



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



BRICS SEAFARERS FORUM 2026

Seafarers' Unions Strengthening Global South Cooperation

Shri Shyam Jagannathan, IAS | Director General of Maritime Administration
Directorate General of Maritime Administration

13th July 2026 | Mumbai

Slide 1 of 14



India's Presidency: BRICS 2026



PM Modi at BRICS Summit 2025

Fostering BRICS cooperation with people-centric approach

*'Our goal will be to redefine BRICS as Building Resilience and Innovation for Cooperation and Sustainability. Just as we brought inclusivity to our G-20 Presidency and placed the concerns of the Global South at the forefront of the agenda, similarly, during our Presidency of BRICS, we will advance this forum with a **people-centric** approach and the spirit of **'Humanity First.'***





Key Pillars for India's BRICS Chairship



Resilience

Strengthening economic, social, and institutional resilience to navigate global uncertainties, supply chain disruptions, health challenges, and climate risks.



Innovation

Deploying new and emerging technologies such as digital public infrastructure, fintech, AI, and knowledge sharing to enable effective service delivery and future-ready growth.



Cooperation

Deepening multilateral engagement among BRICS members through enhanced policy coordination, development finance, trade facilitation, reforms in global institutional governance, and people-centric partnerships.



Sustainability

Accelerating collective efforts toward climate action, green finance, energy transitions, and sustainable development aligned with national and global priorities.



About BRICS

BRICS Member Countries



BRICS Partner Countries



 **49.5%**
Population

 **26%**
Trade

 **40%**
GDP

BRICS Impact in the Maritime Sector



Enhanced maritime
logistics & supply chains



Ocean & polar research
collaboration



Sustainable coastal and
urban development



Collaboration for Crew
Welfare



About BRICS



2006
First BRIC Foreign
Ministers' Meeting



2009
First BRIC Summit



2011
South Africa joins
BRICS



2024
5 new members join



2025
1 new member and 10
new partner countries
join

The BRICS Seafarers Forum was established at its founding meeting in Salvador, Brazil, in 2025

The Forum is a permanent platform for cooperation related to maritime activities

Following the founding meeting held in Salvador, Brazil, in 2025, and guided by the Salvador Declaration and its resolutions, the Mumbai Declaration of BRICS Seafarers (2026) affirms that seafarers are strategic workers, essential to international trade, national development, food and energy security, maritime sovereignty and peace among nations.

It reaffirms this commitment to promote information sharing, solidarity, and coordinated action on maritime labour issues.



International Economic Corridors

Pushing for Global Cooperation for Mutual Growth



India-Middle East-Europe Corridor (IMEC)



North South Transport Corridor (NSTC)



Northern Sea Route (NSR)



Kaladan Multimodal Transport Project



Galathea Bay Project



Eastern Maritime Corridor



Key Human-Centric International Maritime Conventions



SOLAS

International Convention for the Safety of Life at Sea, 1974
(as amended)

STCW

International Convention on Standards, Training, Certification and Watchkeeping for Seafarers, 1978
(as amended)

MARPOL

International Convention for the Prevention of Pollution from Ships, 1973
(as amended)

MLC

Maritime Labour Convention, 2006
(as amended)



Maritime Labour Convention, 2006

- India is a signatory to and implements the Maritime Labour Convention (MLC), 2006
- Ensuring internationally recognized standards for seafarers' working and living conditions.
- Strengthened protections related to wages, employment contracts, accommodation, medical care, welfare, and social security for Indian seafarers.
- Compliance with MLC enhances the global acceptability of Indian-flagged vessels and promotes fair, safe, and decent work at sea.
- It has also improved India's maritime reputation and competitiveness by aligning national regulations with international labour standards.

GLOBAL SUPPLY

2.566M

2026 estimated seafarers

OFFICERS

1.049M

41% of global supply

RATINGS

1.517M

59% of global supply

NET GROWTH SINCE 2021

+672.9K

+35.6% total | ratings contributed ~72% of the net addition

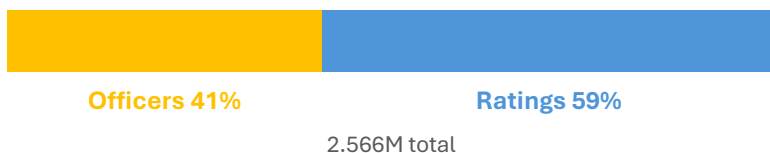
TOP 5 COUNTRIES

1.505M

combined count

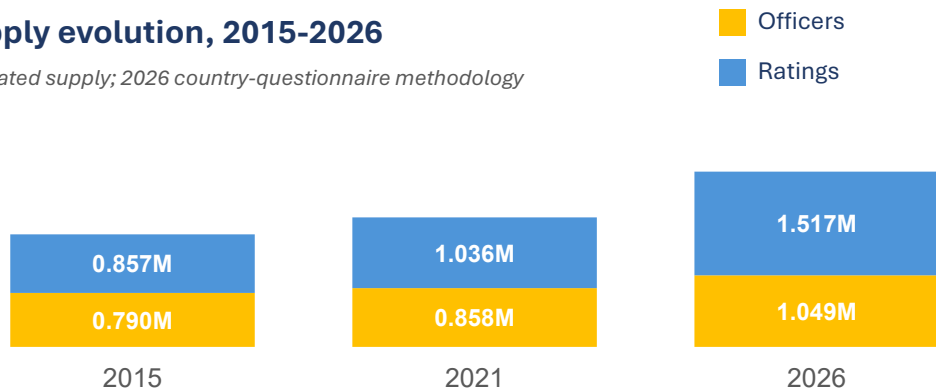
Global seafarer count: officer / rating breakup

2026 split



Supply evolution, 2015-2026

Estimated supply; 2026 country-questionnaire methodology



Ratings added 481K since 2021 versus 191K officers, widening the ratings-heavy supply base.

Top 5 seafarer supply countries by estimated count

Officer and rating counts reconstructed from BIMCO Figure 3.2 values.

Officers

Ratings

Rank	Supply country	Officer / rating split	Total
1	Philippines	 203K / 257K	460.1K
2	India	 141K / 171K	311.9K
3	China	 111K / 199K	310.0K
4	Russian Federation	 86K / 154K	239.4K
5	Indonesia	 72K / 111K	183.2K

Philippines leads overall; India and China are effectively neck-and-neck at ~312K and ~310K seafarers.



The India Opportunity

Demographic Dividend



India's Young Nation Advantage

300M+ new workforce entrants expected by 2050, unmatched globally.

1.44B

Population



Peak Working Population

India supplies ~25% of incremental global workforce.

65%

Under 35 years

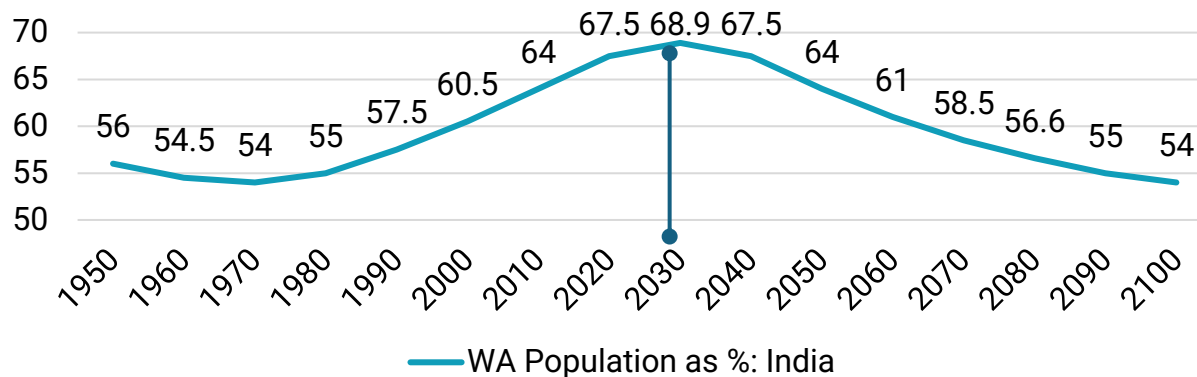


Crew Capital Of The World+

270,000 Indian Seafarers employed on Global fleets

~40M

Trained Labor Force



India's young population presents a once-in-a-generation opportunity to accelerate growth and shape the nation's future.



JAM Trinity - Inclusion as the Foundation of India's Growth Story



India's digital payments transformation is built on a foundational architecture comprising three key pillars: Pradhan Mantri Jan-Dhan Yojana (Jan Dhan), Aadhaar, and mobile connectivity, collectively known as the JAM Trinity

₹49.09L Cr

DBT transfers
cumulative



J PM Jan Dhan Yojana

57.71 Cr

bank accounts opened

₹2.94L Cr

total deposits (Mar 2026)

14.72 Cr → 57.71 Cr

account growth since 2015

*Launched Aug 2014 · World's largest
financial inclusion drive*

₹4.31L Cr

Govt savings from
leak reduction



A AADHAAR

144 Cr+

Aadhar number generated

2,707 Cr

auth transactions FY25

Biometric-Based

Secure Identity Platform

*Near-instant verification · Portable
identity for every resident*

2,707 Cr

Aadhaar auths
FY 2024-25



M Mobile Connectivity

125.87 Cr

Wireless Subscribers (Dec 2025)

85.5%

households own a smartphone

99.9%

districts with 5G coverage

*5.18L 5G base stations installed ·
85% population covered*

JAM Trinity has redefined governance by enabling direct, efficient, and inclusive access to benefits for all.



UPI: A Radical Innovation



In 2016, the National Payments Corporation of India launched the Unified Payments Interface (UPI), a system that fundamentally simplified how money moves in India.

216 Banks
(with UPI in 2021)



691 Banks
(with UPI in January 2026)



81%

Share of all retail digital transactions in India



₹28.33 Lakh Crore

Value processed in January 2026



21.70 Billion

Transactions in January 2026 alone



49%

India's share of global real-time payment transactions



UPI

World's largest real-time payment system by volume (IMF)



Under 10 Years

Time taken to build a world-leading payments ecosystem

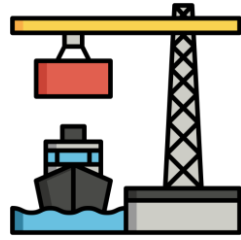


India's Maritime Sector

INDIA'S MARITIME ECOSYSTEM



60+
SHIPYARDS
Small and Large



200+
PORTS
Major and Non-major

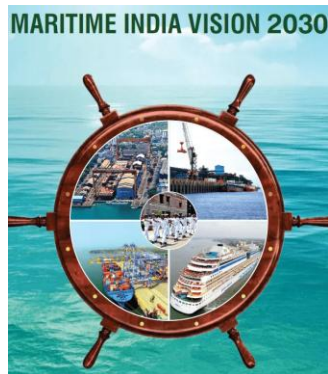
11,000+
KM COASTLINE



1500+
VESSEL FLEET



3.2Lakh+
SEAFARERS



**A UNIFIED NATIONAL
MARITIME VISION**





The India Opportunity in the Maritime Sector

2

Indian Ports in Global top 30 as
per 'Container Port Performance
Index'

Mundra & Visakhapatnam , 2023

Top 3

In trained manpower,
with >320,000 Active Indian
Seafarers

0.9 days

TAT ahead of many
leading maritime
nations (JNPA),2022

16th

Largest ship building
sector globally with rapid
capability expansion,2024



2nd

Rank in global ship
recycling, 2024

9th

Rank in Liner Shipping
Connectivity Index,
Q1 2026



Blue Economy



The Blue Economy constitutes 95% of India's trade volume and 65% of India's trade value

~4%

Contribution to
National GDP

Potential: 10% by 2047

95%

India's Trade
by Volume via Sea

70% by value

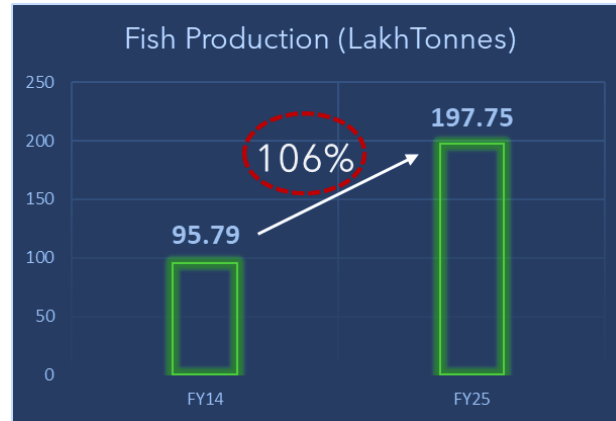
₹80L Cr

MIV 2030 + Amrit
Kaal Vision Roadmap

Combined policy investment

Strategic investments in the Blue Economy could raise this contribution from 4% to 10% of GDP by 2047

Fisheries & Aquaculture



- India is the world's **2nd** largest fish producer, contributing **8%** to global fish output
- Seafood exports have more than doubled in a decade from **₹30,213** crore in 2013-14 to **₹62,408** crore in FY 2024-25
- The Fisheries sector has created **58 lakh** employment opportunities, supporting approximately **3 crore** fishers and fish farmers at the primary level.

Coastal & Cruise Tourism



India's coastal tourism sector is projected to grow to **₹1.2 lakh crore**, with the government identifying **13** coastal districts for priority development.



The Cruise Bharat Mission is developing coastal cruise circuits in **Gujarat, Goa, Mumbai, Kochi, and Chennai** positioning India as Asia's emerging leisure maritime hub.

Marine Biotechnology & Deep Ocean



- Samudrayaan:** India is developing crewed submersibles to reach **6,000 m**, enabling a first-of-its-kind manned deep-sea research station.
- India's 6,000 m **deep-sea station** aims to set a global benchmark, envisioned as a permanent international research hub by 2047, akin to the International Space Station
- India's **333** cultivable seaweed species position it strongly for expansion, with current ~1% global production highlighting a significant opportunity to scale up in marine biotech, pharmaceuticals, and biofuels.



Indian Maritime Heritage



Birth of Maritime India

- With over 10,000 km coast-line, nature ordained **India** to be a **Maritime Nation**
- Indian ships dominated surrounding seas for over **4,000 years** until the 7th century A.D, so profoundly that they gave the ocean its name: the **Indian Ocean**.



Lothal : The First Dockyard

- Archaeologists have found a brick basin at **Lothal**, built during the Indus Valley Civilization in about 2300 B.C.
- Part of a major trade route linking Sindh (Harappan cities) and Saurashtra
- World's earliest known dockyard built at Lothal



Ships & Sailors in Ancient Texts

- **Rig Veda** mentions ocean voyages
- '**Sataritra**' – ships with 100 oars; '**Samudra**' – vast oceans explored
- Early sailors used star navigation, monsoon winds, and seasonal weather knowledge to travel long distances.



Maritime Power of Ancient Time

- **The Mauryan Empire** had an organized naval department managing ports, shipbuilding, and maritime security efficiently.
- Indian goods like spices, textiles, and gems shaped consumption patterns in powerful ancient civilizations.

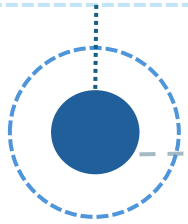




Indian Maritime Heritage

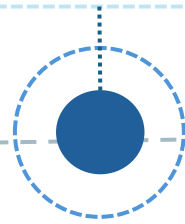
1891–1906

- First Indian shipping ventures (Purushanti, Tata Line, Bengal Steamship, Swadeshi Shipping) struggled under colonial pressure.



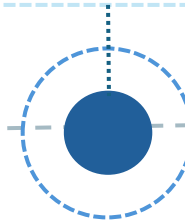
1930–1945

- Formation of INSOA, Maritime Union; Indian shipping expanded despite restrictions and WW-II losses.



1950s–1970

- Shipping corporations became government-owned; coastal shipping reserved; expansion to Africa & Asia routes.



1919–1927

- Scindia Steam Navigation founded; S.S. Loyalty sailed to UK (1919)
- Birth of modern Indian shipping; training institutions like TS Dufferin established.

1946–1961

- New companies, shipyards, and training institutes established; Shipping Corporation of India (1961) formed; industry crossed 1 million GRT.

1970 onwards

- Evolution of maritime education from TS Dufferin → TS Rajendra → TS Rehman; focus on skilled manpower.

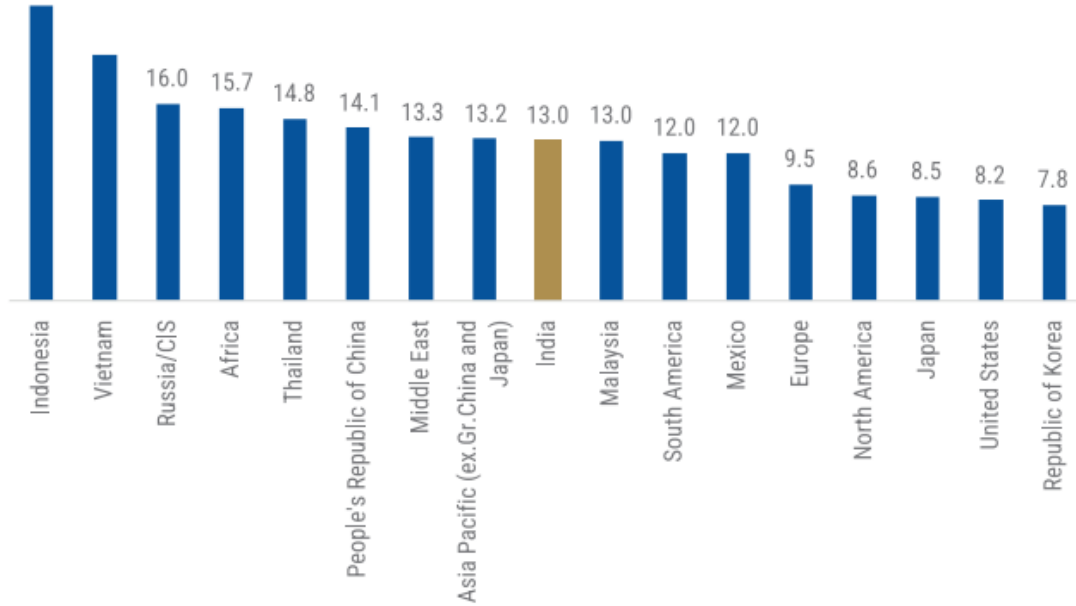
- Ms. Victoria Alexandrina Drummond**- First Lady Marine Engineer
- M.T. Swarna Krishna** – First vessel in the world with all women officers



India's Logistics and Maritime Performance



Logistics Costs for Key Regions and Countries (as per cent to GDP, 2016)



Source: Armstrong and Associates report (2017)

Source: Rankings - Agility-Emerging-Markets-Logistics-Index-2025.pdf

Source: Rankings - emergingmarketsindex.agility.com/wp-content/uploads/2026/02/Agility-Emerging-Markets-Index-2026-Final.pdf

Agility Emerging Markets Logistics Index 2025 Rank 2: India

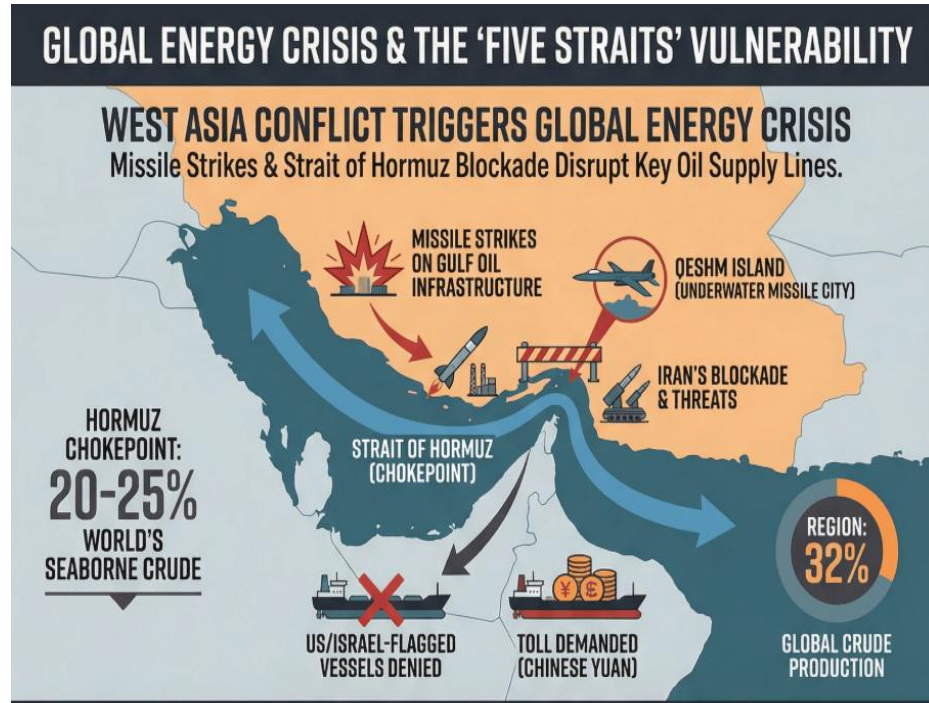
Rank	Rank Change	Country	Overall Score	Last Year's Score	Domestic Opportunities	International Opportunities	Business Fundamentals	Digital Readiness
1	0	China	8.58	8.61	8.58	9.65	6.37	8.47
2	0	India	6.94	7.21	7.59	7.49	6.03	5.76
3	0	UAE	6.31	6.49	5.53	5.90	8.53	6.55
4	2	Saudi Arabia	6.08	6.05	5.61	6.07	7.45	5.82
5	-1	Malaysia	6.04	6.17	5.26	5.78	7.72	6.41
6	-1	Indonesia	5.94	6.16	6.16	6.12	5.85	5.41
7	2	Mexico	5.77	5.60	5.49	6.45	5.61	5.25
8	-1	Qatar	5.64	5.85	5.36	4.92	6.97	6.25
9	1	Thailand	5.61	5.59	5.05	5.86	5.94	5.82
10	-2	Vietnam	5.52	5.73	5.09	5.81	6.01	5.37

Agility Emerging Markets Logistics Index 2026 Rank 2: India

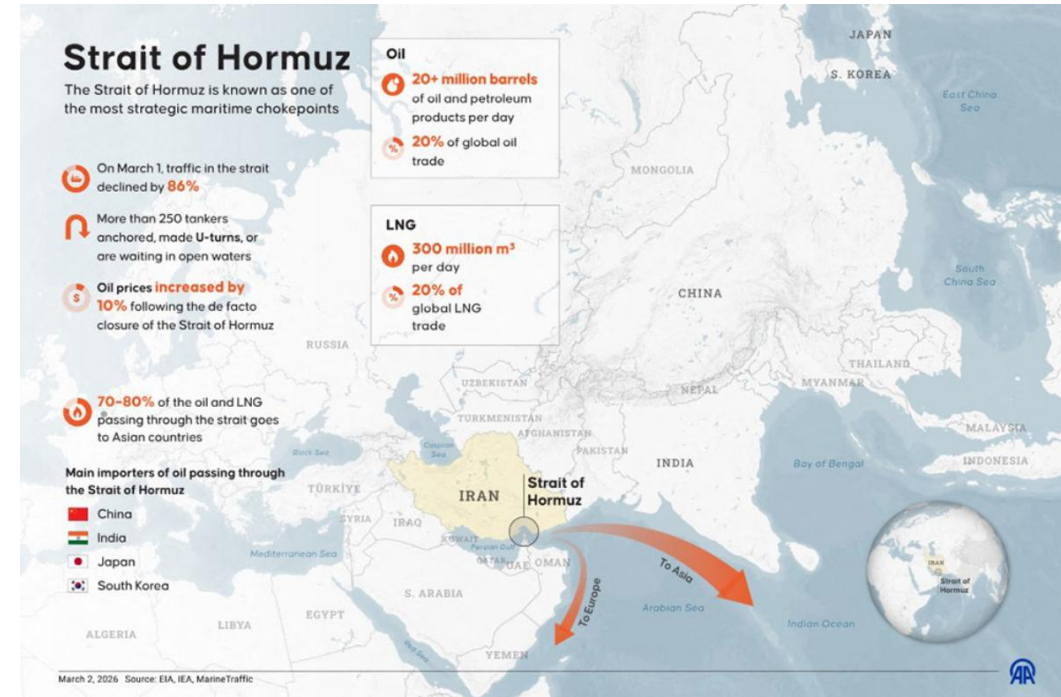
Rank	Rank Change	Country	Overall Score	Last Year's Score
1	0	China	8.44	8.58
2	0	India	6.99	6.94
3	0	UAE	6.40	6.31
4	0	Saudi Arabia	6.25	6.08
5	0	Malaysia	6.03	6.04



Middle East Conflict (Strait of Hormuz)- Impact on Maritime Trade



Source: ndtv.com



Source: EIA, IEA, Marine Traffic

- Before the conflict, Strait of Hormuz carried ~20% of global seaborne crude to Asia; during the conflict, flows were rerouted mainly via the Suez-Red Sea route, with Malacca remaining the busiest.
- As on March 1, traffic in the strait declined by 86% and Oil Prices increased 10%
- Disruptions in key chokepoints have driven volatility in war risk premiums, with repricing for high-risk zones
- 7-day cancellation clauses on standard war risk and along with additional war risk premium dependent on area or the voyage have increased uncertainty for charterers and shipowners

Source: Xinhua News Agency. (2026). How important is the Strait of Hormuz? New Vision. https://www.newvision.co.ug/category/world/how-important-is-the-strait-of-hormuz-NV_229100_042026



Bharat Maritime Insurance Pool



Launched 12 May 2026 by Dept. of Financial Services, Ministry of Finance. Cabinet approved on 18 April 2026

USD 1.5B

Total Pool Capacity

₹12,980 Cr

Sovereign Guarantee (≈
USD 1.4B)

USD 100M

Claims Threshold Pool's
Own Resources

Coverage Scope for Indian flagged or controlled vessels or vessels destined to or starting from India:



01

**Hull &
Machinery**



02

Cargo



03

P&I Liability



04

War Risk

First policies issued under BMIP

- **H&M War Policy:**
M/s Hoger Offshore & Marine
Pvt Ltd
- **Marine Cargo War Policy:** M/s
Vedanta Sterlite Copper Ltd
(cable wire imports) and M/s
Balrampur Chini Mills Ltd



Seafarers are the “Key Workers” to drive global supply chains and keep the global economy moving



India aims to achieve the vision under Maritime India Vision (MIV) 2030 of provisioning 20% of the world's seafaring pool.

Over 90% of world trade is carried by sea and is powered by seafarers' expertise and resilience. They ensure the uninterrupted movement of essential goods, fuel, and raw materials.

About the Seafaring Profession

- *Recent changes to the Maritime Labour Convention (MLC) with seafarers now officially recognised as ‘**key workers**’ by the International Labour Organization (ILO)*
- *A report by the International Chamber of Shipping and BIMCO state that there will be a shortfall of 39,10 STCW-certified officers by 2026*
- *This presents a unique opportunity for India as it is one of the largest suppliers of seafarers globally*

India is aiming to build a future-ready maritime workforce through training and well-being measures



Who is a Competent Seafarer?



“While compliance with standards is essential for serving on board ships, the skills and competence of seafarers can only be adequately underpinned, updated and maintained through effective Maritime Education, Training, Assessment and reliable Certification of their Competency”

-Koji Sekimizu, ex-Secretary-General of the International Maritime Organization (IMO)

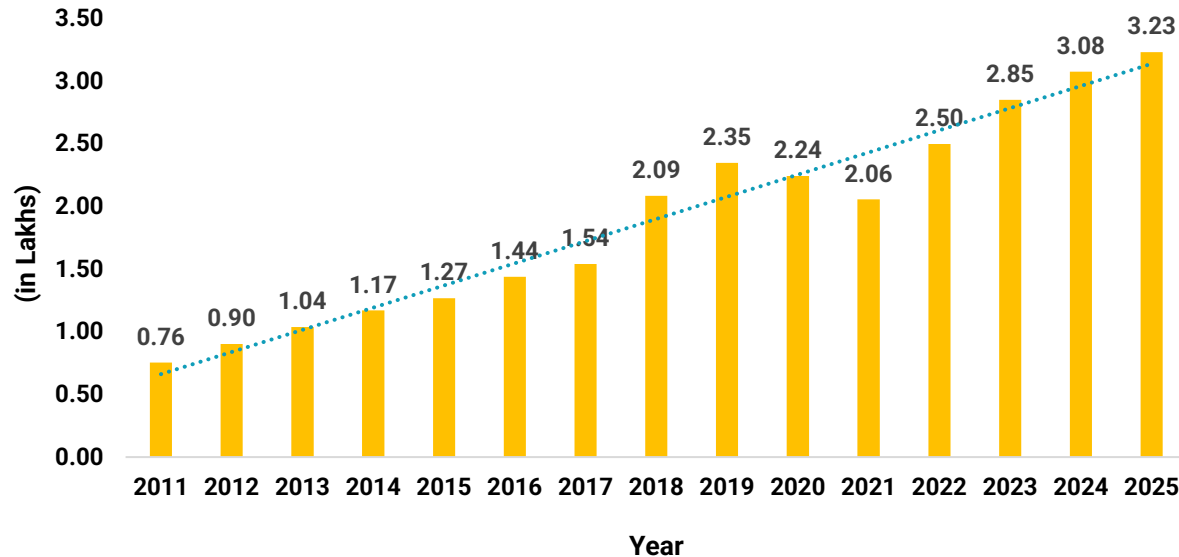


Charting India's Maritime Rise: Increasing Seafarers & Driving Gender Inclusion

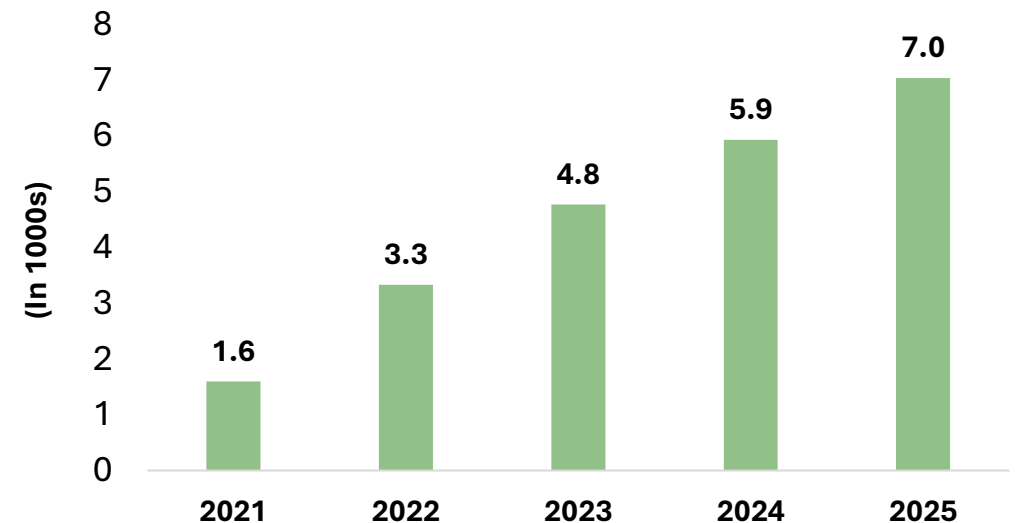


- **India among top 5 maritime nations** in seafarer supply
- **Contributes ~ 12%** of the global seafarer workforce
- **MIV 2030 target:** Increase India's share to **20%** by 2030
- Current share of women seafarers in India: **2.17%**
- **MIV 2030 target:** Raise women participation to **2-3%** by 2030
- **Growth achieved: 339%** rise since 2021

No. of Seafarers



No. of Women Seafarers





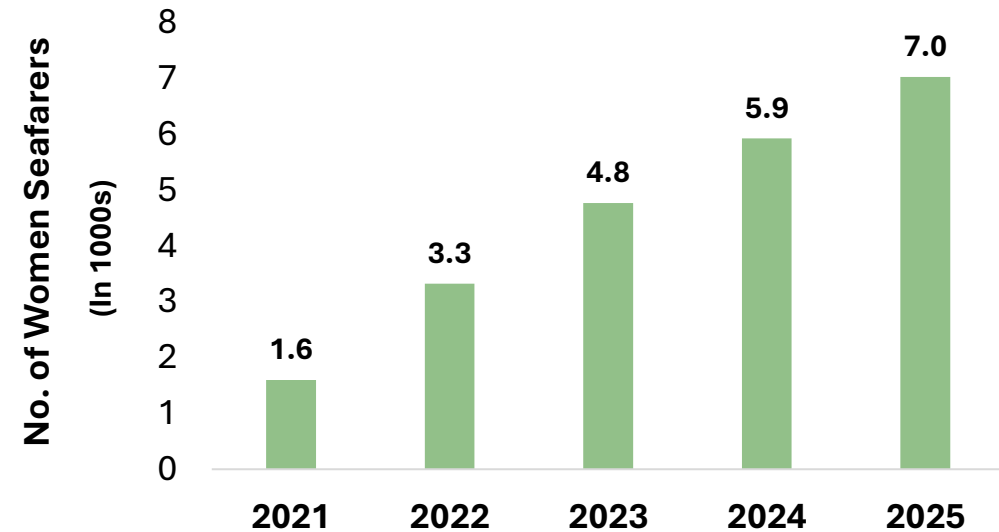
Advancing Gender Inclusivity in India's Maritime Sector

Gender Inclusivity

Sagar Mein Samman

- Introduced under **DGS Order 18 of 2024** to promote gender-inclusive maritime workforce.
- Establishes **policy-backed norms** for women's safety, equal opportunity, and career advancement.
- Strengthens governance through industry-wide compliance standards and workplace reforms aligned with **MIV 2030 Deliverable 10.15** and **UN SDG-5** and **SDG-8**.
- Implemented in collaboration with MUI, supporting a joint framework to empower and protect women seafarers.
- National average: 2.17 %** women seafarers in India
- Maritime India Vision 2030: 2–3 %** women participation by 2030.

Year on Year growth of Women Seafarers



Sagar Mein Samman enhance India's maritime regulatory framework by setting structured standards for inclusivity, and safety across the crewing ecosystem

Findings Reveal Persistent Barriers Hindering Women's Inclusion in Maritime Roles

The SMS Task Force (R&D Sub-Committee) surveyed five key stakeholder groups - women cadets, women seafarers, management personnel, and MTI heads. Key findings are as follows-

Systemic & Cultural Barriers

- <2% women in global workforce
- Deep-rooted **gender bias**, stereotypes & limited institutional support
- High **societal resistance** while choosing career at sea
- **Bias, exclusion** & lack of respect during training

Safety, Harassment & Trust Gap

- High incidence of Gender-Based Challenges
- Verbal harassment & discrimination remain prevalent
- **Low Psychological Safety**: Only few feel completely safe at sea
- Low **trust in reporting systems**; fear of retaliation

Infrastructure & Facility Gaps

- **Insufficient women-specific spaces** and provisions
- Gaps in menstrual hygiene, fitness and healthcare support
- Limited or inadequate **onboard facilities**
- Need for gender-responsive **wellness and privacy measures**

Career & Work-Life Challenges

- **Restricted** access to roles & **slower progression**
- Limited mentorship & placement bias
- Reconsider training due to **family responsibilities** conflict
- Stress, isolation & inadequate **mental health support**



Multiple concerns remain in the seafaring industry



While the seafaring career may seem very lucrative with international exposure and high-salaries, multiple concerns remain.

Long periods away from home

- Seafarers may spend 6 – 9 months at sea, without reliable communication and shore leave, leading to isolation and homesickness

Bullying and Harassment

- Bullying and harassment are rampant on ships and may include verbal abuse, sexual abuse or even fatal outcomes

Physical and Mental Fatigue

- Vessels operate in harsh weather conditions and unforgiving environment with risks of piracy, limited rest and chronic fatigue

Gender and Inclusion Barriers

- Women have typically not been involved in merchant shipping due to cultural barriers, lack of role models, gender discrimination etc.

On-shore Job Opportunities

- Limited on-shore job opportunities that pays equivalently
- Limited skills to handle on-shore chores competently

Cultural Barriers

- Differences in terms of languages, religions, social backgrounds etc.
- Hierarchies among the crew leading to conflicts



Institutionalizing Seafarer Wellness

Wellness

Sagar Mein Yog

- Introduced under DGS Order 19 of 2024, focusing on mental, physical, and emotional well-being of seafarers.
- Standardizes wellness practices across training institutes via MoU with NUSI.
- Helps reduce stress, fatigue, and medical emergencies enhancing safety compliance.
- Integrates structured wellness modules into Pre-Sea, At-Sea, and Post-Sea stages
- A pilot 3 day ToT Programme was conducted in December with participations of ~50 trainers



[LMS Link](#)

Sagar Mein Yog enhances India's maritime regulatory framework by setting structured standards for wellness across the crewing ecosystem

Challenges of life at sea lead to a large number of death cases (including natural death) as well as missing cases

DEATH CASES											
	2012 - 17	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
Closed	0	0	0	0	0	5	3	3	0	0	11
Pending	5	1	3	6	6	4	3	2	12	25	67
Settled	1	6	6	33	61	48	58	49	55	13	330
	6	7	9	39	67	57	64	54	67	38	408
MISSING CASES											
	2015 - 17	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
Closed	0	0	1	0	1	0	0	6	1	0	9
Desertion	1	2	7	2	4	2	2	5	0	0	25
Pending	0	6	0	6	2	11	13	4	4	9	55
Settled	18	6	10	6	10	16	9	15	11	2	103
	19	14	18	14	17	29	24	30	16	11	192

Closed

Closed from ship-owners / P&I without compensations

Pending

Under progress and pending

Settled

Case settled by ship-owners / P&I with compensations



Abandonment Scenario in Indian Seafaring



SUMMARY AS ON DATE		Vessels (Nos.)	Seafarers (Nos.)
10.07.2026			
Cases Resolved (Seafarers Repatriate d)	01.01.25 to 31.12.25	108	988
	01.01.26 to till date	52	431
Active Cases Details		Vessels (Nos.)	Seafarers (Nos.)
Cat. 1: P&I Valid		16	110
Cat. 2: P&I Expired		15	116
Cat. 3: Disputed		25	169
Cat. 4: Arrest/Jail/Detention		22	59
TOTAL		78	454

Key Challenges

- Large number of fraudulent and illegal agents are operating, and this leads to illicit extraction of money from seafarers, illegal deployment on vessels, fake CDC endorsement etc.
- Many agents often disappear after receiving the money
- Many seafarers are often left abandoned. India tops the nations with the highest number of seafarer abandonments.

Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6	
Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer
0	0	0	0	1	11	1	11	10	70	4	18
0	0	0	0	1	3	0	0	7	78	7	45
0	0	0	0	0	0	0	0	18	136	7	33
1	5	0	0	2	3	7	32	12	19	0	0
1	5	0	0	4	17	8	43	47	303	18	96

Key interventions taken by DG Shipping

DG Shipping is on a mission mode to address the issue of large number of abandonment of seafarers.

As on 19th June 2026, there are **79** Vessels with **480** seafarers abandoned/ arrested.

Repatriation Summary (Jan–June 2026) **407** Seafarers Repatriated | **49** Vessels

Root Causes of Abandonment

Inexperienced New Shipowners

Delayed Reporting by Seafarers

Invalid or Expired P&I Insurance Cover

Fraudulent RPS Agencies

Flags of Convenience (FoC) and Weak Oversight

Form 1 Shows Vessel Mismatch

Course Corrective Measures Taken by DG Shipping

Regulatory Strengthening

- Strengthened RPSL compliance (MS Notices 11/2024, 10/2025; DGS Circular 43 & Order 09/2025)
- Statutory powers introduced under Merchant Shipping Act (2025) for abandonment cases

Continuous Coordination with MEA & Indian Missions

- Structured coordination for repatriation, welfare access, and time-bound case resolution

Enforcement & Deterrence

- Immediate blocking of RPSLs on abandonment reports
- 51 fraudulent RPSLs withdrawn (since Apr 2025)
- Proposal to blacklist repeat-offender vessels, flags & insurers

Awareness & Capacity Building

- Anti-fraud advisories and revised Form-1 (Circulars 55 & 56/2025)
- Online training and upgraded learning modules

Monitoring & Oversight

- Regular audits, surprise inspections, and enhanced field monitoring

Operational Controls & Verification

- Vessel verification in seafarer profiles
- Public RPSL status visibility
- Crew engagement capped to lifesaving appliance capacity (Circular 57/2025)

Financial Safeguards

- Proposal to enhance RPSL Bank Guarantees (₹10L–40L → ₹25L–₹1 Cr)
- Faster repatriation and stronger RPSL accountability

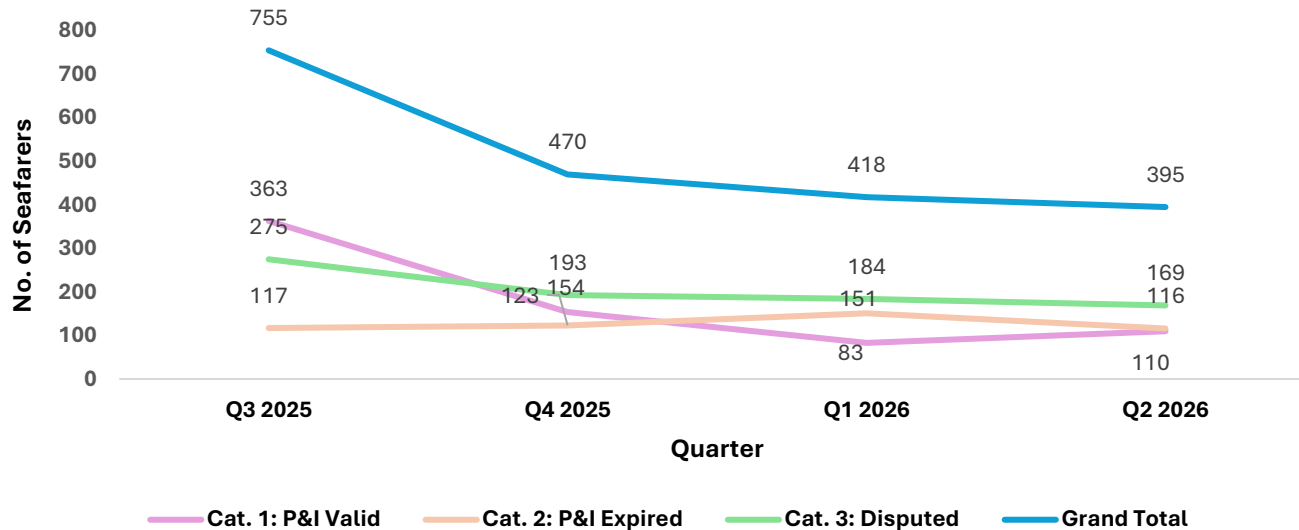


Declining Abandonment Cases



Quarter	Q3 2025		Q4 2025		Q1 2026		Q2 2026	
Category	Vessels	Seafarers	Vessels	Seafarers	Vessels	Seafarers	Vessels	Seafarers
Cat. 1: P&I Valid	29	363	19	154	13	83	16	110
Cat. 2: P&I Expired	14	117	10	123	16	151	15	116
Cat. 3: Disputed	28	275	25	193	25	184	25	169
Grand Total	71	755	54	470	54	418	56	395

Decline in Abandoned Seafarers



Abandoned Seafarers have declined significantly from ~755 in Q3 2025 to ~395 in Q2 2026 (as on 19.06.2026)

- **Category 1 (P&I Valid):** 363 → 110
- **Category 2 (P&I Expired):** remains low, but saw a slight uptick in Q1 2026 (117 → 116)
- **Category 3 (Disputed):** remains the most persistent category, declining gradually (275 → 169)
- **Consistent policy enforcement and inter-agency coordination are yielding measurable results.**
- Quarterly coordination meetings chaired by the Special Secretary (MoPSW) are held with relevant divisions to expedite the repatriation of abandoned seafarers.



Safety First – Suraksha Sarvapratham



DGS is focused on promoting safety on vessels and is set to launch a campaign called the Suraksha Sarvpratham, ensuring that the seafarers are able to discharge their duties in a risk-free manner.

To reduce accidents and minimize risks aboard ships.

Detailed documentation of incidents that occur at sea and during port operations.

Systematic recording and analysis of incidents will help identify patterns, understand root causes, and implement preventative strategies.

Instill a culture of safety among seafarers.

Web-based learning management systems for training.

Free online courses will be developed.

To create a safer working environment for seafarers by reducing the frequency and severity of accidents at sea and in ports.

Comprehensive incident documentation, strict adherence to safety protocols, and innovative AI-based safety videos--- to establish Safety Culture



Towards Stronger Social Security for Seafarers



Seamen's Provident Fund Organisation

Long-Term Financial Security

- **SPFO** manages provident fund contributions made by both seafarers and employers, which are accumulated and paid out as benefits upon retirement, completion of service, or in cases of disability or death.
- Improves the **quality of life of seafarers** by providing financial security, social protection, and long-term stability throughout their working life and after retirement.
- **Vision:** To Provide for an institution of a Provident Fund to the Seamen as an old age retirement benefit to them and to their family members in the event of death.





Towards Stronger Welfare for Seafarers



Seafarer Welfare Fund Society (SWFS)

Welfare & Immediate Support

- The **SWFS** welfare schemes are designed to support seafarers and their families through initiatives focused on health, education, welfare infrastructure, and various financial assistance measures.
- **Welfare Schemes:** A total of **12** ongoing schemes covering active seafarers, retired personnel, women seafarers, families of deceased seafarers, and children of seafarers
- **Infrastructure Projects under welfare initiatives:** SWBAT – ₹ 90 Cr/-
- **Insurance Coverage** for seafarers by supporting insurance premium payments through a structured and equitable system.



Steps are being taken by the DG Shipping, Government of India for the welfare of seafarers

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	₹ 6,00,000 (w.e.f. 01.01.2026)	4 new schemes: ->	
				Medical & Term Insurance Premium: Assistance - Reimbursement of 50% premium for Indian CDC holders meeting sea-service criteria	Up to ₹ 5,000
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)	Medical Support (Critical / Terminal Illness): One-time support; govt/recognised hospital certification	₹ 2,00,000
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)	CoC Career Progression (Rating → Officer): One-time assistance after successful issue of Indian CoC by DG Shipping.	₹ 2,00,000
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)	Warlike/ High Risk Area Scheme: Financial Assistance for death or permanent disability	₹ 10,00,000

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.



Seafarer Welfare Infrastructure – SWBAT (1/2)



To ensure that seafarers calling at Indian ports have access to adequate and easily accessible welfare facilities, the Seafarers Welfare Board Audit Team (SWBAT) is constituted under the Directorate General of Shipping in accordance with the provisions of the Merchant Shipping Act, 1958 (as amended). SWBAT functions as a structured inspection and evaluation mechanism to monitor, assess, and enhance welfare facilities across all ports in the country.

Ports shall be required to create, maintain, and continuously improve the necessary infrastructure to provide comprehensive welfare support for seafarers



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. 23-SHCW/1/2024-CREW-DGS

Date: 22.04.2024

DGS Order No. 08 of 2024

Sub: Constitution of Seafarers Welfare Board Audit Team (SWBAT) with a mandate to inspect the welfare facilities provided in the ports – reg.

Whereas, the Directorate General of Shipping, under the Ministry of Port, Shipping & Waterways, New Delhi deals with implementation of shipping policy and legislation so as to ensure the safety of life and ships at sea, promotion of maritime education and training in co-ordination with the International Maritime Organization, regulation of employment and welfare of seamen, examination and certification of Merchant Navy Officers under its administrative jurisdiction.

Formation of Seafarers Welfare Board Audit Team



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 23-SHCW/1/2024-CREW-DGS

Date: 22.04.2024

DGS Crew Circular No. 10 of 2024

Subject: Guidelines for providing seafarers on ships that are in Indian ports with access to adequate welfare facilities and services – reg.

Whereas, the Directorate General of Shipping, under the Ministry of Port, Shipping & Waterways, Government of India deals with implementation of shipping policy and legislation so as to ensure the safety of life and ships at sea, promotion of maritime education and training in co-ordination with the International Maritime Organization (IMO), regulation of employment and welfare of seafarers, examination and certification of Merchant Navy Officers under its administrative jurisdiction.

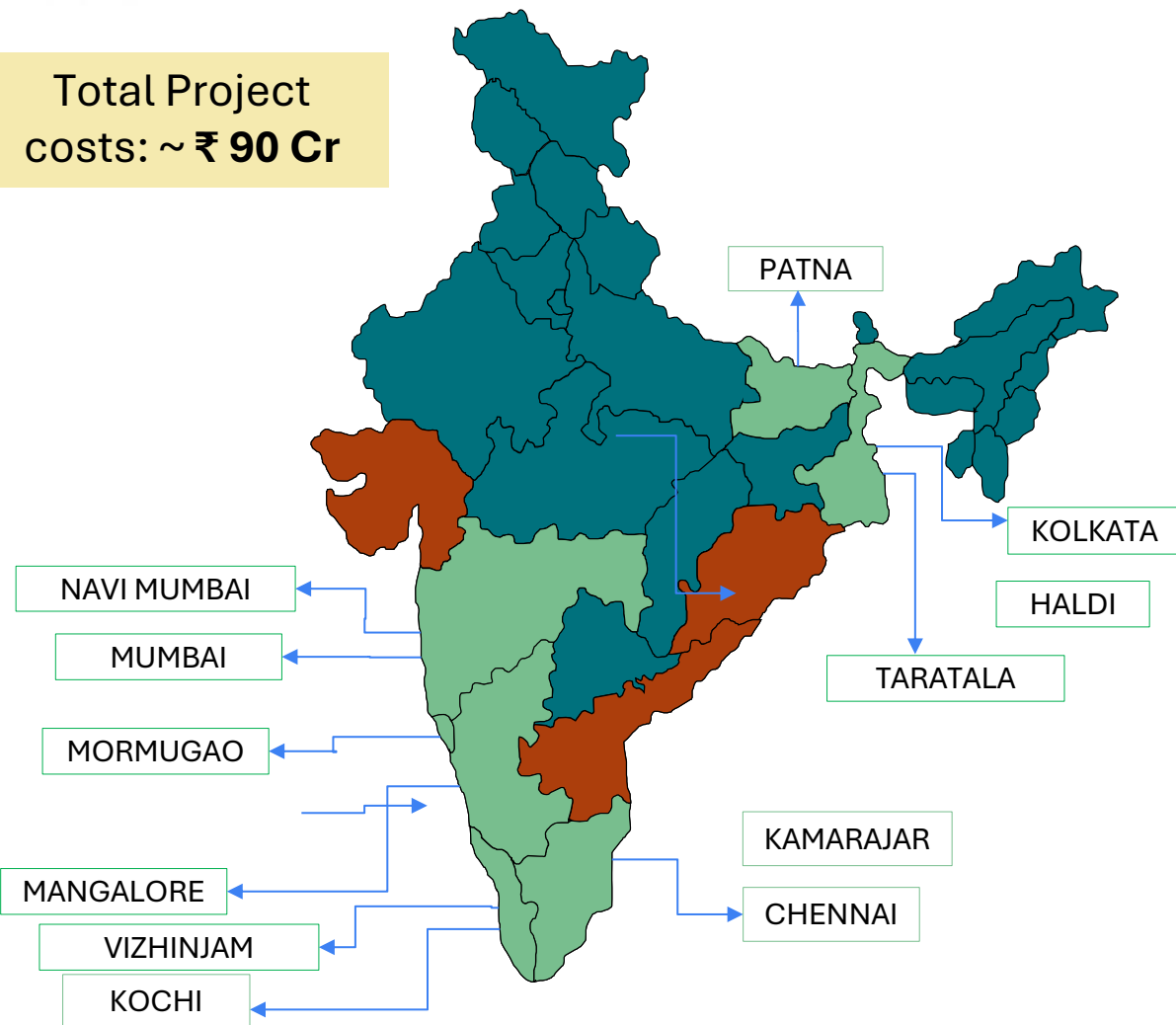
Guidelines for port welfare facilities



Seafarer Welfare Infrastructure – SWBAT (2/2)



Total Project
costs: ~ ₹ 90 Cr



S N	State	Name of Facility	Grant (₹)	Description
1	Maharashtra	Seafarers Club (Inside Port), JNPA Mumbai	2.66 Cr	Renovation / new construction
2	Maharashtra	Seafarers Club (Outside Port), JNPA Mumbai	TBD	New Seafarers Club
3	Maharashtra	Royal Seamen's Club, Mumbai	7.5 Cr	Historic facility renovation
4	Goa	Seafarers Club, Marmugao	13 Cr	Renovation + upgrade
5	Kerala	STP Plant, Kochi	50 L	Environmental infrastructure
6	Kerala	Seafarers Club, Vizhinjam	3.05 Cr	New welfare facility
7	Kerala	Welfare Caravan	1.00 Cr	Mobile Seafarers Welfare Center
8	Tamil Nadu	Seafarers Club (Outside Port), Chennai	8.44 Cr	Renovation + upgrade
9	Tamil Nadu	Seafarers Club (Inside Port), Chennai	14.62 Cr	Full facility renovation
10	Tamil Nadu	Seafarers Club (Kamarajar Port)	13 Cr	New Welfare Facility
11	West Bengal	Marine Club, Kolkata	7.20 Cr	Heritage building renovation
12	West Bengal	MAI & Nabik Griha, Taratala	13.76 Cr	Repair, Renovation & New construction
13	West Bengal	Haldia	1 Cr	New Welfare Facility
14	Bihar	Outreach Center, Patna	36 L	Civil works + administrative facility

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



Unified Online Booking System (U-OBS) for all Seafarers' Club

A centralized digital platform enabling users to search, view, and book services or rooms across multiple locations. Provides a single unified interface for discovery, availability check, and booking confirmation. Includes user authentication (OTP-based) for secure and verified booking transactions. Generates a unique booking reference and notification (SMS/Email) for every successful booking.

U-OBS Benefits for Seafarers



Convenient: Book anytime, anywhere



Fast & Easy: Few steps to complete a booking



Transparent: Real-time availability and clear confirmation



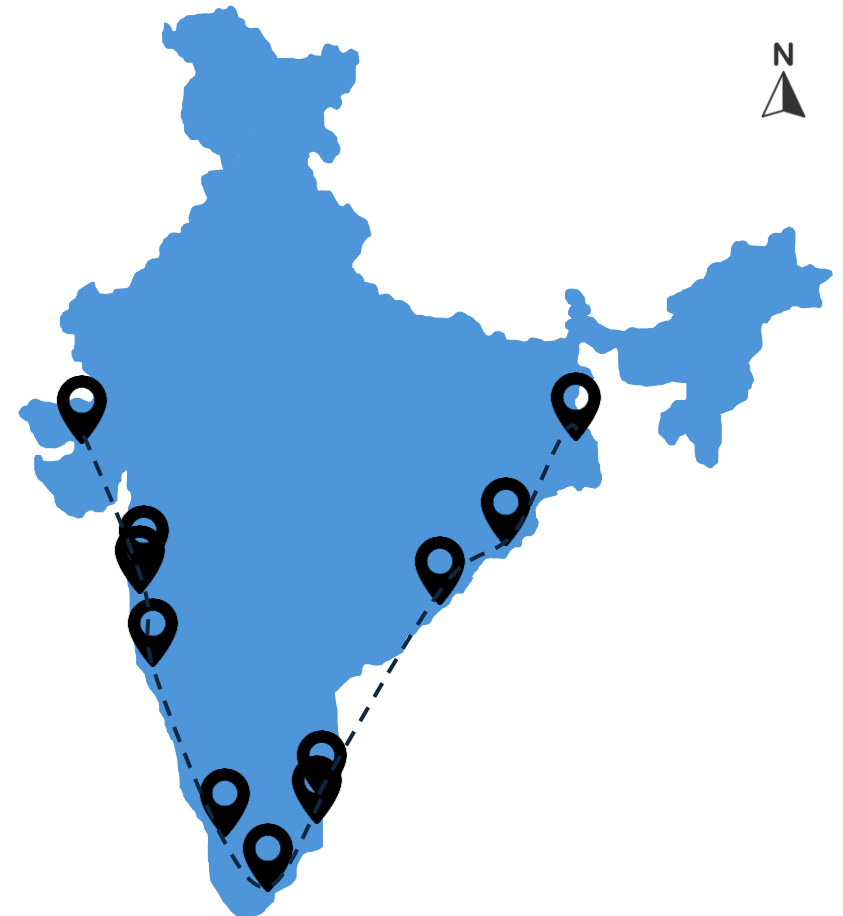
Secure: Verified booking with OTP



Trackable: View current and past bookings anytime



Single unified system for access to all
Seafarer Clubs





Pranaam – Seafarers Assistance & Facilitation Counter



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 Pranaam 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 2, Mumbai.

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





Maritime Transformation – 2 Foundational Pillars

Technology & Sustainability

Technology Integration - Digital Platforms

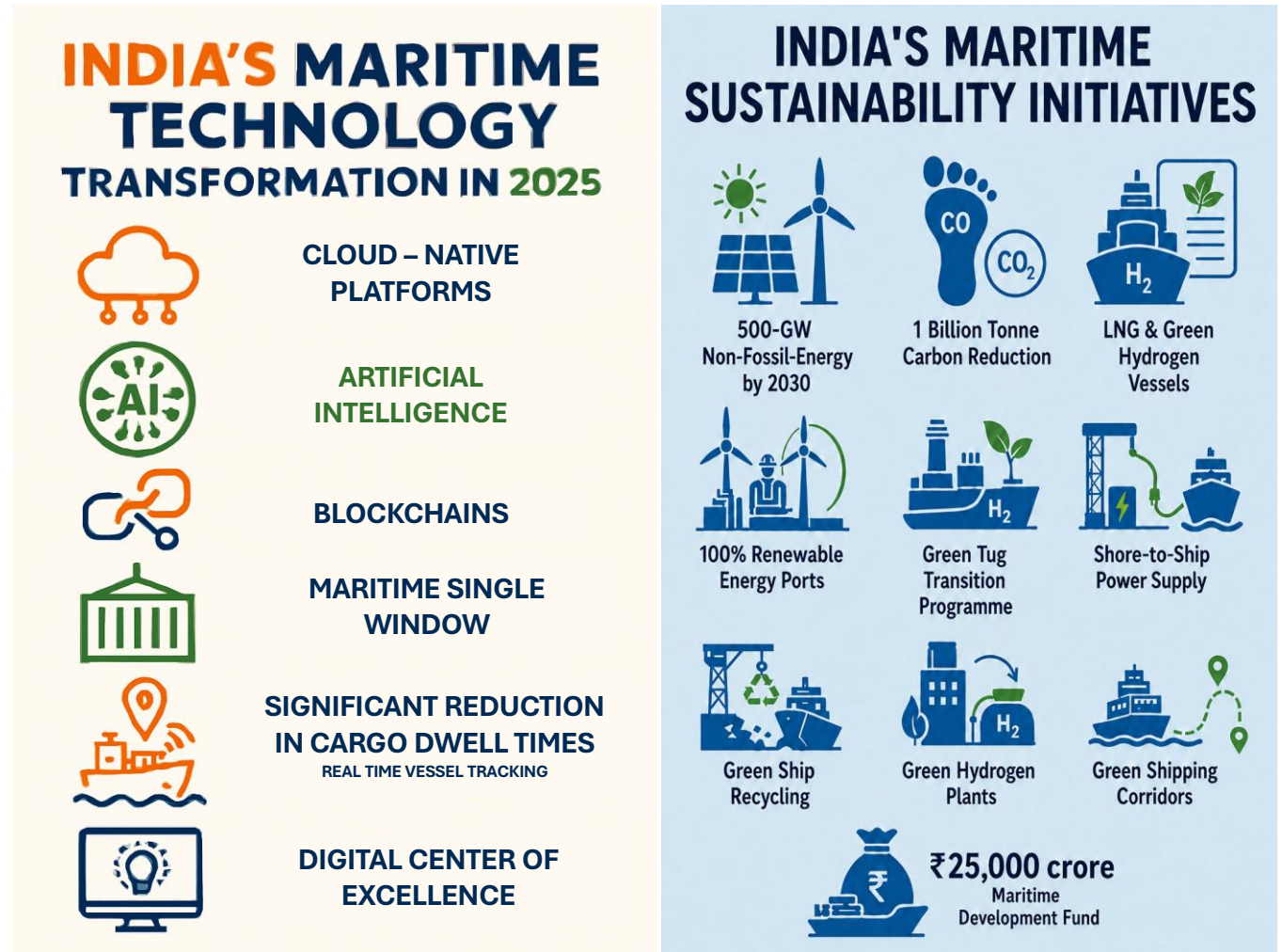
1. Flagship platforms: e-Samudra, SAGAR SETU, Maritime Single Window (MSW).
2. e-Samudra integrates 60+ maritime services (MTO registration, shipbuilding aid).
3. AI-powered exams & simulations for seafarer training.
4. Real-time vessel/cargo monitoring via Command & Control Centre.
5. Digital Centre of Excellence (DCoE) promotes AI, IoT, blockchain.
6. Reduced cargo dwell time; enhanced port efficiency.
7. Swachh Sagar Portal

Sustainability Initiatives - Green Shipping Agenda

1. Targets: 500 GW non-fossil energy (2030), 1 billion-ton carbon cut, net-zero by 2070.
2. Policies encourage LNG, green hydrogen, biofuel vessels.
3. Mandates shore power, waste, and renewable port integration.

Sustainability Initiatives - Key Programmes

1. Harit Sagar Guidelines support 100% renewable energy, AI/IoT logistics in ports.
2. Green Tug Transition: 50% hybrid/electric tugs by 2030.
3. Green hydrogen plant at Deendayal Port scaling to 10 MW; 5 million tonnes by 2030 goal.





National Maritime Decarbonization Policy Framework

PILLAR 8: POLLUTION PREVENTION



- Strengthening waste management and port reception facilities
- Promoting circular economy and resource efficiency
- Ensuring MARPOL compliance and environmental standards
- Cleaner operations to protect marine ecosystems
- Preventing marine pollution and building a sustainable blue economy

PILLAR 7: GREEN TECHNOLOGY



- Accelerating adoption and indigenisation of advanced maritime technologies
- Digitalisation, automation, AI/IoT and data-driven decision making
- Innovation sandboxes, pilot projects and collaborative R&D
- Enhancing efficiency, safety and competitiveness

PILLAR 6: GREEN FUELS



- Promoting a safe and phased transition to alternative marine fuels
- LNG, biofuels, methanol, ammonia, hydrogen and other future fuels
- Developing bunkering infrastructure and reliable supply chains

PILLAR 5: GREEN SKILL DEVELOPMENT



- Preparing future-ready maritime workforce and institutions
- Training for new technologies, alternative fuels and digitalisation
- Strengthening capacity for safety, sustainability and compliance
- Supporting seafarer transition and career progression

NATIONAL MARITIME DECARBONIZATION POLICY FRAMEWORK

8 PILLARS FOR A DECARBONIZED,
COMPETITIVE AND SUSTAINABLE
MARITIME SECTOR



PILLAR 1: GREEN SHIPPING



- Lifecycle-based decarbonization of India's fleet
- Energy-efficient, fuel-flexible and low- to zero-emission vessels
- Green ship certification and incentives
- Lifecycle emissions accounting and transparency

PILLAR 2: GREEN PORTS



- Port-led decarbonization through clean energy integration
- Electrification, shore power and energy efficiency in operations
- Sustainable infrastructure and green logistics
- Positioning Indian ports as competitive, low-carbon gateways

PILLAR 3: GREEN SHIP RECYCLING



- Safe, environmentally sound and circular ship recycling
- Alignment with Hong Kong Convention
- Strengthening worker safety
- Enhancing material recovery and resource efficiency

PILLAR 4: GREEN FINANCE



- Mobilising affordable and long-term capital for green maritime projects
- Blended finance and risk-sharing mechanisms
- ESG-aligned investments
- Incentivising clean technologies and innovation



Just Transition in Maritime

Human element is of paramount importance in the maritime industry as human skills, judgement and welfare drive maritime safety.

Just Transition: Putting People at the Core of Decarbonisation

• A people-centred pathway for a safe, inclusive and resilient maritime transition •

Decarbonisation is not only a fuel shift. It is a workforce shift.



~**3.23 lakh** Indian seafarers
(as of 2025)



~**12%** of global maritime workforce



Alternative fuels introduce new safety risks



New technologies demand new competencies



Transition must **protect jobs, safety and dignity**



1. Skills & Training

- Large-scale upskilling for green fuels and technologies
- Modernised STCW-aligned training standards
- Investment in maritime training infrastructure



2. Safety & Standards

- Health-and-safety-first approach
- Safe handling of ammonia, hydrogen and low-flashpoint fuels
- Alignment with MLC 2006 and global labour norms



3. Equity & Inclusion

- Avoid widening global skills gaps
- Support developing maritime nations
- Promote diversity and gender inclusion



4. Well-being & Social Protection

- Seafarer welfare and mental well-being
- Fair transition with social protection
- No one left behind



Cleaner Oceans



Safer Workplaces



Stronger Economies



Resilient Communities



Sustainable Future

A green transition must also be a fair transition.



Digitization in Maritime



DIGITAL MARITIME SERVICES & GOVERNANCE



e-SAMUDRA

- Integrated digital platform
- 15 modules | 60+ maritime services
- Paperless governance & seamless service delivery



MARITIME SINGLE WINDOW (MSW)

- Single window for all maritime clearances
- Integration with ports, customs, PHO & immigration
- Reduced documentation & clearance time



LICENSE & CHARTERING PORTAL

- End-to-end digital chartering approvals
- Foreign flag charter permissions
- Faster approvals & transparency



24x7 GRIEVANCE REDRESSAL SYSTEM

- Real-time grievance lodging & tracking
- Automated workflow & resolution monitoring



CRISIS RESPONSE MANAGEMENT MODULE

- Digital platform for maritime emergencies
- Integrated coordination with DGS, Navy, Coast Guard, MEA & stakeholders



RPSP DIGITAL MODULE

- Automated licensing, inspections & compliance
- Integration with MTIs & stakeholders
- Transparent monitoring & reporting



SWACHH SAGAR PORTAL

- ✓ Port Reception Facilities (PRF)
- ✓ Electronic BDN & Ballast Water Reporting
- ✓ Single Use Plastic Reporting
- ✓ MARPOL Compliance Monitoring
- ✓ Cleaner Ports, Cleaner Oceans



HUMAN CAPITAL & KNOWLEDGE ECOSYSTEM



DIGITALISATION IN MARITIME TRAINING

- LMS, simulators & immersive learning
- Centralised attendance system
- AI-enabled adaptive learning
- Digital Training & Assessment Records (TAR)



EXAMINATION REFORMS

- End-to-end digital exam lifecycle
- Online registration & eligibility check
- CBT / hybrid exams with online proctoring
- Digital certificate validation



TRAINING ECOSYSTEM PLATFORM

- Integrated cloud-based training ecosystem
- Faculty development & LMS integration
- Simulator integration
- Skill development & competency enhancement



MARITIME KNOWLEDGE CLUSTER (MKC)

- National knowledge-sharing platform
- Research, innovation & collaboration
- Industry-academia-government partnership



SHIP RECYCLING PORTAL

- ✓ HKC implementation platform
- ✓ Yard licensing & IHM management
- ✓ Inspection & compliance monitoring
- ✓ IMO reporting integration
- ✓ Sustainable ship recycling ecosystem



SMART MARITIME INFRASTRUCTURE & FUTURE TECHNOLOGIES



INTEGRATED VESSEL TRAFFIC MANAGEMENT SYSTEM (iVTMS)

- Implemented across all major ports
- AIS, Radar, VHF, CCTV & weather integration
- Real-time vessel traffic monitoring & safety enhancement



JUST-IN-TIME ARRIVAL

- Synchronises vessel arrival with berth availability
- Reduces fuel consumption & emissions
- Improves berth utilisation & efficiency



DIGITAL TWIN TECHNOLOGY

- Real-time virtual model of port operations
- Pilot implemented at VOC Port, Tuticorin
- Supports predictive decision-making & optimisation



LRIT

- Long Range Identification & Tracking
- Enhanced maritime domain awareness
- Vessel monitoring & casualty reporting support



GEOSPATIAL PLATFORM

- GIS-enabled monitoring for port security & sustainability
- Supports ISPS compliance & safety initiatives



INDIA GLOBAL MARITIME SAFETY PORTAL (IGMSP)

- AI-enabled maritime safety platform
- Safety analytics, incident reporting & knowledge repository
- 200+ safety learning videos



COMPREHENSIVE SHIPBUILDING PORTAL

- ✓ Industry directory
- ✓ Innovation centre
- ✓ Technical library
- ✓ Training & certification
- ✓ Shipbuilding ecosystem support
- ✓ Strengthening Make in India



Strengthening Crewing Compliance Digitally (1/3)

24x7 Grievance Redressal Module

Aims to provide a single digital platform for **24x7** effective lodging, tracking, and resolution of seafarer grievances.

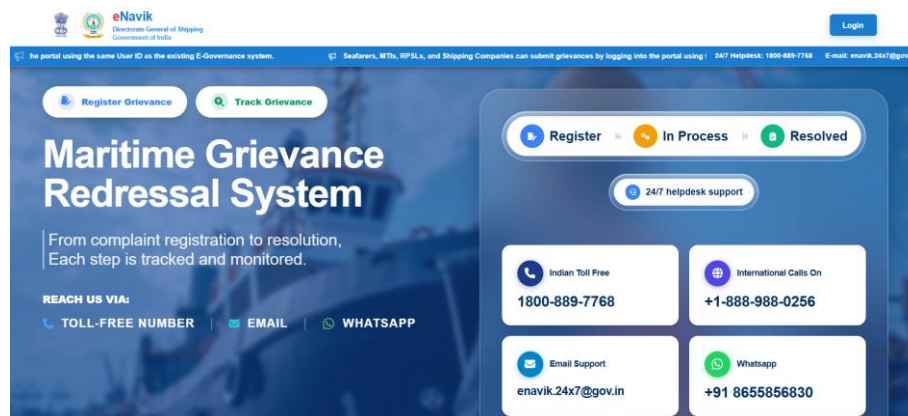
Current Status

1. eNavik Portal has went live for beta release on 15.05.2026. (<https://beta-enavik.dgma.gov.in/>)
2. Extensive Social Media Campaign by Social Media Team is currently ongoing since 15.05.2026 and will be live till 23.06.2026
3. Go-live is expected for August 2026

Key Functions

- ✓ Lodging and categorization of grievances
- ✓ Automated routing to concerned officers
- ✓ Investigation and resolution tracking
- ✓ Communication and feedback mechanism
- ✓ Real-time monitoring and reporting

eNavik Portal



24x7 Grievance Redressal Module

beta-enavik.dgma.gov.in



24X7 GRIEVANCE REDRESSAL SYSTEM

TRANSPARENT. ACCOUNTABLE. ALWAYS ACTIVE.


Instant complaint logging


Unique ticket ID


Escalation if delayed


Continuous monitoring

Who Can Use the System?

- Seafarers • Family Members • Maritime Students
- Shipping & Maritime Institute • Maritime Stakeholders

Toll-Free Number (Domestic): 1800-889-7768 | International (US Toll-Free): +1-888-988-0256 | WhatsApp Number: +91 8655856830 | Dgcomm Casualty No: 8657549760

Website: beta-enavik.dgma.gov.in | Email: enavik.24x7@gov.in | Email: support.dgs@gov.in

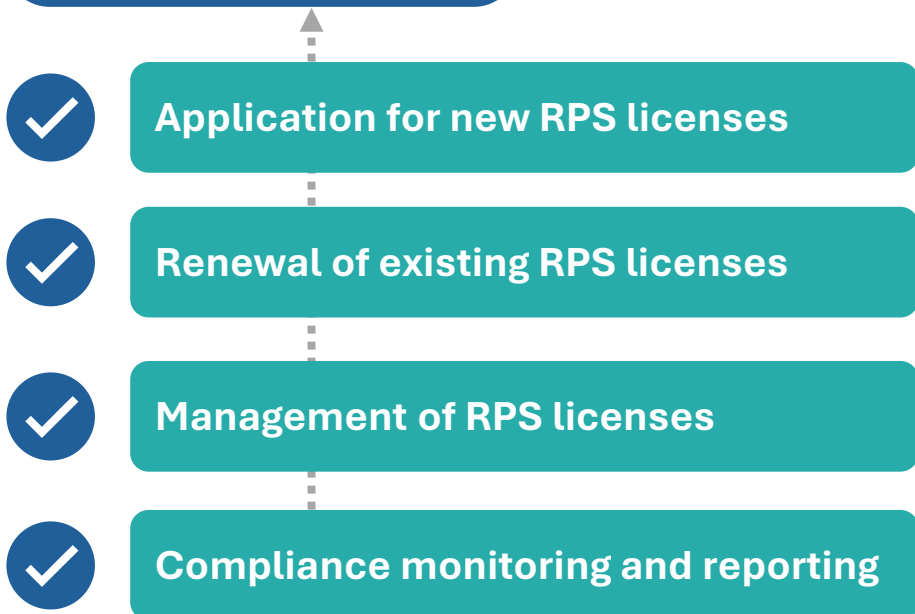
Strengthening Crewing Compliance Digitally (2/3)

RPSL Module

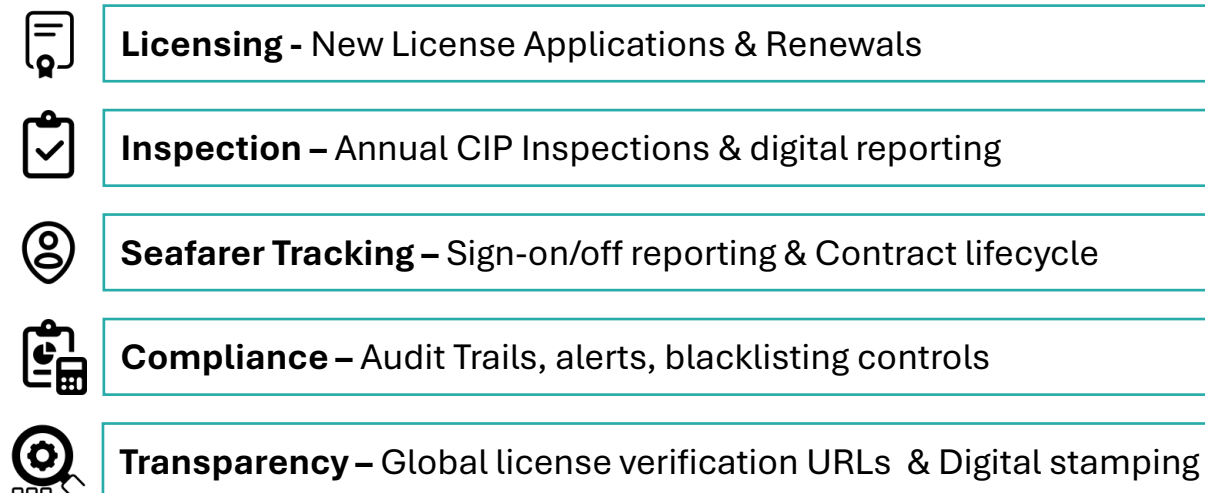
A module designed to streamline the application, renewal, and compliance management of Recruitment and Placement Services Licenses for DG Shipping.

- License Application & Renewal Management
- Compliance & Regulatory Monitoring
- Seafarer Data Management
- Digital Tracking & Communication

Key Functions



5 Key Pillars of RPSL Module





Strengthening Crewing Compliance Digitally (3/3)

Crisis Module

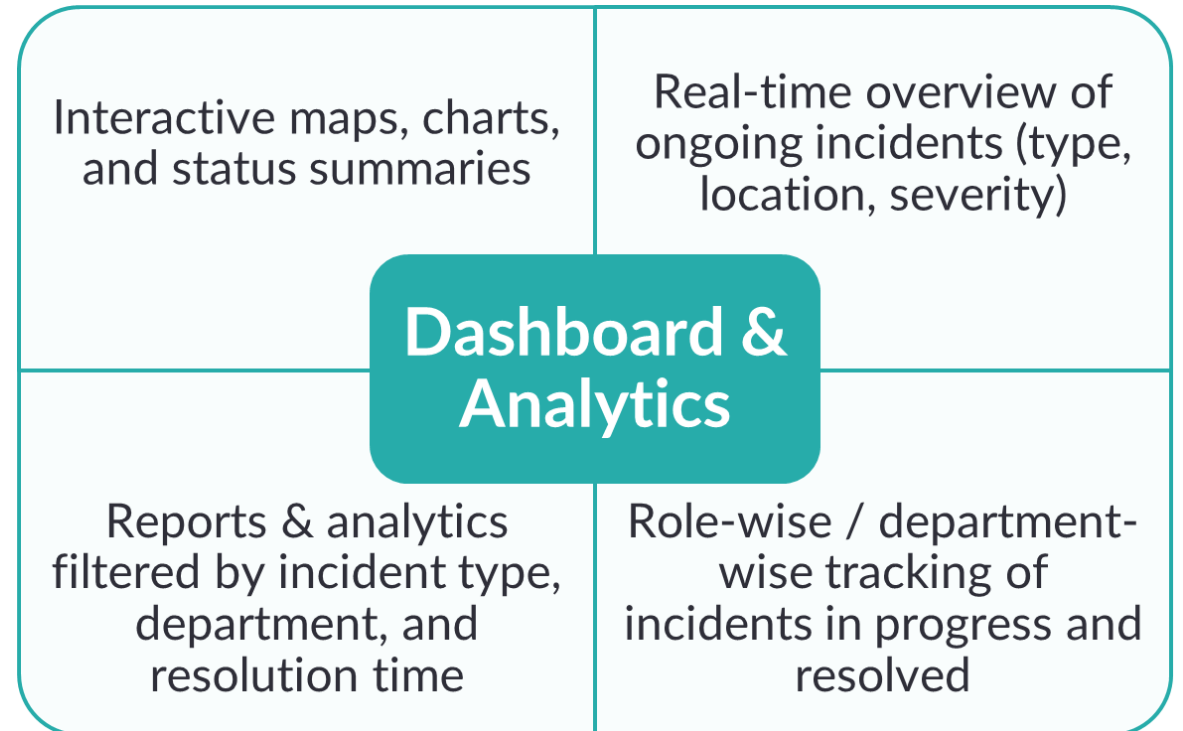
Aims to ensure a **rapid, coordinated, and technology-enabled response** to maritime crisis through an integrated digital platform.

Core Objectives

- ✓ Enable real-time reporting and tracking of maritime incidents.
- ✓ Facilitate coordination among multiple stakeholders (DGS, MoPSW, MEA, Navy, Coast Guard, etc.). Ensure incident management from initiation to resolution.
- ✓ Provide live updates, alerts, and analytics.
- ✓ Generate post-crisis reports for evaluation and policy improvement.

Key Enablers

- ✓ Digital incident reporting & categorization.
- ✓ Automated action plans with assigned tasks and deadlines.
- ✓ Resource mobilization tools for quick response.
- ✓ Real-time communication and discussion boards for stakeholder collaboration.
- ✓ Analytics dashboards with role-wise data and trends.

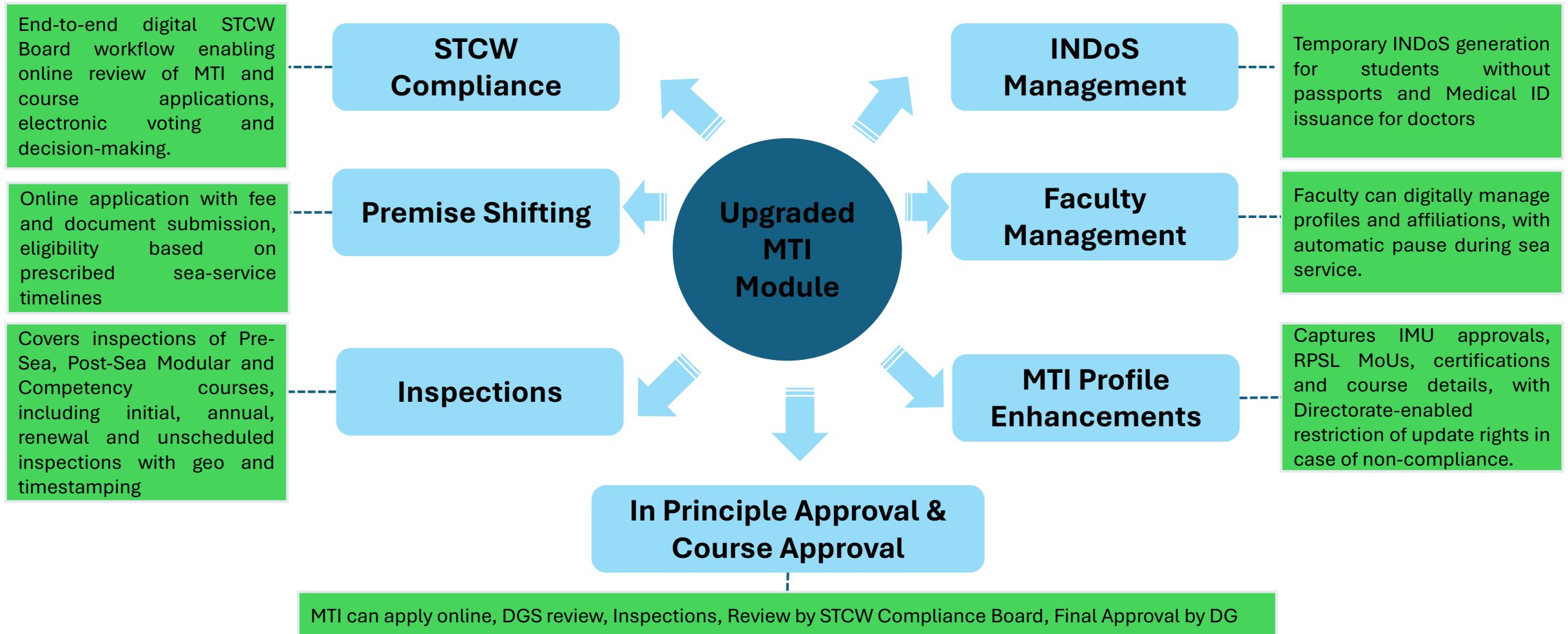




Maritime Training Institute Module

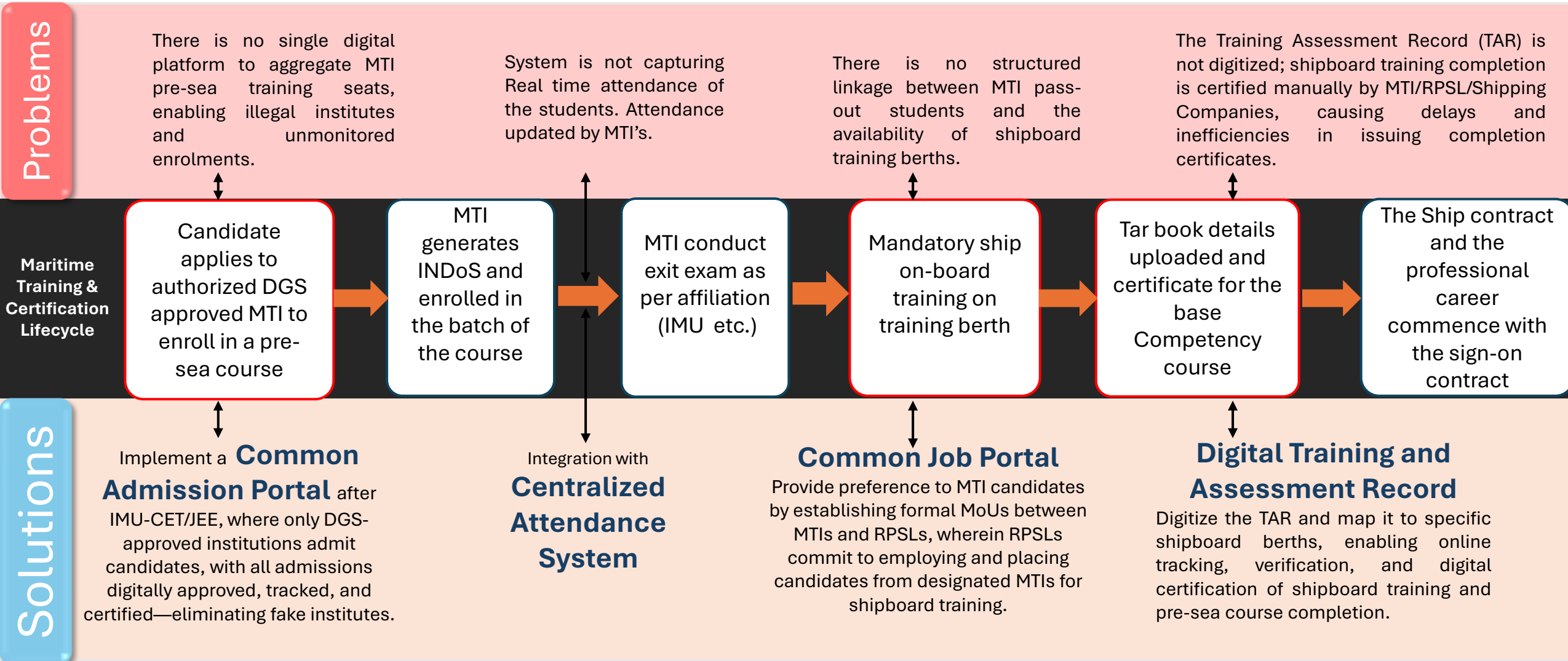


Aims to enhance efficiency, compliance, and transparency in the **Maritime Training Institutes (MTI)** ecosystem through digital automation and seamless integration.





Maritime Training & Certification Lifecycle





STCW Compliance Board



- The Merchant Shipping (STCW) Rules 2026 introduce updated national standards for training, certification, and watchkeeping of seafarers, fully aligned with the latest IMO and STCW Code amendments.
- These rules strengthen competency requirements, integrate new safety and anti-harassment training mandates effective from 2026, and ensure Indian seafarers meet globally harmonized qualification benchmarks.

The new chapter includes the following key provisions:

- **Authority to Approve and Administer MTIs & Training Programs:** Establishes formal powers for approving MTIs, regulating their operations, and overseeing all STCW-related training activities.
 - **Provisions for Suspension or Withdrawal of Approval:** Enables corrective action against MTIs that fail to meet prescribed standards, ensuring compliance and safeguarding training quality.
 - **Constitution of an STCW Compliance Board:** Introduces a structured body responsible for monitoring adherence to STCW requirements and recommending disciplinary or corrective measures.
 - **Action Against Unauthorized Institutions or Individuals:** Empowers authorities to take strict action against unapproved entities or persons conducting maritime training or examinations unlawfully.
 - **Support from Police or Law-Enforcement Agencies:** Provides legal backing to seek assistance from law-enforcement bodies for investigations, enforcement, and closure of unauthorized activities.
- India has the opportunity to host the STCW Comprehensive Review Diplomatic Conference in 2031-32 where the 22 identified areas for revision around technological advancements, seafarer well-being, and operational flexibility shall be amended.



Common Admission Portal



What is a Common Admission Portal ?

- **A single, centralized digital platform for all students seeking admission to DG Shipping–approved Maritime Training Institutes (MTIs).**
- **Enables a uniform, transparent, and merit-based admission process for pre-sea maritime courses across India.**
- **Provides standardized eligibility checks, online applications, document verification, and merit ranking.**
- **Ensures admissions only to approved MTIs, courses, and sanctioned intake capacities, maintaining regulatory compliance.**
- **Offers real-time visibility to DG Shipping on admissions, seat allocation, and institute performance.**

Stakeholder	Key Responsibilities
Students	Apply for courses, upload documents, track admission status
Maritime Training Institutes (MTIs)	Verify applications, manage course intake & batches, approve admissions
DG Shipping	Monitor institute-wise admissions, ensure compliance with approved intake capacity
Portal Administrators	Manage system operations, control user access



Examination/Assessment and Certification Reforms: CoC (Written and Oral)



End-To-End Digitized

1.  **User Registration**
2.  **Eligibility Assessment**
3.  **Seat Booking**
4.  **Misconduct**
5.  **Conduct of Examination**
6.  **Evaluation & Re-evaluation**
7.  **Data Storage**
8.  **Question Bank & Question Paper**



Objective

- To create a secure, transparent, fully digital examination system for the competency assessment and certification of seafarers



Scope

- Covers the full examination lifecycle: from registration to certificate issuance
- Includes both written and oral examinations in hybrid or CBT mode



Core Features

- Biometric verification, CCTV surveillance, online proctoring
- Encrypted question papers & scanned answer scripts and grievance redressal & feedback mechanisms from candidates



Impact

- Uniform candidate experience across all MMDs
- Improved exam integrity, operational efficiency, and transparency



Training Ecosystem



The Training Ecosystem Vision aims to establish a unified, cloud-based digital platform with its components supporting the objectives outlined in MIV-2030 and AKAM-2027, thereby strengthening maritime education and training.

Key Features

- Integration of 7 critical modules (e.g., Faculty Development, LMS, Web-Based Simulators) into one cohesive system.
- Real-time oversight and advanced technology for secure, transparent processes.

Current Status

- The RFP was published on 13th April. Multiple queries have been received from seven vendors in response to the RFP. Response for the queries received is being prepared.

Outcome of the Training Ecosystem RFP

- Selection of a Master System Integrator to deliver an integrated training ecosystem, improving maritime training, skilling, certification, and overall efficiency.





Ensuring Zero Tolerance against fraud / corruption In Crewing



- DG Shipping follows a Zero Tolerance policy against fraud, cheating, and illegal recruitment of seafarers.
- A nationwide digital awareness campaign was launched through DG Shipping's social media platforms, publishing multiple videos on:
 - Fraudulent agents and fake job offers
 - Illegal payments to RPSL companies
 - Seafarers' rights
 - 24x7 Grievance redressal
- To strengthen outreach, DG Shipping conducted symposiums on seafarer recruitment and welfare.
 - Successfully held: Mumbai, Delhi, Kolkata
 - Upcoming: Chennai, Kandla, Goa, Kochi, Kanpur
- The campaign combines digital engagement and on-ground awareness to protect seafarers and prevent exploitation.



DG Shipping Reaffirms Zero Tolerance Towards Fraud and...



Seafarers' Rights—Know and Protect Yourself | Capt. Nitin...



Empowering Seafarers: Inside DG Shipping's Crew Branch & Its Vital...



झूटी भारतीय समुद्रकर्म नौकरियों से सावधान रहें। नौवहन महानिदेशालय...



Ensuring Zero Tolerance against fraud / corruption in Training

Raising issue over the
Call/SMS/WhatsApp

Helpline 24x7

Escalation mechanism
for resolving query

Follow-up
Support and right
guidance

Analysis
& Correction
and recurrence

Efforts to provide awareness through Social Media





SAGAR & MAHASAGAR



SAGAR (Security and Growth for All in the Region, 2015)

- Announced by Prime Minister Shri Narendra Modi in 2015.
- Vision for a secure, stable and prosperous Indian Ocean Region.
- Promotes maritime security, economic cooperation, capacity building and sustainable development.
- Focuses on collective action, mutual trust and respect for sovereignty.
- Places people and maritime communities at the centre of regional cooperation.

MAHASAGAR (Mutual and Holistic Advancement for Security and Growth Across Regions, 2025)

- Evolution of SAGAR for a more interconnected global maritime order.
- Extends cooperation beyond the Indian Ocean to wider maritime regions.
- Focuses on resilient supply chains, maritime connectivity, blue economy, sustainability and human-centric development.
- Supports greater collaboration among Global South countries.
- Aligns with India's BRICS Presidency theme of **Resilience, Innovation, Cooperation and Sustainability**





Collective Commitments of BRICS Seafarers for Peace, Protection and Progress



Mumbai Declaration of BRICS Seafarers- 13.07.2026



Resolution 1

Protection of Seafarers in Areas of Armed Conflict and Geopolitical Tensions.

Resolution 2

Combating Crew Abandonment and Strengthening MLC Enforcement.

Resolution 3

Strengthening Cooperation among BRICS Seafarers, including women in maritime, future skills, digitalization, decarbonization, and coordination mechanisms.

United in solidarity, BRICS seafarers' unions reaffirm their collective commitment to protecting workers' rights, strengthening maritime cooperation, and advancing peace, dignity, and social justice for seafarers worldwide.

“सागरः सुप्रशासनः सन्तु”

*“Promoting safe,
orderly, and
well-governed
maritime systems.”*