Strengthens India's **circular economy** : recycling feeds into new shipbuilding
- Positions India as a leader in **Green and Sustainable Maritime Growth**

Allocation of : ₹ 4,001 crore
(under SBFA)

SHIP RECYCLING CREDIT NOTE

Linking Recycling with Shipbuilding



SHIP RECYCLING CREDIT NOTE





NAUTICAL WING

ABOUT





NAUTICAL WING

INITIATIVES



Nautical Examination

Certification Process

The Nautical Wing conducts examinations and issues certificates for various grades of seafarers. This process ensures that maritime professionals are properly qualified for their roles.

उच्चतर श्रेणी के नौका

- Foreign-going vessels
- Near coastal vessels
- Fishing vessels
- Dredgers



NAUTICAL WING



INITIATIVES

Competency Examination & Certification

The cornerstone of maritime excellence, ensuring uniformity and high standards across maritime professions through internationally recognized STCW regulations.

This comprehensive e-examination solution enables the seamless administration of maritime exams across the entire lifecycle. From exam scheduling and registration to secure online test delivery and instant results, the system streamlines the examination process for both administrators and candidates.

Unified Platform

The Directorate General of Shipping (DGS) envisions an in-house, end-to-end examination platform that integrates written, oral, and exit examinations for maritime training institutes.

Examination Types

The e-examination system covers competency assessments, including written and oral exams, as well as exit examinations for both maritime training institutes and the BES Trust.





NAUTICAL WING

INITIATIVES



Duties of Maritime Assistance Services

1

Receive Reports and Monitor through MMDAC

MAS receives reports, consultations, and notifications about ship incidents. They monitor the situation if an incident may lead to a ship needing assistance.

2

Serve as Point of Contact

MMDAC acts as a liaison between the ship's master and the coastal State for information exchange in non-distress situations.

3

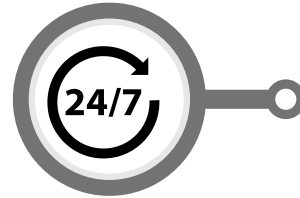
Coordinate Salvage Operations

DGS serves as the point of contact between private salvage operators and the coastal State, monitoring the conduct of salvage operations when necessary.



NAUTICAL WING

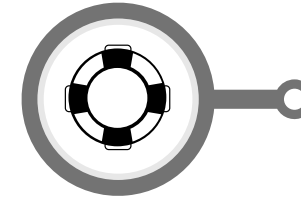
DGCOMM CENTRE - "GUARDIAN OF THE SEA"



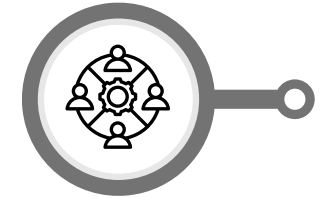
24/7 Situational Awareness: Constant oversight of vessel activity for safety & security.



Distress Call Command: Immediate reception Ship Security Alert System (SSAS).



Search And Rescue Coordination with Indian Coast Guard and other stakeholders



Centralizes communication and orchestrates responses to all marine incidents.



NAUTICAL WING



LRIT (LONG-RANGE IDENTIFICATION AND TRACKING)

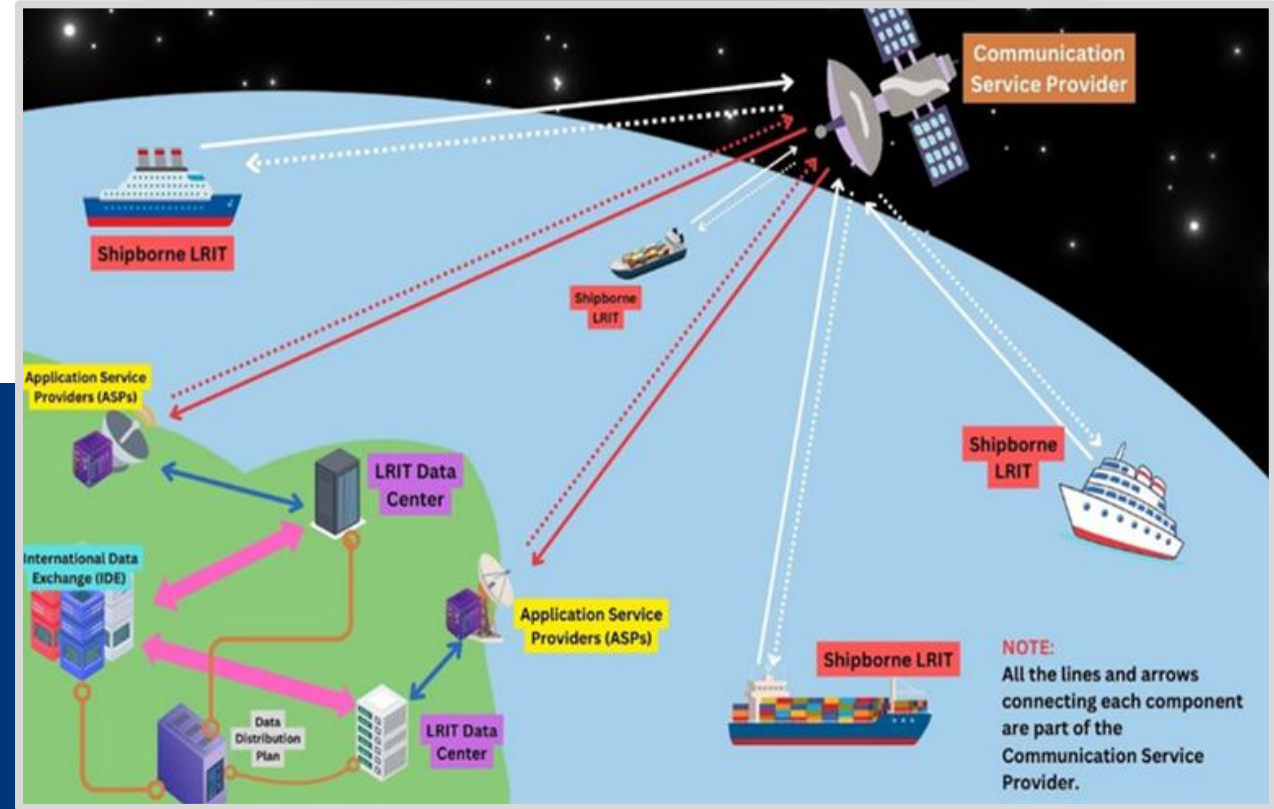
LRIT extends a nation's maritime vision beyond the coastline, enabling secure and intelligent oversight of global vessel movements.

Global Vessel Tracking

Maritime Domain Awareness

Security & Compliance

Search & Rescue





NAUTICAL WING



INTERNATIONAL SHIP AND PORT FACILITY SECURITY



ISPS Code

The International Ship and Port Facility Security (ISPS) Code is a comprehensive set of global security measures designed to enhance the security of ships and port facilities.



ISPS Compliance

ISPS rules have been notified in the Indian Gazette, and a comprehensive ISPS checklist has been provided on the National Single Window System (NSWS) platform.



Responsibility

- Approve port facility security assessments
- Approve port and ship security plans
- Verify the implementation of security plans
- Carry audits of ships and ports
- Issue statements of compliance for ports and ship security certificates



NAUTICAL WING

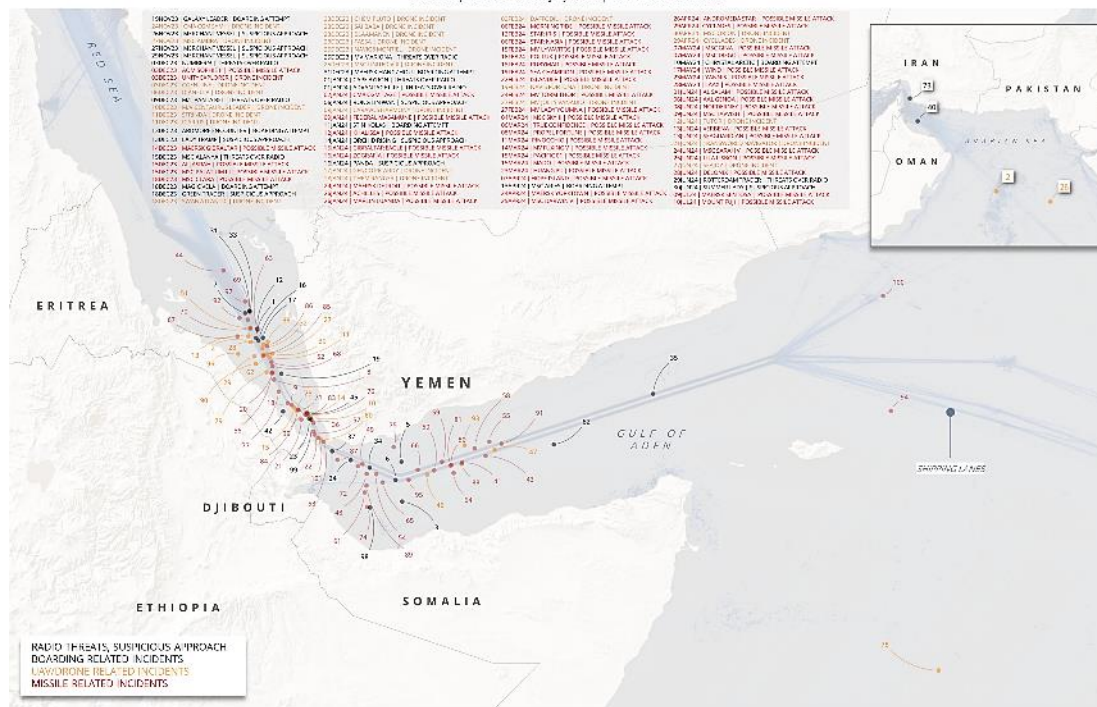


MARITIME SECURITY & PIRACY

Maritime security is a critical priority for the maritime industry, as piracy and other illicit activities pose significant threats to ships, crews, and cargo. Robust security measures, international cooperation, and technological advancements are essential to combat these risks and ensure the safety and integrity of global maritime trade.

IRAN & HOUTHJI RELATED - MARITIME INCIDENTS

Details Updated As Of 15 July 2024 | 101 Incidents Listed



Representative Of Incident's Are Approved, But Is Not Exhaustive & Is Subject To Change. Image Not To Scale, But Only Represents Incidents. Not Representative Authority.

Damien Symon - @detresfa

Piracy remains a persistent challenge, with hotspots in regions such as the Gulf of Guinea, the Straits of Malacca, and the Horn of Africa. Coordinated efforts by navies, coast guards, and industry stakeholders have helped mitigate the impact of piracy, but ongoing vigilance and adaptation are required to stay ahead of evolving threats.



NAUTICAL WING

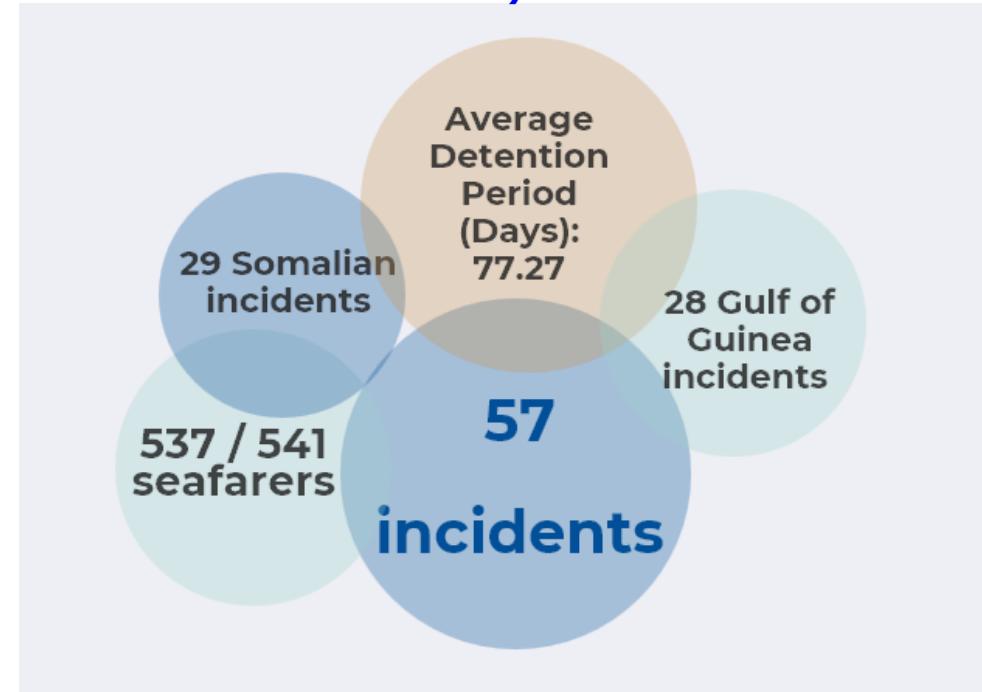


STATISTICS - INDIAN SEAFARERS

Houthi Attack (Vessels with Indian Seafarers) since Dec 2023

Sl. No.	Date	Vessel Name	Flag	Indians onboard
1	12/12/23	Strinda	Norwegian	22
2	18/12/23	Swan Atlantic	Cayman Is	22
3	23/12/23	Chem Pluto	Liberia	21
4	23/12/23	Sai Baba	Gabon	24
5	27/12/23	MSC United VIII	Liberia	17
6	31/12/23	Maersk Hangzhou	Singapore	20
7	04/01/24	Lila Norfolk	Liberia	15
8	05/01/24	Jag Pavitra	India	22
9	18/01/24	Genco Picardy	Marshall Island	9
10	27/01/24	Marlin Luanda	Marshall Island	22
11	01/02/24	Maha Yaya	India	24
12	17/02/24	Pollux	Panama	0
13	19/02/24	Rubymar	Belize	3
14	04/03/24	MSC Sky II	Liberia	13
15	06/03/24	True Confidence	Barbados	1
16	27/04/24	Andromeda Star	Panama	22
17	27/04/24	MSC Orion	Portugal	20
18	26/06/24	Lila Lisbon	Saint Kitts & Nevis	21
19	15/07/24	Bentley I	Panama	23
20	20/07/24	Pumba	Liberia	6

Piracy & Armed Robbery - (Vessels with Indian Seafarers) till date



In above 20 incidents no Indian Seafarers were injured.
No Indian Flag Vessels attacked by Houthis till date.



NAVAL ARCHITECTURE WING



ABOUT

The Naval Architecture Wing ensures regulatory compliance, ship design approvals, and drives shipbuilding policy and cluster development.

- **Policy Development and Implementation of IMO conventions**

Monitoring surveys, inspections, and structural compliance of Indian and foreign-flagged vessels under SOLAS, Load Line, and other conventions.

- **Design & Construction Approvals**

Evaluation and approval of ship designs, modifications, conversions, and statutory construction standards.

- **Passenger Vessel Survey and Certification**

Conducting surveys and issuing safety certificates for passenger vessels.

- **Port State and Flag State Inspections**

- **Recognized Organizations (ROs) Monitoring**

Auditing and supervision of ROs to ensure compliance with delegated statutory functions.

- **IMO Participation & Representation**

Active involvement in IMO subcommittees (MSC, SDC, SSE, III) and Member State Audits.

- **Driving the Shipbuilding Cell activities of DG Shipping**

- **Shipbuilding Policy & Scheme Implementation**

Technical leadership in SBFA, SBFAS, and SbDS schemes, including portal development and compliance monitoring.

- **Maritime Cluster Development Support**

Strategic planning for maritime clusters, advisory support to MDF, and promotion of industry-aligned training and certification.



NAVAL ARCHITECTURE WING

INITIATIVES



Four Pillar Approach

Total Allocation

₹69,725 Cr.



Shipbuilding Financial Assistance scheme

Allocation: ₹24,736 crore

(Shipbreaking Credit Note – 4,001 Cr)



Maritime Development Fund

Allocation: ₹25,000 crore

*(Maritime Investment Fund – ₹20,000 crore
Interest Incentivisation Fund – ₹5,000 crore)*



Shipbuilding Development Scheme

Allocation: ₹ 19,989 crore

(Capacity & capability development and credit risk coverage)



Legal, Policy and Process Reforms



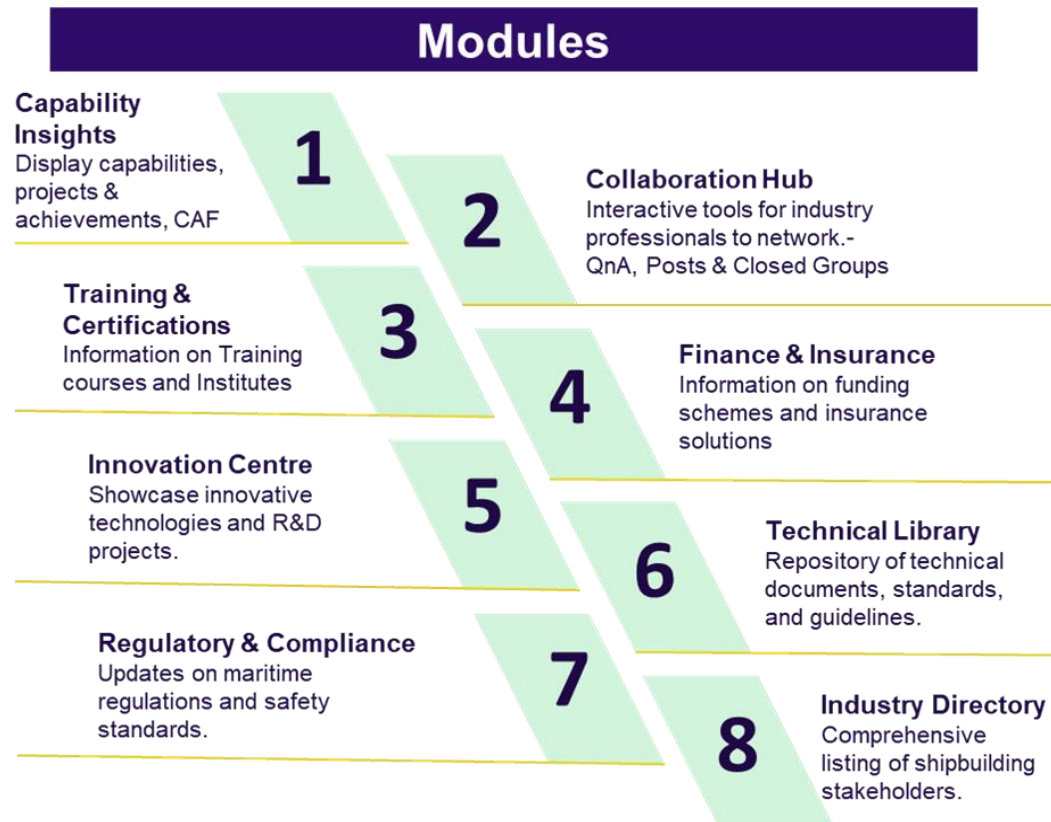
NAVAL ARCHITECTURE WING



INITIATIVES

Comprehensive Shipbuilding Portal

The comprehensive shipbuilding portal will serve as a centralized digital hub, bringing together industry capabilities, stakeholder collaboration, technical resources, and innovation for India's shipbuilding and repair sector





SHIPPING DEVELOPMENT BRANCH

ABOUT



- ❑ The Shipping Development (SD) Branch of the Directorate General of Shipping mandates to improving Indian Tonnage by removing the hurdles in ship registration and ship leasing.
- ❑ Establish a comprehensive regulatory framework, implementing targeted incentives, and ensuring alignment with international maritime standards.
 - Policy and Legislative Reforms for Growth of Indian Tonnage
 - Fiscal Incentives to Enhance Competitive Positioning
 - Promote Domestic Demand for Indian Shipping Tonnage
 - Right of First Refusal (ROFR) Mechanism



CREW BRANCH



KEY ROLES AND RESPONSIBILITIES OF THE CREW BRANCH

Issue of Seafarers' Documents and Maintaining Databases

- Issue of Continuous Discharge Certificate (CDC) / Seafarer Identity Document

Regulation of Recruitment & Placement Service Providers (RPSL)

- Licensing RPSL agencies (Recruitment & Placement Service License) that place seafarers
- Ensuring fair employment practices, that seafarers are not charged illegally, contracts are proper

Welfare and Employment Conditions of Seafarers

- Handling seafarer disputes, including wage issues, abandonment, etc.

Ensuring Compliance with International Conventions

- Ensuring India's obligations under STCW, MLC (Maritime Labour Convention), SOLAS, etc., are met in terms of crew welfare, certification, rest hours etc.

Grievance Redressal and Oversight of Misconduct

- Taking up complaints from seafarers: about contracts, wages, certificates, unethical practices by recruiters etc
- Investigating fraud

Seafarers Welfare Fund & Related Financial/ Compensation Matters

- Overseeing welfare funds (such as the Seamen's Welfare Fund) and payments related to death, abandonment etc.



CREW BRANCH



Sagar Mein Yog & Sagar Mein Samman

Sagar Mein Yog

Sagar Mein Yog is a **comprehensive wellness program** built on the integration of yoga, mindfulness, emotional resilience, physical health, and spiritual well-being.

- In partnership with **NUSI** and knowledge partner Trijog
- Linked with MIV 2030
- A pilot 3 day ToT Programme was conducted in December with participations of ~56 trainers



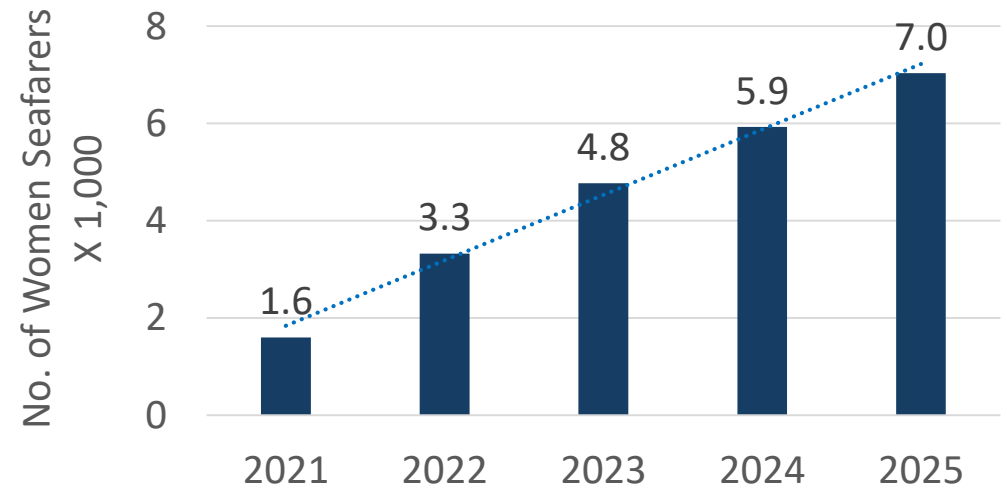
[LMS Link](#)



Sagar Mein Samman

Sagar Mein Samman (Honor at Sea) is the flagship initiative, **designed to transform India's maritime sector into a more inclusive, equitable, and aspirational ecosystem.**

Year on Year growth of Women Seafarers



- **National average:** < 0.5% women seafarers in India
- **Maritime India Vision 2030:** 2–3% women participation by 2030.



CREW BRANCH

INITIATIVES : PRANAAM INITIATIVE



Aim: On-ground assistance at the Pranaam helpdesk to support seafarers with documentation and immigration, reducing fraud, legal issues, and emergency cases while ensuring smooth airport entry.

Problem Statement

- UK visa-free entry for Indian seafarers is reportedly being misused by asylum seekers posing as crew.

Potential Solution

- It was agreed that DGMA-trained teams at Pranam helpdesk would vet seafarers and alert airlines to prevent misuse.

Other Benefits

- The process prevents undocumented seafarers from UK entry, avoiding arrests and distress to families.

The inauguration of the PRANAAM Seafarers Assistance Counter successfully conducted on 21st January 2026 at Chhatrapati Shivaji Maharaj International Airport, Terminal 1, Mumbai.

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



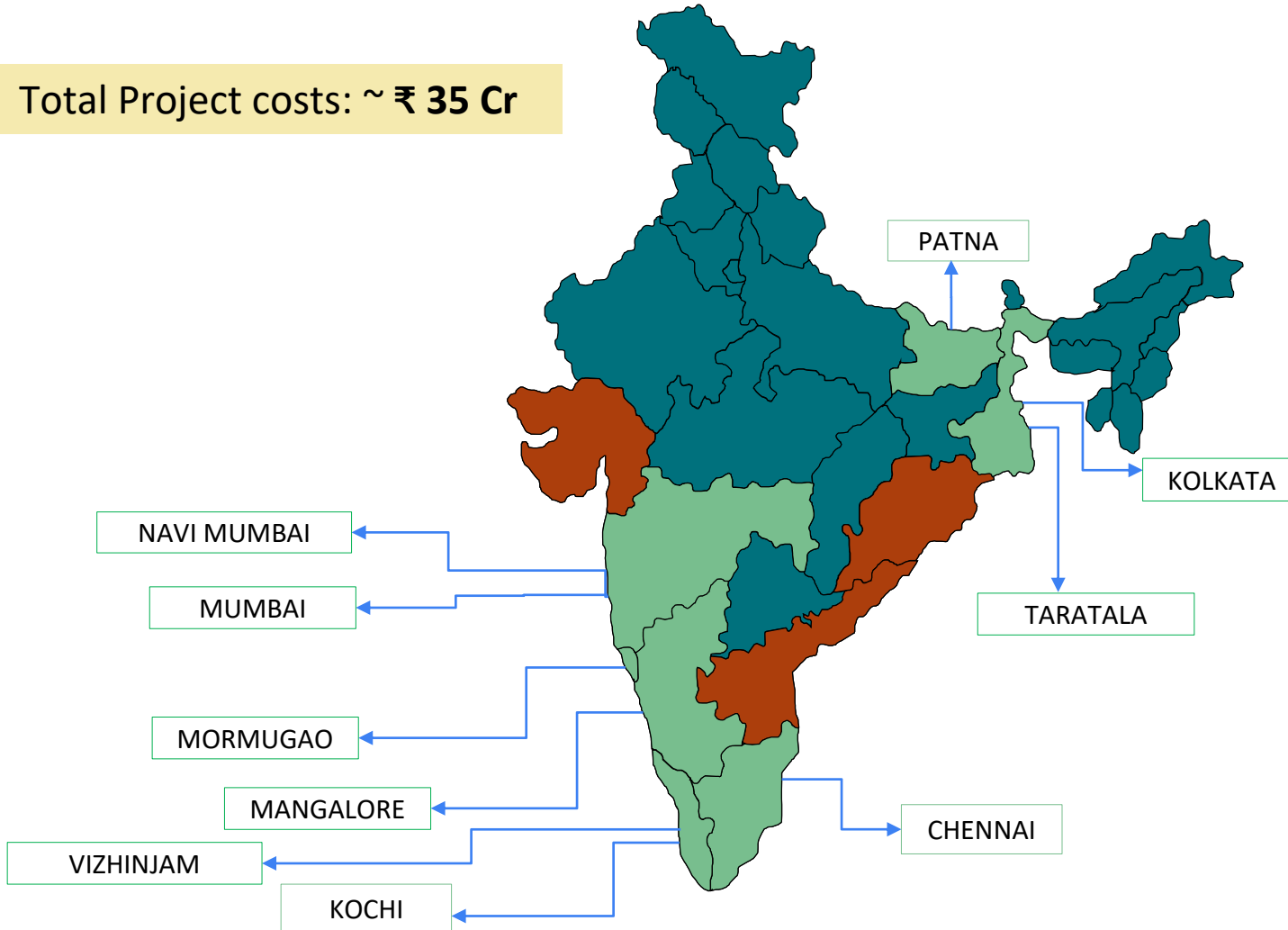


CREW BRANCH



INITIATIVES : SEAFARERS' WELFARE INFRASTRUCTURE (2/2)

Total Project costs: ~ ₹ 35 Cr



S. N.	State Detail	Port Name	Project Name
1	West Bengal	Kolkata port	Mariners Club
2		Taratala	Nabik Griha Samity
	Odisha	NIL	
	Telangana	NIL	
	Andhra Pradesh	NIL	
3	Tamil Nadu	Chennai port	Seafarers Club & Officers' Lounge
4		Chennai Port	Seafarers Club (I/P)
5		Kamarajar Port	Seafarers Club
6	Kerala	Vizhinjam Port	-
7		Kochi	Seafarers Club
8	Karnataka	Mangalore	New Club
9	Goa	Mormugao Port	Seafarers Club Project
10	Maharashtra	JNPA Port	Seafarers Club
11		-	Royal Bombay Seamans Society
	Gujarat	NIL	
12	Bihar	Patna	Seafarers Club

● Coastal states with Projects ● Coastal states with no Projects ● Non Coastal States



CREW BRANCH



INITIATIVES : SCHEMES UNDER SWFS

The **Seafarers' Welfare Fund Society (SWFS)** is an autonomous body under the administrative control of the MoPSW, dedicated to the welfare of Indian seafarers and their families. It administers welfare schemes, financial assistance, and gratuity funds to provide social security and support to active and retired seafarers.

Schemes for Active Seafarers; Schemes for Specific Category of Seafarers; Schemes for Family of Seafarers; Schemes for Deceased Seafarer; Medical Assistance/Insurance

Survivors' Benefit Scheme (SBS): Financial assistance to the family of a deceased Indian seafarer	₹ 6,00,000 (w.e.f. 01.01.2026)	Death on Board Benefit Scheme (DBBS): Support in cases of death or presumed death occurring on board	₹ 2,00,000 (w.e.f. 01.01.2026)
Invalidity Benefit Scheme (IBS): Support for Indian seafarers declared permanently unfit for the sea	₹ 6,00,000 (w.e.f. 01.01.2026)	Old Age Benefit Scheme (OABS): Assistance for seafarers who attain the age of 65 years on/after 01.01.2019 and age 75 on/after 01.01.2026	₹ 50,000 (Age 65) ₹ 1,00,000 (Age 75)
Maternity Benefits Scheme (MBS): Financial assistance for Indian women seafarers during maternity (Max: 2 deliveries)	₹ 50,000 <i>Per delivery</i> (w.e.f. 01.01.2026)	Ex-Gratia Support Benefit Scheme (ESBS): Additional financial aid for specific cases of abandoned / stranded seafarers.	₹ 20,000/m (Max: 12 months) (w.e.f. 01.01.2026)
Family Benefit Welfare Scheme (FBWS): Provides support to dependent families of Indian Seafarers	₹ 1,00,000 (Pre-Sea Training Completion) ₹ 50,000 (Postgraduate Degree Completion)	Award to Meritorious Child of Seafarers (AMCS): Educational incentives for children of Indian Seafarers	₹ 25,000 (w.e.f. 01.01.2026)

3 new schemes: ->

Medical & Term Insurance Premium: Assistance - Reimbursement of 50% premium for Indian CDC holders meeting sea-service criteria	Up to ₹ 5,000
Medical Support (Critical / Terminal Illness): One-time support; govt/recognised hospital certification	₹ 2,00,000
CoC Career Progression (Rating → Officer): One-time assistance after successful issue of Indian CoC by DG Shipping.	₹ 2,00,000

DG Shipping has taken multiple steps for the welfare of seafarers, including provisioning of welfare schemes, development of seafarers welfare infrastructure, and other welfare initiatives.



CREW BRANCH

INITIATIVES : SCHEMES UNDER SWFS

The **Seafarers' Welfare Fund Society (SWFS)** is an autonomous body under the administrative control of the MoPSW, dedicated to the welfare of Indian seafarers and their families. It administers welfare schemes, financial assistance, and gratuity funds to provide social security and support to active and retired seafarers.

Schemes for Active Seafarers; Schemes for Specific Category of Seafarers; Schemes for Family of Seafarers; Schemes for Deceased Seafarer; Medical Assistance/Insurance

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TRAINING BRANCH



ABOUT

Administration of all MTI's	Approval, regulation, and oversight of MTI's, ensuring seafarer training meets STCW and international standards through policies, accreditation, inspections, and compliance monitoring.
MTI Module	Online system for managing courses, records, and certifications, ensuring compliance with DG Shipping and STCW standards. New Module is being developed, as the old module built on an outdated stack, struggles with data volumes, usability, integration, and scalability.
CIP Improvement	Detailed evaluation and Grading of MTIs by RO or MMD under a three-year cycle with Initial, Annual, and Renewal inspections as per QMS standards.
STCW	A strategic advisory body to DGS that strengthens governance in maritime training, reviews MTI compliance with STCW standards, and meets bi-weekly for evaluations.
MTI Exit examination + Ratings Exit Examination	Initiatives like Learning Management System (LMS), Web based simulator, Centralized Attendance System (CAS), Faculty Development Program (FDP) are initiated to ensure efficient learning and examination process.

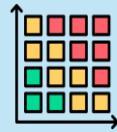


TRAINING BRANCH

INITIATIVES



Examination Reforms



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



Learning Management System



Web based simulation



Digitization of Training and Assessment Record (TAR)



Centralized Attendance system CAS 2.0



Online Maritime Certificate Validation System



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



Dynamic Batch sizing



Placement portal and authentic job portal



AI & Immersive technology strategy



Faculty development Program



COASTAL SHIPPING BRANCH



KEY RESPONSIBILITIES

- ❑ Dealing with all matters related to of the Coastal Shipping Act, 2025
- ❑ Coordinate with Mercantile Marine Departments (MMDs) on sailing vessels and fishing boats under the Merchant Shipping Act, 1958.
- ❑ Facilitates bilateral and multilateral agreements with neighbouring countries (e.g., Bangladesh, Myanmar, BIMSTEC) to promote coastal shipping and the sailing vessel industry.
- ❑ Manages the repatriation of distressed crew from sailing vessels.
- ❑ Oversees issuance of Sailing Vessel Identity Cards through a centralized system, in collaboration with regional and port officers in Mumbai, Jamnagar, and Tuticorin, as per the Merchant Shipping (Sailing Vessel) Rules, 1997 and DGS Circulars No. 11 & 30 of 2020.
- ❑ Processes cases related to the closure of sailing vessel registries.

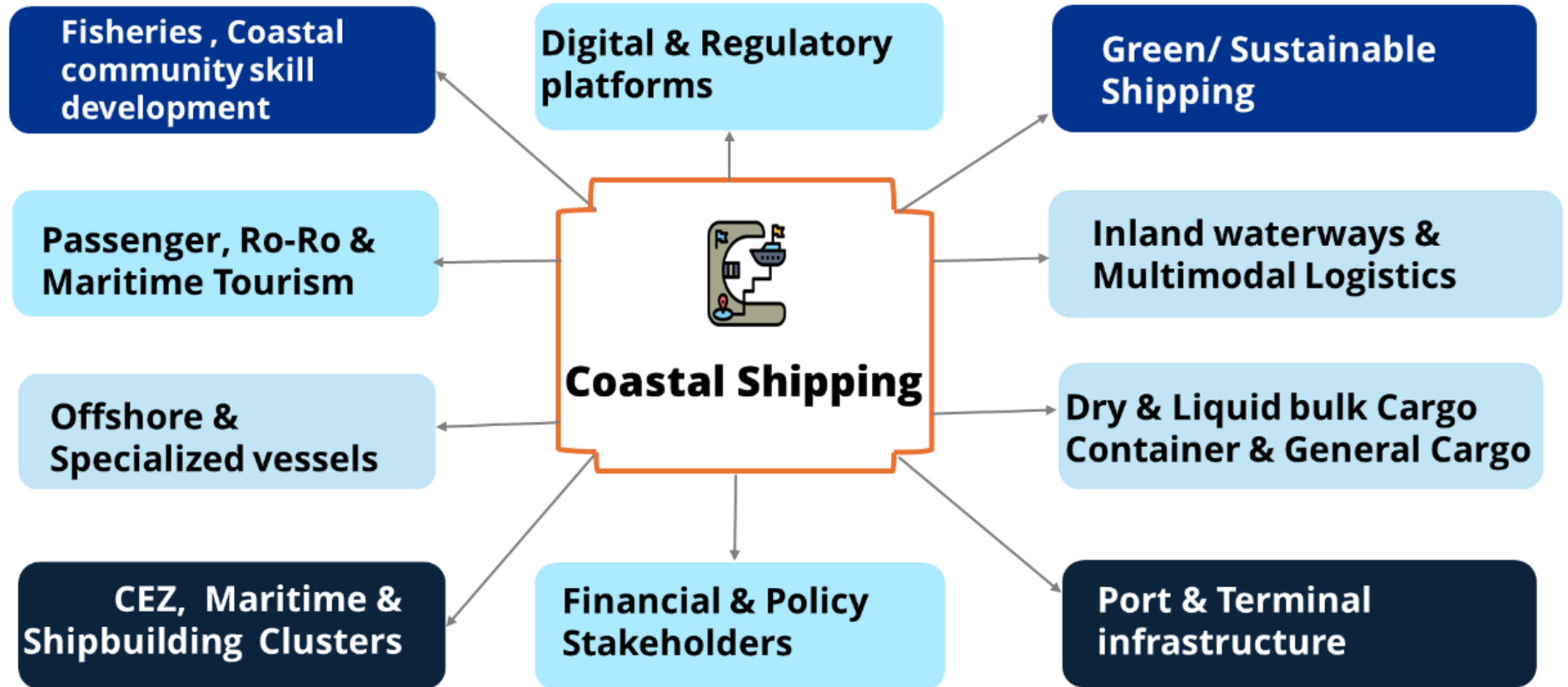
ACTION PLAN

- ❑ To create a web portal for maintaining National Database of Coastal Shipping for access to public as per Coastal Shipping Act 2025 and an improved application in e-Samdura for issuance of Identification cards of the sailing vessel crew.
- ❑ To assist in developing the rules as per provisions of Coastal Shipping Act 2025.
- ❑ To develop National Coastal and Inland Shipping Strategic Plan as per Chapter-III of Coastal Shipping bill 2025.
- ❑ To finalize the BIMSTEC - SOP and other Bi-lateral agreements between India and Myanmar, Bangladesh
- ❑ To act any other matters related to coastal shipping matters from time to time.



COASTAL SHIPPING BRANCH

SECTORS





COASTAL SHIPPING BRANCH

OVERVIEW



Cargo Contribution

Coastal shipping accounts for **22.89%** of India's port cargo (**187.22 million tonnes** in 2023–24), vital for efficient trade.



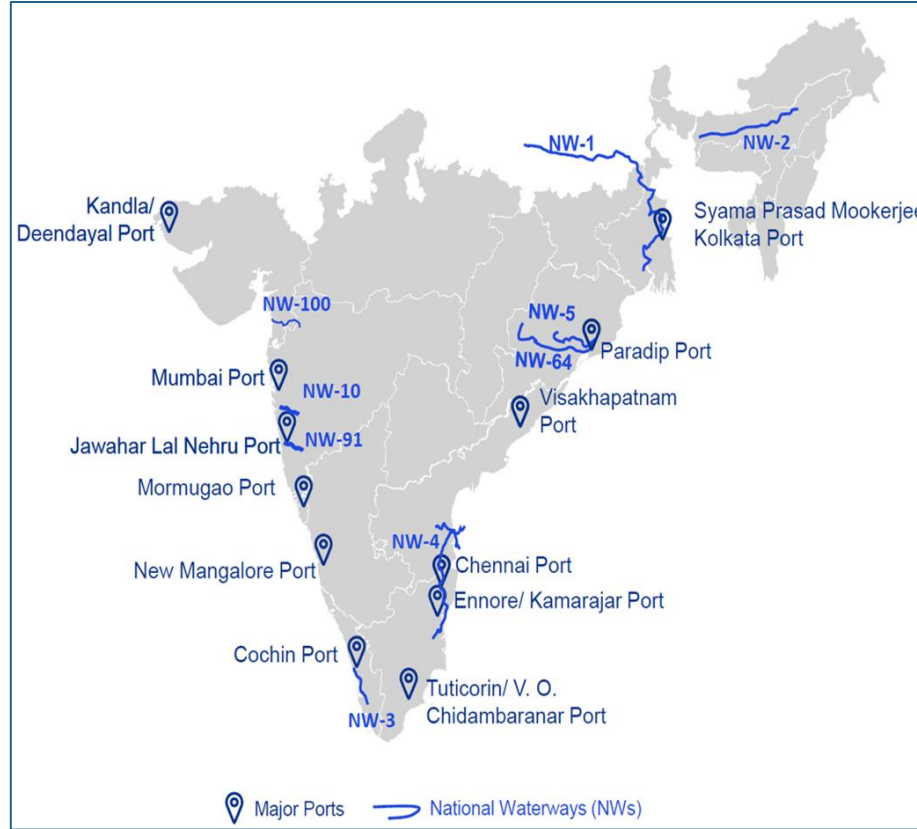
Fleet Size

India's coastal fleet comprises **1,056 vessels** with **1.67 million GT** in 2024, part of a **1,530-vessel Indian-flagged fleet** (13.7 million GT).



Historical Growth

Coastal vessels grew **107%** (from 515 to 1,056) and GT **188%** (from 0.58 to 1.67 million) between **1994 and 2024**, reflecting strong expansion.



11,099 km long Indian Coastline dotted with Major Ports and National Waterways



Vessel Types

- Tugs: 36.5% of fleet, 148,756 GT
 - Offshore Supply Vessels: 10.4%, 143,204 GT
 - Dry Cargo Liners: 8.5%, 193,908 GT
- These vessel types dominate, supporting port operations, energy logistics, and bulk cargo transportation.



Aging Fleet

- Nearly **50% of vessels (523)** are over **20 years old**.
- These older vessels contribute **51.8% of total gross tonnage (GT)**.
 - Indicates a strong need for **fleet modernization**.



Commodity Trends

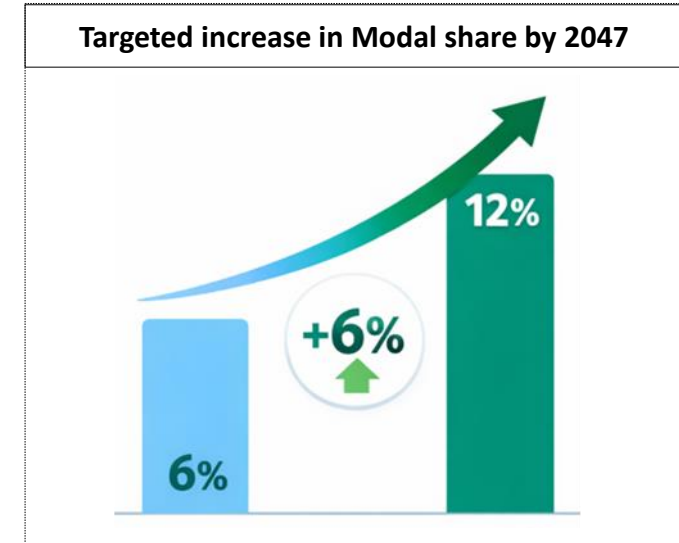
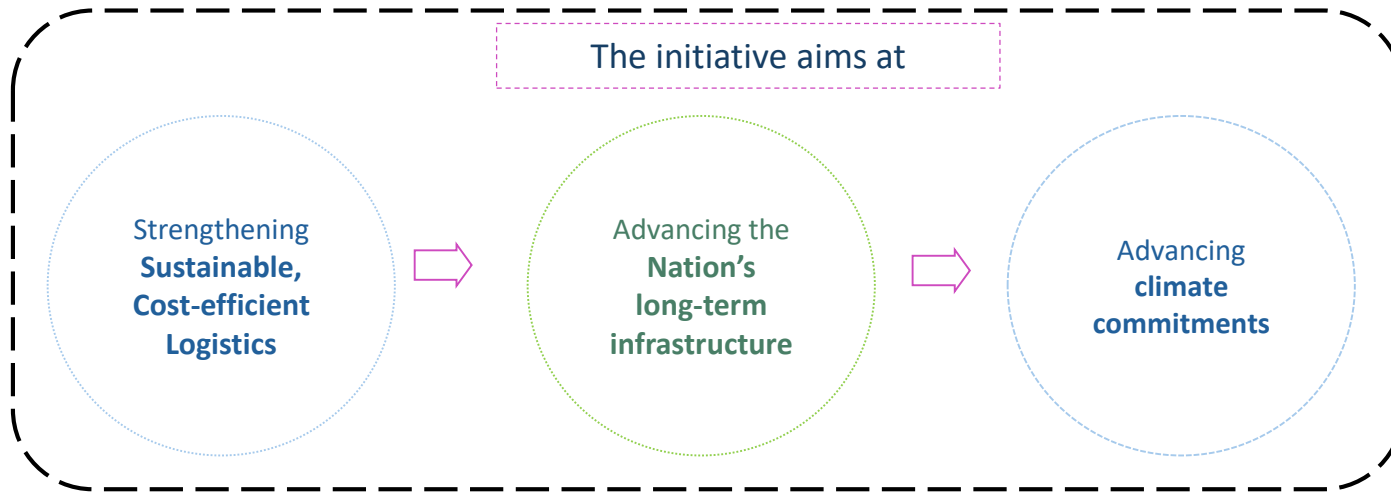
POL Crude(+5.05%), Containers (+12.29 million TEUs), and Iron Ore (+28.43%) drive growth, while Food Grains plummet(-79.53%)



COASTAL CARGO PROMOTION SCHEME

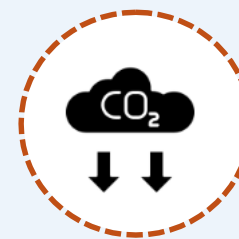


The Union Budget 2026–27 introduces a dedicated **Coastal Cargo Promotion Scheme** to accelerate the shift of freight movement from road and rail to India’s extensive network of waterways



The scheme positions **water-based transport** as a central pillar of India’s future logistics ecosystem

Expected outcomes for marking a transformative move towards a cleaner and efficient cargo movement across the country



Lower Carbon emissions



Reduced Fuel usage



Savings in Logistics Costs



COASTAL SHIPPING BRANCH

COASTAL SHIPPING ACT, 2025

*It aims increasing coastal cargo share to **230 million metric tonnes by 2030**, while strengthening the maritime sector's contribution to **Aatmanirbhar Bharat and Viksit Bharat**.*

Details about Coastal Shipping Act (2025)



1. Simplified licensing

Moves the requirement for **Indian-flagged vessels** to obtain a general trading license for coastal operations, easing compliance burdens and promoting domestic participation.



2. Integration of Coastal and Inland Waterways

Integrating **coastal and inland waterways** to create a **seamless multimodal transport network**, reducing transshipment needs and improving efficiency.



3. Database of coastal shipping

A **national database** is planned to be created for better real time information and support in better decision-making pertaining to coastal trading.



4. Strategic plan

Creation of **National Coastal and Inland Shipping** Strategic Plan biennially, aiming to improve route planning, forecast traffic, and foster sustainable growth

The **Directorate of Shipping's** initiatives for the act focus on modernizing regulations, promoting efficiency, and supporting sustainable growth in India's maritime sector.

Key initiatives include

- Establishing a **National Coastal and Inland Shipping Strategic Plan**.
- Creating a **National Database of Coastal Shipping** for greater transparency and efficiency.
- **Eco-friendly** measures and promoting Indian ownership and operations.

The Act promotes the use of Indian-built vessels and supports the domestic shipbuilding and repair industries, fostering self-reliance in the maritime sector



INTERNATIONAL CO-OP BRANCH

ABOUT



- The International Co-operation Branch is the outward-facing arm of the **Directorate General of Maritime Administration**, advancing India's maritime interests globally.
- Serves as the **single window** for bilateral, regional, and multilateral maritime engagements.
- Coordinates India's participation in **IMO, ILO, multilateral & bilateral forums**, ensuring alignment of global maritime law with national interest.
- Supports Ministry in developing bi-lateral & multilateral engagements in the sphere of Memoranda of Understanding, Free Trade Agreements & inputs on VVIP visits abroad.





MERCHANTILE MARINE LAW

NEW SHIPPING LAWS 2025



Modernizing India's maritime legal framework to align with global standards & boost ease of doing business

Five Key Acts (2025):

- Merchant Shipping Act, 2025 –
 - Modernizes the 1958 law governing ship safety, seafarer welfare, pollution control, registration, and compliance with IMO conventions.
- Coastal Shipping Act, 2025
 - Establishes a dedicated legal framework for coastal shipping to increase its market share, cut logistics costs, ease congestion and reduce emissions.
- Indian Ports Act, 2025 –
 - Replaces the 1908 colonial act to promote integrated port development, digital integration, environmental safeguards, and state-center coordination
- Carriage of Goods by Sea Act, 2025
 - Updates the 1925 statute governing cargo transport by sea, aligning with international rules (like Hague-Visby), clarifying carrier/shipper liabilities.
- Bills of Lading Act, 2025
 - Replaces the 1856 law with a modern framework for bills of lading (shipping documents) that reduces disputes and supports electronic documentation.

Main Takeaway's

- The Merchant Shipping Act and The Coastal Shipping Act are in effect from 15th March 2026
- Aligns India's maritime laws with international norms
- Enhances trade efficiency & ease of doing business
- Supports digitalization (e-documents) & modern shipping practices
- Strengthens environmental, safety & governance standards



IT & E- GOVERNANCE DIVISION



INITIATIVES

❑ E-Samudra

The Directorate General of Shipping (DGS) is establishing **e-Samudra**, an integrated e-Governance solution to digitize and automate all its core functions. This platform will enhance transparency, streamline business processes, enable close monitoring of operations, and deliver efficient, paperless services to all stakeholders, thereby improving overall service delivery and governance standards.

❑ E-Examination

DGS is modernizing the seafarer certification and competency assessment process through a **secure, end-to-end e-Examination platform**. By leveraging advanced digital technologies, this initiative will improve integrity, transparency, and efficiency in maritime examinations, streamline administration, and align India's assessment system with global best practices.

❑ Digital Record Room

To strengthen records management, DGS is implementing a **Digital Record Room (DRR)** that digitizes, organizes, and securely stores critical maritime records. This initiative will ensure easy access, regulatory compliance, disaster recovery, and enhanced efficiency in retrieval and archival processes.

❑ Command and Control Centre

A state-of-the-art **Command and Control Centre** is being set up at DGS headquarters as the central hub for real-time monitoring, advanced analytics, and decision-making. This facility will enable strategic oversight of maritime operations, reinforce regulatory compliance, and support efficient maritime governance in India.



IT & E- GOVERNANCE DIVISION



INITIATIVES

❑ Network Operations Center (NOC) with NMS

DGS is deploying a Network Operations Center (NOC) integrated with a Network Management System (NMS) to provide proactive monitoring, incident management, and SLA-driven support. The NOC will strengthen IT infrastructure through real-time monitoring, security hardening, LAN/WAN integration, and OEM-backed maintenance, ensuring uninterrupted connectivity and system reliability.

❑ Web-based Hardware Maintenance Platform

To enhance IT support efficiency, DGS is introducing a Web-based Hardware Maintenance Platform with ticket management, automated workflows, customizable forms, SLA tracking, and analytics. This platform will reduce downtime, improve transparency, and ensure faster resolution of IT-related issues.

❑ Visitor Access Management System (VAMS)

The Visitor Access Management System will digitize visitor handling by providing secure registration, seamless check-in/check-out, and compliance-driven monitoring. This solution will improve security, protect assets, and enhance the visitor experience while ensuring regulatory adherence.

❑ Web-based Digital Simulator

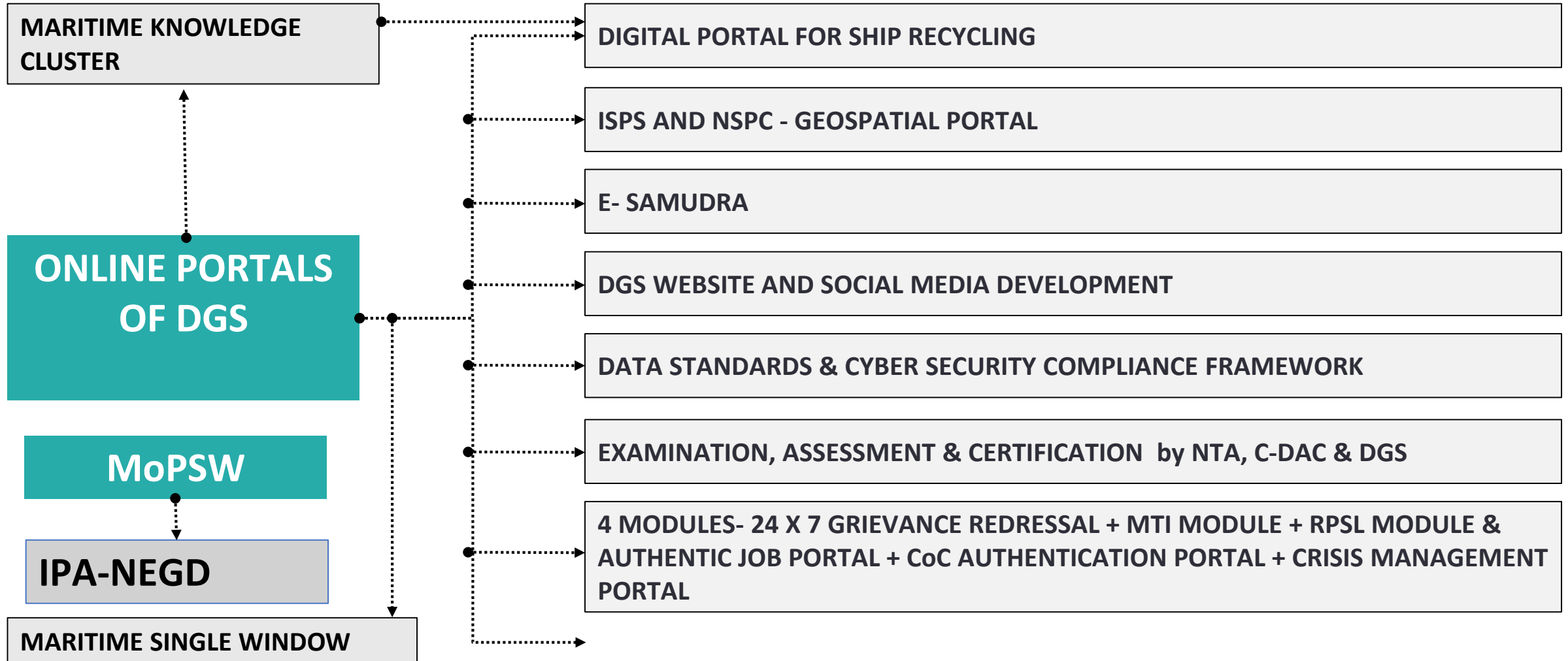
Recognizing the need for immersive training, DGS is developing a Web-based Digital Simulator for seafarer assessments and training. This scalable solution will replicate real-world scenarios for deck and engine operations, integrate with Certificate of Competency assessments, comply with STCW regulations, and be accessible to trainees nationwide without requiring specialized hardware.



IT & E- GOVERNANCE DIVISION



ONLINE PORTAL





IT & E- GOVERNANCE DIVISION

4 MODULE INITIATIVE



Aspect	Description
Need	<p>Existing legacy system had become obsolete, insecure, and inefficient, unable to meet the growing demands of seafarers and the maritime sector. Rising challenges such as:</p> <ul style="list-style-type: none">•Fraudulent recruitment•Seafarer abandonment•Delayed grievance redressal•Poor crisis response•Non-compliance by training institutes
Purpose	<p>Aims to provide 24x7 grievance support, faster crisis handling, stronger regulatory compliance, and transparent recruitment and training oversight, thereby enhancing seafarer welfare, maritime safety, and India's global credibility.</p>
Modules Involved	<ol style="list-style-type: none">1.Grievance Redressal2.Crisis Management3.Recruitment and Placement Services License (RPSL)4.Maritime Training Institutes (MTI)
Target Outcome	<p>Seamless migration from legacy systems, enhanced functionality, regulatory compliance, and improved stakeholder service delivery</p>



FINANCE, ACCOUNTS, AUDIT AND PUBLIC PROCUREMENT BRANCH (FAAPP) INITIATIVES



Institutional Public Procurement Support from ASCI, Hyderabad:

1. Training of staff on procurement related issues through tiered workshops
2. Institutional support for procurement matters including review of RFPs, REOIs through deployment of Sr. Procurement Consultant
3. Procurement process improvements including preparation of SOPs
4. Preparation of standard procurement documents

Workshops on Public Procurement

1. A series of 25 Internal Trainings being carried out for improvement of public procurement processes
2. Online & Hybrid trainings
3. Includes case studies, training on SOPs

Audit by Institute of Public Auditors of India (IPAI)

1. Supporting the Directorate in audit oversight activities.
2. Identifying gaps, risks, and areas of non-compliance.
3. Ensuring all required documentation and controls are current and properly maintained.



PERSONNEL BRANCH

INITIATIVES



Recruitment & Cadre Management

- Recruitment and manpower planning.



Recruitment Rules Rationalisation

- Review and update RRs.



Promotions & Seniority

- DPCs and seniority lists.



Vigilance & Disciplinary

- Vigilance clearances & inquiries.



DGS to DGMA (Cadre Restructuring)

- DGS → DGMA
• Cadre restructuring transition.



Training & Capacity Building

- Officer training & competency development.





MULTIMODAL TRANSPORTATION BRANCH

ABOUT



MTO Branch deals with the registration of MTO under the **Multimodal Transportation of Goods Act, 1993 (MMTG Act, 1993)** and **The Registration of Multimodal Transport Operators Rules, 1992 (RMTOR Rules, 1992)** & **The Multimodal Transport Document Rules, 1994 (MTD Rules, 1994)**, checking of fraudulent operation of MTOs, formulation of policies for international trade and promotion of exports, etc. In this regard the provision may be maintained as it will ensure that the concerned MTO is registered with the Directorate General of Shipping.

1. It also deals with renewal of MTO registration under the above-mentioned acts and rules.
2. It deals with the requests for a change of name and address of the MTOs.
3. All the work of the branch is done online including e-payment.
4. It handles the complaints received from the MTO and other stakeholders.



ADMINISTRATION BRANCH

ABOUT



The **Administration Branch** of DG Shipping is dedicated to ensuring the **smooth operation** and **maintenance** of all facilities and resources. Our team is committed to providing **efficient** and **effective support services** to enhance the **productivity** and **well-being** of our staff.

The Administration Branch deals with the:

1. **Upkeep, maintenance and repairs** of the building.
2. Maintenance of **office equipment, staff cars, and communication systems.**
3. Servicing of **fixtures.**
4. **Purchase, supply and accounting** of stores and stationery.
5. **Settlement of construction bills.**
6. **Supply of uniforms** to staff.
7. **Disposal of unserviceable stores.**
8. **Maintenance of records, etc.**



COORDINATION BRANCH

ABOUT



The Coordination Branch of the Directorate General of Shipping plays a pivotal role in ensuring seamless communication and coordination between the Ministry of Ports, Shipping and Waterways, other Ministries of the Government of India, State Governments, the Directorate, and allied offices. The branch is dedicated to the efficient collection, compilation, and furnishing of periodical reports, as well as facilitating key meetings and inter-agency committees.

Key functions of the Coordination Branch include:

1. Collection, compilation, and furnishing of periodical reports to the Ministry, including the Annual Report, Administrative Yearbook, and other mandated submissions.
2. Coordination of meetings with the shipping industry, Principal Officers of Mercantile Marine Departments (MMDs), the Standing Core Committee, Parliamentary Standing Committee, and other important stakeholder forums.
3. Internal coordination among various wings and branches of the Directorate to ensure effective governance and streamlined policy implementation.
4. This division serves as the central communication node within DG Shipping, enabling timely reporting, structured dialogue, and policy support across the Indian maritime administration.



National Shipping Board



Introduction

The National Shipping Board (NSB) is India's highest permanent statutory advisory body on shipping-related matters. It was established in 1959 under Section 4 of the Merchant Shipping Act, 1958, with the mandate to advise the Central Government on issues relating to maritime policy formulation, shipping development, and maritime legislation.

The Board serves as a vital institutional platform bringing together key stakeholders from across the maritime sector, including Members of Parliament, shipowners, seafarers, and industry representatives, ensuring that national shipping policies are informed, inclusive, and forward-looking.

The Directorate General of Shipping (DG Shipping) functions as a Member and the Secretary to the National Shipping Board. The Board is reconstituted every two years, enabling periodic renewal of expertise and alignment with evolving national maritime priorities.





75 YEARS OF DG SHIPPING



LAUNCH OF COFFEE TABLE
BOOK



MARITIME HERITAGE
EXHIBITION



KNOWLEDGE SHARING
EVENTS/CONFERENCES



22-MINUTE VIDEO
DOCUMENTARY



4-PAGE SPECIAL SUPPLEMENT
IN ALL INDIA EDITION OF
NATIONAL DAILY



AWARD CEREMONY TO
FELICITATE INDUSTRY
STALWARTS



DIAMOND JUBILEE GRAND
CEREMONY



Thank You

**संगच्छध्वं
संवदध्वं
सं वो मनांसि
जानताम्।**

*“Move together,
speak together,
may your minds
be in harmony.”
(Rigveda 10.191.2)*



सत्यमेव जयते

**Ministry of Ports,
Shipping & Waterways**
Government of India

