DETAILED NOTE

BRICS Seafarers Forum 2026

“Strengthening Cooperation Among BRICS Seafarers’ Unions for Decent Work, Maritime Sovereignty and Peace”

Directorate General of Shipping

Ministry of Ports, Shipping and Waterways, Government of India

Mumbai | 13 July 2026

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Opening Address

Distinguished representatives of BRICS Seafarers' Unions, esteemed delegates, maritime leaders, and friends, It is my great pleasure to welcome you all to Mumbai for the BRICS Seafarers Forum 2026. This Forum comes at a significant time for the global maritime community. Seafarers remain the backbone of international trade, yet they continue to face unprecedented challenges arising from geopolitical tensions, armed conflicts, crew abandonment, rapid technological change, and the transition towards a greener maritime future. The theme of today's Forum, **"Strengthening Cooperation Among BRICS Seafarers' Unions for Decent Work, Maritime Sovereignty and Peace,"** reflects our shared commitment to protecting the rights, welfare, safety, and dignity of seafarers. The BRICS nations represent a substantial segment of the world's maritime workforce, and through closer cooperation, dialogue, and mutual support, we can contribute meaningfully to a fair, resilient, and sustainable maritime sector. I am confident that today's discussions on labour issues, maritime training, decarbonisation, digitalisation, women in maritime, crew abandonment, and the protection of seafarers in conflict zones will lead to constructive outcomes and stronger collaboration among our maritime communities. I also look forward to the adoption of the **Mumbai Declaration 2026** and the resolutions aimed at enhancing cooperation among BRICS Seafarers' Unions and advancing the welfare of seafarers across our nations.

inclusive, and more prosperous future for seafarers everywhere.

India's Presidency: BRICS 2026

As India assumes the **BRICS Presidency in 2026**, our vision is guided by the Hon. Prime Minister Shri Narendra Modiji's people-centric approach of **"Humanity First"** and the theme of **"Building Resilience, Innovation, Cooperation and Sustainability."** India seeks to strengthen the voice of the Global South, promote inclusive growth, foster cooperation among developing nations, and advance practical solutions to common challenges. In the maritime sector, this vision translates into stronger collaboration for seafarers' welfare, decent work, skills development, safety, and peace across the BRICS community.

Key Pillars for India's BRICS Chairship

The Four Pillars of India's BRICS Presidency 2026

- **Resilience Building stronger economies, institutions, and societies capable of withstanding global shocks.** The world has faced repeated disruptions in recent years, from pandemics and supply-chain breakdowns to geopolitical conflicts, energy insecurity, and climate-related disasters. Under the pillar of Resilience, India seeks to strengthen the capacity of BRICS countries to respond collectively to such challenges. This includes improving economic stability, maritime security, supply-chain reliability, food and energy security, and preparedness for future crises.

Maritime relevance:

Protecting seafarers during conflicts and emergencies. Ensuring uninterrupted global trade and shipping. Strengthening maritime safety and welfare mechanisms. Enhancing resilience of maritime labour markets and training systems.

- **Innovation Harnessing technology and knowledge for inclusive growth.** India envisions BRICS as a platform for collaboration in emerging technologies such as Artificial Intelligence, Digital Public Infrastructure, fintech, clean energy, cybersecurity, biotechnology, and advanced manufacturing. The objective is to ensure that technological progress benefits all member countries and contributes to economic development.

Maritime relevance:

Adoption of AI and digital technologies in shipping. Development of smart ports and digital logistics. Cybersecurity for ships and maritime infrastructure. Upskilling seafarers for automation, new fuels, and green technologies. Promoting maritime research, innovation, and knowledge sharing.

- **Cooperation Strengthening solidarity among BRICS nations and advancing the voice of the Global South.** Cooperation is the foundation of BRICS. India aims to deepen engagement among member countries through policy coordination, trade and investment facilitation, development partnerships, institutional reform, and people-to- people exchanges. India has stressed that BRICS should remain a strong platform for addressing common challenges and promoting a more equitable global order.

Maritime relevance:

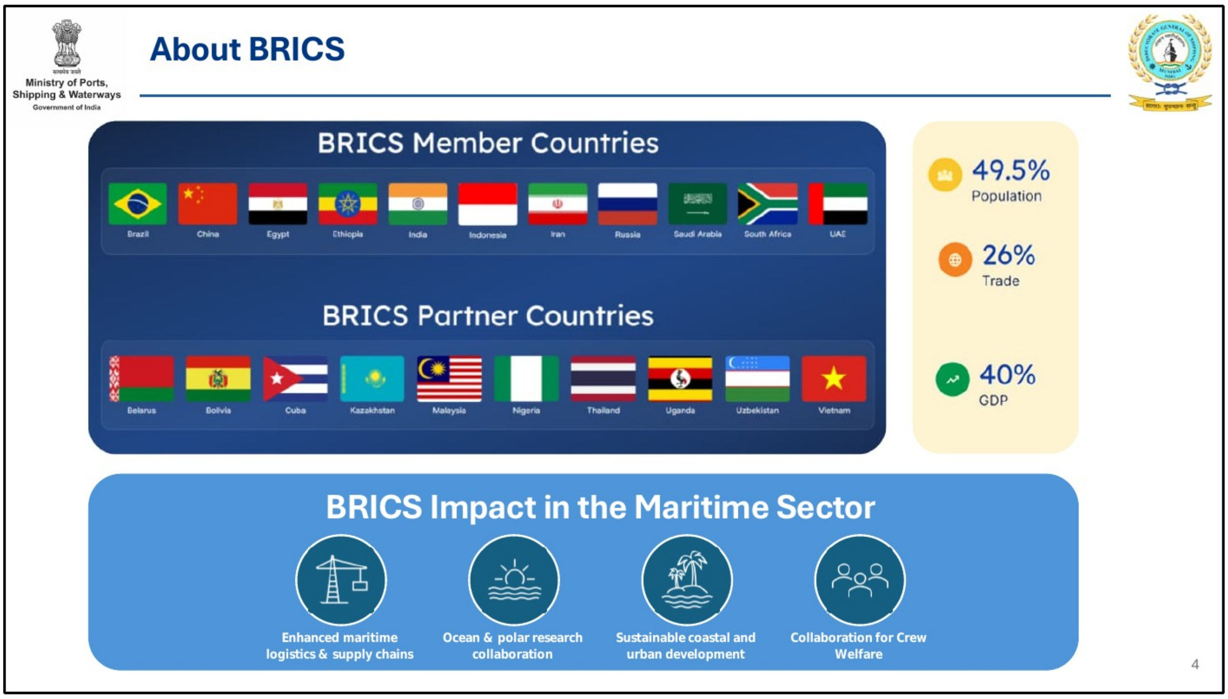
Closer collaboration among BRICS seafarers' unions. Sharing best practices on labour rights and welfare. Coordinated responses to crew abandonment cases. Joint advocacy at the IMO, ILO and other international forums. Strengthening South-South cooperation in maritime training and employment.

- **Sustainability Promoting growth that is environmentally responsible and socially inclusive.** India's Sustainability pillar focuses on climate action, green finance, clean energy transitions, and sustainable development. The goal is to ensure that economic progress does not come at the expense of environmental protection or social welfare. BRICS countries are expected to work together toward practical and equitable pathways for sustainable development. [brics2026.gov.in], [indiatvnews.com]

Maritime relevance:

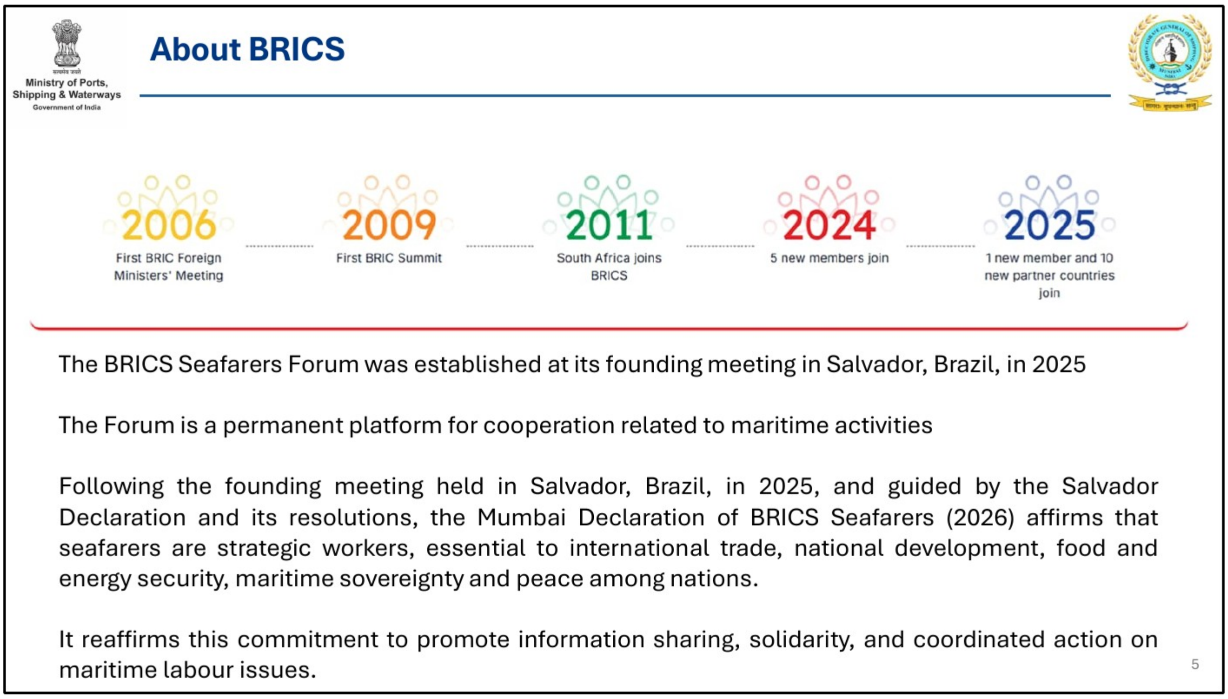
Supporting decarbonisation of shipping. Preparing seafarers for alternative fuels and green technologies. Ensuring a "just transition" that protects maritime jobs. Enhancing environmental stewardship in the maritime sector. Promoting sustainable growth of the blue economy.

Together, these pillars provide a strong framework for advancing decent work, maritime sovereignty, and peace across the Global South.



About BRICS

BRICS has emerged as a significant platform for cooperation among leading economies of the Global South. Today, the expanded BRICS grouping and its partner countries collectively represent nearly half of the world's population, about one-fourth of global trade, and around 40% of global GDP. In the maritime domain, BRICS cooperation has the potential to strengthen logistics and supply chains, promote ocean research, support sustainable coastal development, and enhance collaboration on seafarers' welfare and decent work. For maritime nations such as ours, BRICS provides an important forum to advance shared prosperity, maritime security, and people-centric development.



About BRICS: Evolution of the Forum

Evolution of the BRICS Seafarers Forum

The **BRICS Seafarers Forum**, established in Salvador, Brazil, in 2025, marked an important milestone in maritime labour cooperation among BRICS countries and partner nations. The Forum was created in recognition of the growing role of seafarers from the Global South in supporting international trade, economic development, and global supply chains. It serves as a **permanent platform for dialogue, cooperation, and collective action** among seafarers' unions, maritime workers' organizations, and social partners.

Guiding Principles

The Forum is guided by the **Salvador Declaration (2025)**, which laid the foundation for closer collaboration on labour rights, social protection, safety, skills development, and maritime employment. It promotes solidarity among maritime workers and encourages the exchange of experiences, best practices, and coordinated responses to common challenges.

Mumbai Declaration 2026

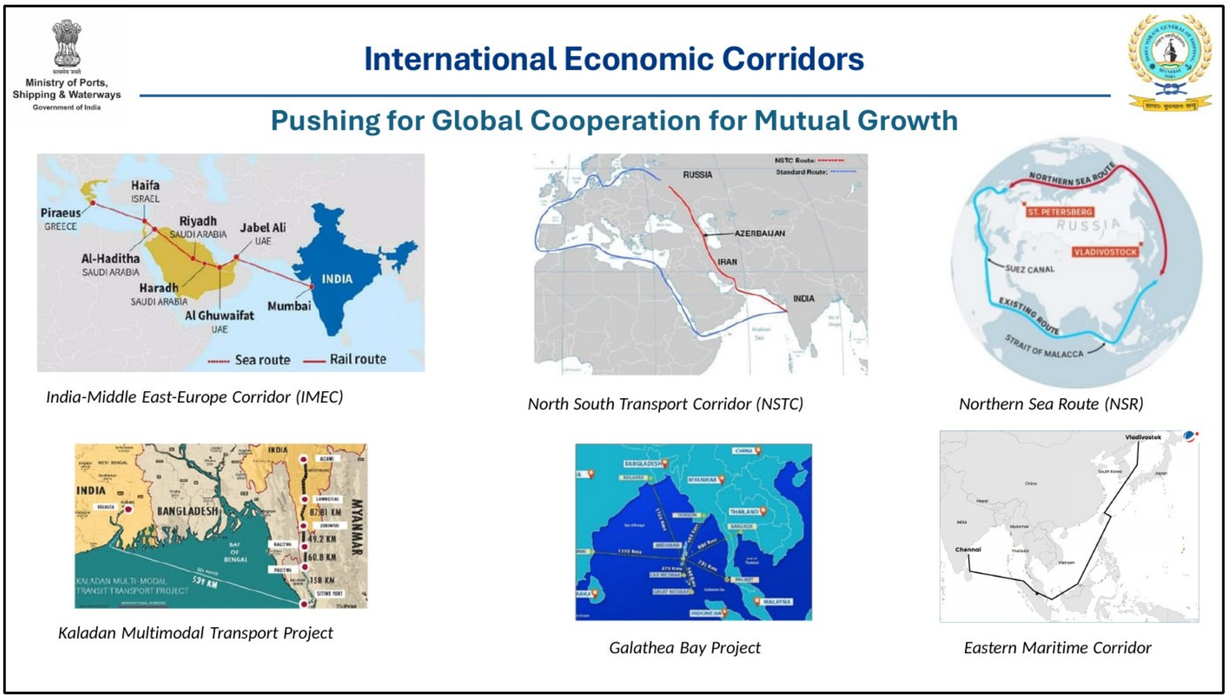
Building on the achievements of Salvador, the **Mumbai Declaration 2026** reinforces the recognition of seafarers as **strategic workers** who are indispensable to: International trade and global supply chains. Food and energy security. National economic development. Maritime sovereignty and resilience. Stability and peace among nations. The Declaration emphasizes that the welfare, safety, and rights of seafarers must remain central to maritime policy and international cooperation.

Key Areas of Cooperation

The BRICS Seafarers Forum seeks to strengthen cooperation in: **Decent work and labour rights** in accordance with international labour standards. **Protection of seafarers in conflict zones** and high-risk maritime areas. **Combating crew abandonment** and ensuring effective implementation of the Maritime Labour Convention (MLC, 2006). **Maritime training, reskilling, and future skills** for digitalization and decarbonization. **Promotion of women in maritime** and greater diversity and inclusion. **Exchange of information and best practices** among BRICS unions and maritime administrations. **Coordinated engagement with the ILO, IMO, ITF, and national governments** on issues affecting seafarers.

Significance for the Global South

The Forum reflects the growing importance of BRICS countries as major suppliers of maritime manpower and maritime services. It provides a unique mechanism for advancing a **Global South perspective** on maritime labour issues. Through continued cooperation, the Forum seeks to build a maritime sector that is **fair, inclusive, resilient, sustainable, and centred on the dignity of seafarers**.



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

International Economic Corridors

and the Future of BRICS Maritime

Cooperation

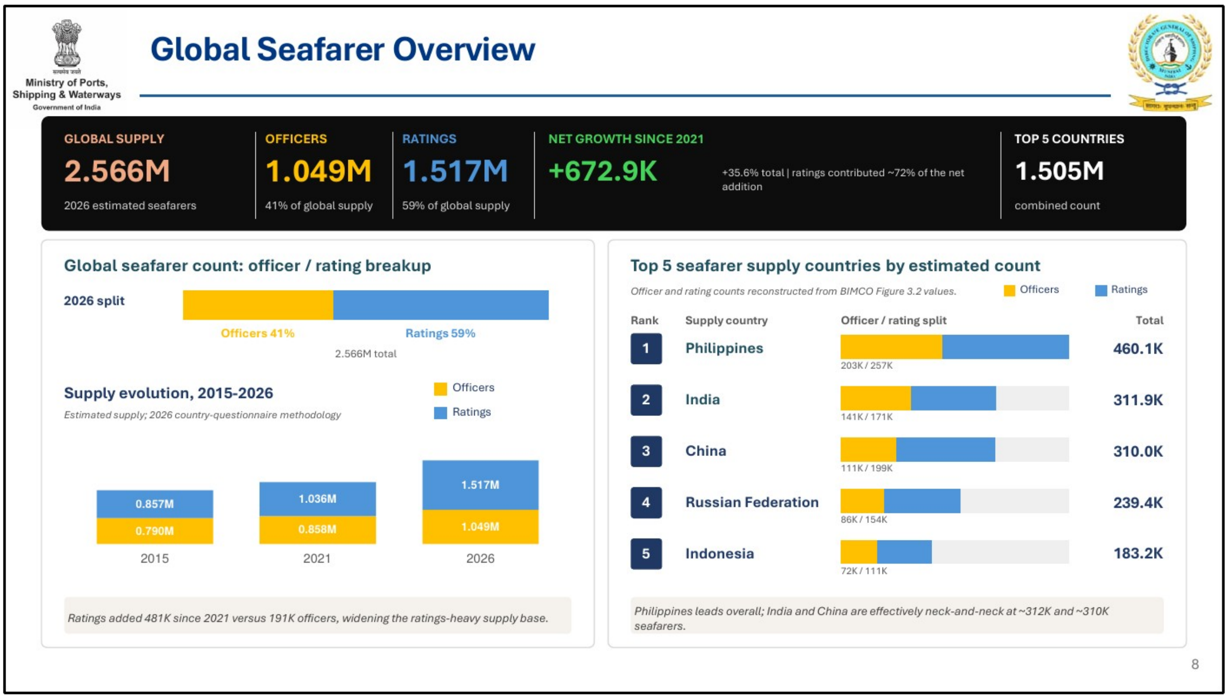
This slide highlights some of the major maritime and multimodal connectivity initiatives that are reshaping global trade and creating new opportunities for BRICS countries. As highlighted in recent research on **BRICS Maritime-Urban Connectivity**, BRICS nations are increasingly aligning their efforts in maritime logistics, port infrastructure, coastal development, research collaboration, and transport corridors. The objective is not merely to move cargo more efficiently, but to create integrated networks that support economic growth, resilient supply chains, innovation, and urban development. The corridors shown here, the **India-Middle East-Europe Corridor (IMEC)**, the **International North-South Transport Corridor (INSTC)**, the **Northern Sea Route**, the **Kaladan Multimodal Project**, the **Galathea Bay Project**, and the **Eastern Maritime Corridor**, represent different but complementary approaches to strengthening connectivity across continents. For BRICS nations, maritime logistics has emerged as a strategic priority. Efficient ports, modern shipping services, multimodal transport systems, and digital logistics networks are critical for improving competitiveness, reducing transportation costs, and strengthening economic integration among member countries. One particularly relevant example for BRICS cooperation is the **Eastern Maritime Corridor connecting Chennai and Vladivostok**. This corridor significantly reduces distance and transit time compared to traditional routes, strengthening India-Russia trade, supporting industrial development, and creating new opportunities for ports and maritime services along both coasts. Similarly, the **INSTC** provides a vital connectivity framework linking India with Russia and Eurasia through Iran, reducing transit times and diversifying supply chains. The expansion of BRICS itself, with the inclusion of countries such as Egypt, Iran, Saudi Arabia and the UAE, further enhances the strategic value of these corridors by connecting key maritime regions across the Indian Ocean, Red Sea, Persian Gulf, Mediterranean and Arctic routes. However, the success of these corridors depends not only on infrastructure and investment but also on people, particularly seafarers. Every new corridor, port expansion, logistics hub, and shipping route increases the demand for skilled maritime professionals capable of operating in an increasingly complex, digital and environmentally conscious shipping industry. This is where the BRICS Seafarers Forum has a crucial role to play. As maritime connectivity expands, cooperation among BRICS seafarers' unions must also deepen. We must work together to ensure decent work, fair treatment, safe working conditions, professional development, social protection, and opportunities for upskilling and reskilling. Ultimately, these corridors are not just routes for trade; they are pathways for shared prosperity. As BRICS strengthens maritime connectivity, we must ensure that the benefits reach the seafarers, port workers, coastal communities, and maritime cities that make this connectivity possible. The future of BRICS will be shaped not only by ships and ports, but by people. By investing in infrastructure, skills, innovation and cooperation, BRICS can create a maritime ecosystem that is more connected, more resilient, and more inclusive for all.

Source: BRICS Maritime-Urban Connectivity: Advancing Infrastructure and

Collaboration by ORF

Key Human-Centric International Maritime Conventions

While maritime trade depends on ships, ports, and infrastructure, its true foundation lies in the safety, welfare, competence, and dignity of the people who operate them, the seafarers. The international maritime community has therefore developed a comprehensive framework of conventions that place human beings at the centre of maritime governance. The four key conventions shown on this slide, **SOLAS, STCW, MARPOL, and the Maritime Labour Convention (MLC, 2006)**, together form the backbone of the global maritime regulatory framework. **SOLAS**, the International Convention for the Safety of Life at Sea, establishes globally accepted standards for ship construction, equipment, operations, and emergency preparedness. Its primary objective is straightforward but fundamental: ensuring the safety of every person at sea. **STCW**, the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, ensures that maritime professionals possess the knowledge, training, competence, and certification necessary to operate increasingly sophisticated vessels safely and efficiently. As shipping undergoes rapid technological transformation, the importance of training and skills development has never been greater. **MARPOL**, the International Convention for the Prevention of Pollution from Ships, reflects the industry's commitment to protecting the marine environment. Today, as the world moves towards decarbonisation and greener shipping, MARPOL plays a critical role in balancing economic growth with environmental responsibility. Complementing these conventions is the **Maritime Labour Convention, 2006**, often referred to as the "Seafarers' Bill of Rights." The MLC establishes minimum global standards relating to employment conditions, wages, hours of work and rest, accommodation, medical care, social protection, repatriation, and welfare of seafarers. India's commitment to implementing the Maritime Labour Convention demonstrates our belief that economic growth in maritime transport must go hand in hand with social justice and human dignity. Compliance with the MLC has strengthened the global reputation of Indian shipping and enhanced confidence in Indian seafarers and Indian-flagged vessels. For the BRICS Seafarers Forum, these conventions provide a common language and a shared framework for cooperation. Whether we are discussing crew abandonment, welfare in conflict zones, women in maritime, future skills, or fair treatment, our collective efforts are guided by these internationally accepted standards. As BRICS nations deepen maritime cooperation, our shared objective must be not only to strengthen trade and connectivity but also to ensure that every seafarer enjoys safe working conditions, fair employment, access to training, social protection, and respect for their rights. Ultimately, the success of shipping is measured not only by the movement of cargo, but also by how well we protect and empower the people who make global trade possible. That is the essence of a truly human-centric maritime sector.



Global Seafarer Overview

BIMCO 2026: Global Seafarer Overview, Detailed Summary Note

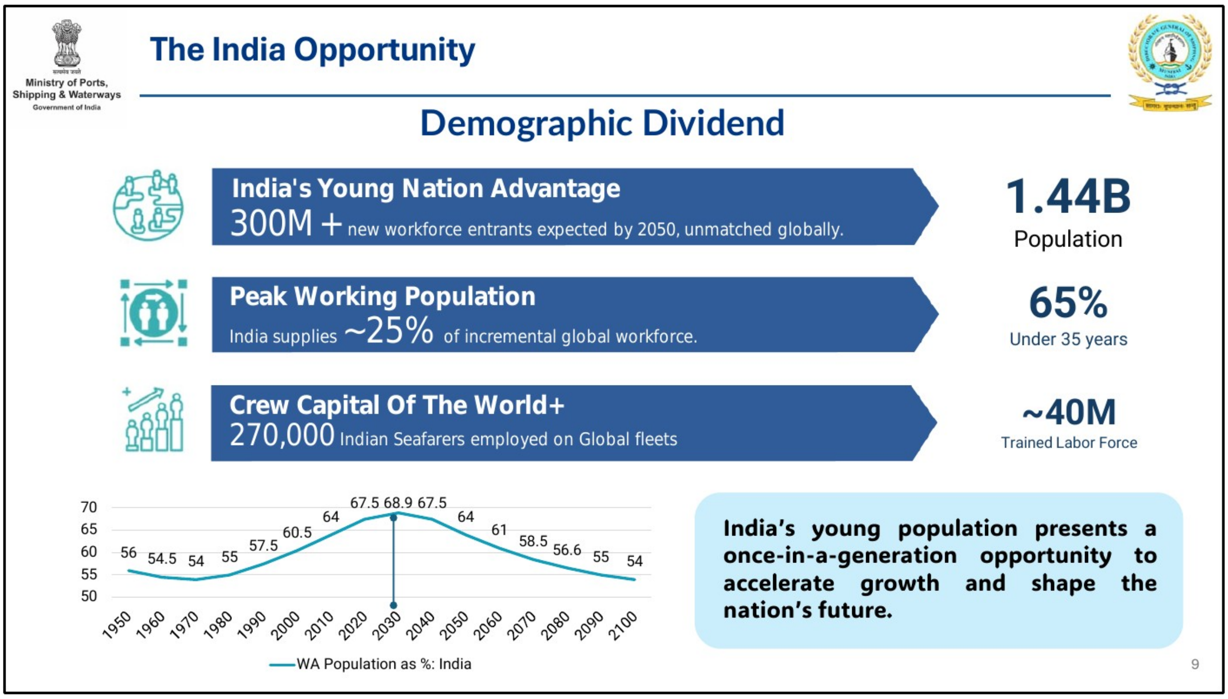
Source: BIMCO/ICS Seafarer Workforce Report 2026, as presented by PwC

According to the BIMCO/ICS Seafarer Workforce Report 2026, the global seafarer supply is estimated at 2.566 million for 2026. Of this total, officers number 1.049 million, representing 41% of the global supply, while ratings number 1.517 million, representing the remaining 59%. This composition indicates that ratings continue to form the larger share of the world's seafaring workforce by a meaningful margin.

The report highlights that global supply has grown by 672.9K seafarers since 2021, a net increase of 35.6% over that period. Of this net addition, ratings contributed approximately 72%, while officers accounted for the remaining share. Stated more specifically, ratings grew by 481K between 2021 and 2026, compared to 191K growth in officers over the same period. This uneven growth pattern has progressively widened the gap between the two categories, reinforcing a supply base that is increasingly ratings-heavy relative to officers.

Examining the longer historical trend from 2015 to 2026, total seafarer supply has risen steadily across three data points: 1.647 million in 2015, 1.893 million in 2021, and 2.566 million in 2026. The pace of growth between 2021 and 2026 appears considerably steeper than that observed between 2015 and 2021, consistent with the disproportionate rise in ratings noted above. The report further identifies the five countries that supply the largest number of seafarers globally, ranked by estimated headcount. The Philippines holds the top position with an estimated 460.1K seafarers, split between 203K officers and 257K ratings. India follows in second place with 311.9K seafarers, comprising 141K officers and 171K ratings. China ranks third with 310.0K seafarers, made up of 111K officers and 199K ratings, notably, China's officer count is lower than India's, but its higher rating count brings its total to a near-identical level. Fourth is the Russian Federation, with 239.4K seafarers (86K officers and 154K ratings), and fifth is Indonesia, with 183.2K seafarers (72K officers and 111K ratings).

Collectively, these five countries supply 1.505 million seafarers, accounting for roughly 59% of the estimated global total. The Philippines leads the ranking by a substantial margin over its nearest competitors, while India and China are described as effectively neck-and-neck, differing by less than 2K seafarers overall (311.9K versus 310.0K). On methodology, the report notes two important caveats. First, the overall 2026 supply estimates are derived using a country-questionnaire methodology specific to the 2026 edition of the report. Second, the officer/rating splits shown for the top five supply countries are explicitly described as reconstructed from BIMCO Figure 3.2 values, rather than reported as original figures in that exact breakdown, a distinction worth noting for anyone citing the country-level officer/rating splits specifically.



The India Opportunity

India's Demographic Dividend

India's population is approximately **1.44 billion**, making it the **most populous country globally**.

Around **65% of the population is below 35 years of age**, indicating a relatively young population structure compared to ageing economies.

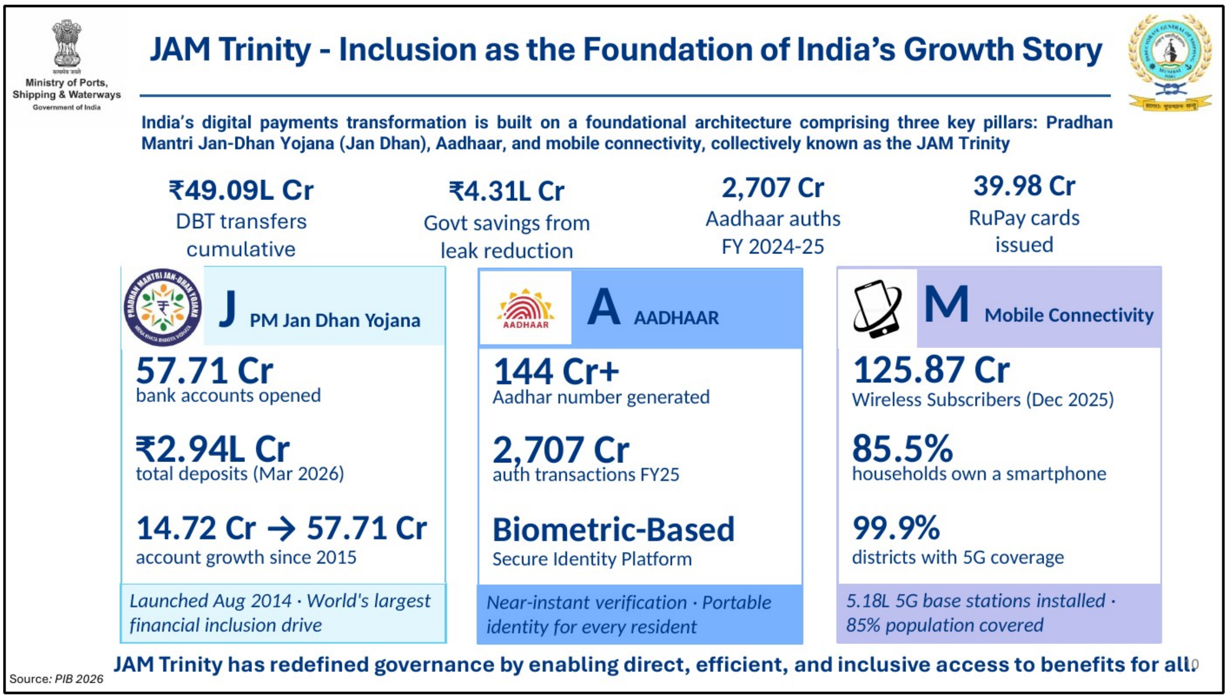
India is expected to add **over 300 million new entrants to the workforce by 2050**, representing one of the largest additions to the global labour supply.

India is projected to contribute approximately **25% of the incremental global workforce growth** in the coming decades.

The **working-age population (15–64 years)** as a share of total population has been rising:

- Around **56% in 1950**
- Peaking near **68–69% between 2020 and 2040**
- Expected to gradually decline to about **54% by 2100**

The country currently has an estimated **~40 million trained labour force**, indicating a growing base of formally skilled workers. In the maritime sector, India contributes significantly to the global workforce with approximately **270,000 Indian seafarers** employed on international fleets. The demographic structure suggests a **window of opportunity during the peak working-age period (approximately 2020–2040)** when the dependency ratio is relatively low.



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

Foundations of India's DPI: The JAM Trinity

India's digital public infrastructure did not emerge overnight. It was seeded through a deliberate convergence of identity, banking and connectivity. This convergence took shape as the JAM trinity. Jan Dhan bank accounts, Aadhaar enrolment and widespread mobile phone penetration created the base layer for India's digital transformation. Together, they connected individuals to the state in a direct and verifiable manner. Through JAM, welfare benefits began to move straight into bank accounts. Intermediaries were reduced. Delays narrowed. Leakage declined. The scale of this integration laid the foundation for what would later evolve into a comprehensive DPI ecosystem.

Aadhaar

Aadhaar introduced a biometric based digital identity platform for residents across the country. It enabled unique identification and secure authentication for efficient service delivery. As of March 2026, more than 144 crore Aadhaar numbers had been generated. Usage reflects deep integration into everyday systems. In 2024-25 alone, over 2,707 crore authentication transactions were carried out. Identity became portable. Verification became near instant. Access to services became more reliable and transparent.

Jan Dhan Yojana

The Pradhan Mantri Jan Dhan Yojana, launched as the National Mission for Financial Inclusion, set out to give every unbanked adult in India a bank account, a financial identity and access to essential services such as credit, insurance and pensions. Launched in August 2014, it evolved into one of the largest financial inclusion initiatives in the world. The number of accounts grew from 14.72 crore in 2015 to 57.71 crore as of March 2026. Deposits increased from ₹15,670 crore in March 2015 to ₹2.94 lakh crore by March 2026. A total of 39.98 crore RuPay debit cards were issued to beneficiaries. Financial participation widened. Savings entered the formal system strengthening economic agency.

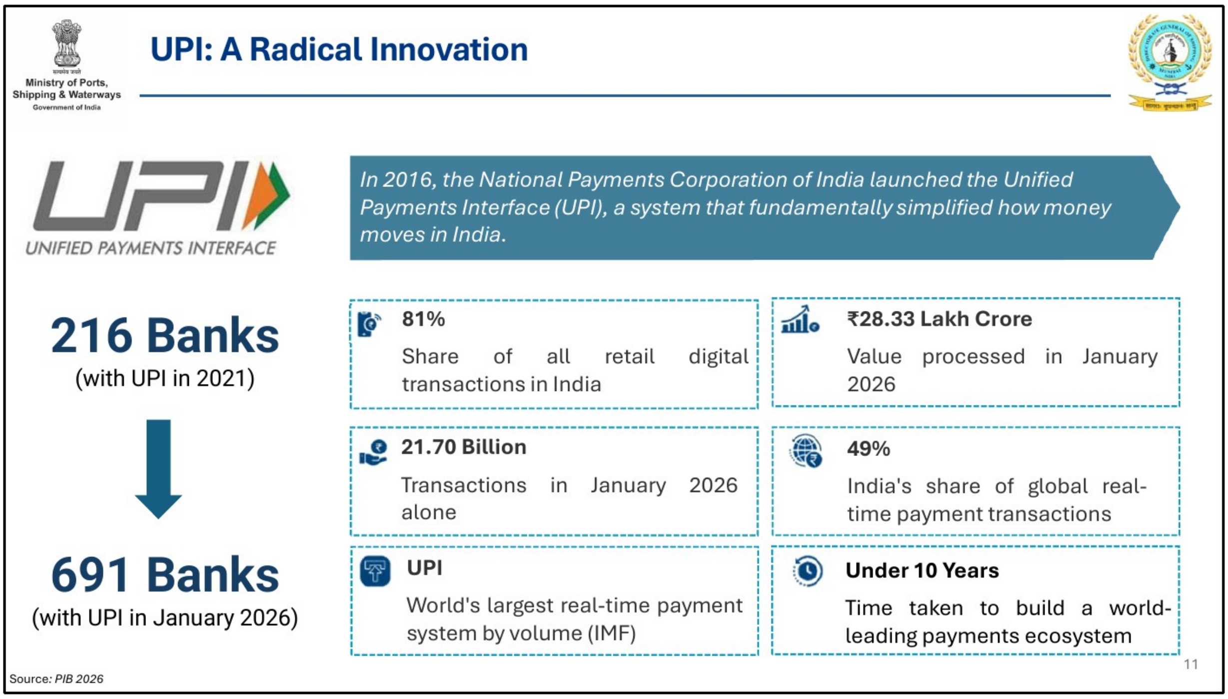
Mobile Phones and Connectivity

Connectivity completed the triangle. With 85.5 percent of Indian households owning at least one smartphone, the mobile phone became a bank, a classroom and a gateway to public services. The number of wireless telephone subscribers reached 125.87 crore at the end of December 2025. Fifth generation (5G) mobile services are now available in 99.9 percent of districts, covering 85 percent of the population. As of December

2025, 5.18 lakh 5G base transceiver stations had been installed nationwide. This extensive digital reach ensured that identity and banking were not confined to urban centres. They became accessible across rural and urban India alike. The JAM trinity created the foundational rails on which India's broader DPI ecosystem was built, linking identity, finance and connectivity at unprecedented scale.

Source:

https://www.pib.gov.in/PressReleaseDetail.aspx?PRID=2235812&reg=6&lang=1



UPI: A Radical Innovation

Not long ago, a simple financial transaction demanded time, effort, and patience. Paying bills meant standing in long queues. Sending money required a visit to the bank, filling out forms, and waiting days for confirmation. For millions in India without access to banking, it meant exclusion from the financial system itself. That India, however, is now the past.

India's financial journey has evolved over centuries from barter systems and cowrie shells to coins, paper currency, and cheques. For much of its modern history, cash remained the dominant mode of transaction. While cheques and demand drafts formalised payments, they were slow and accessible only to a limited segment. Banking infrastructure was largely urban-centric, leaving rural and remote populations underserved.

The early 2000s marked the beginning of digital transformation in payments. The Reserve Bank of India introduced systems like Real-Time Gross Settlement (RTGS) in 2004 and Immediate Payment Service (IMPS) in 2010, enabling faster and round-the-clock transfers. These were significant milestones, but their reach remained limited to those already within the banking ecosystem and access to formal financial services remained limited for many.

A large segment of India's population remained outside formal finance, without access to credit, insurance, or secure savings. The absence of a scalable, inclusive, and real-time digital infrastructure meant that the benefits of economic growth could not fully reach everyone. The need for a transformational shift was clear and it was this need that set the stage for India's digital payments revolution.

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. At its core, UPI enables any bank account to connect with another through a Virtual Payment Address, removing the need to share detailed banking information.

The idea of UPI was radical in its simplicity. No account numbers to memorise. It replaces complex inputs like account numbers and IFSC codes with a simple interface. Users only need a mobile number, a UPI ID, and secure authentication to initiate instant transfers. Transactions are processed in real time, available round the clock, and seamlessly interoperable across banks and applications.

This interoperability has been central to UPI's rapid expansion. From **216 banks in 2021 to 691 by January 2026**, the network has grown into a unified payments infrastructure, enabling users to transact effortlessly regardless of their bank or platform. In parallel, its low-cost architecture has reduced barriers for individuals and merchants alike, while encouraging innovation among banks and fintech players.

As UPI scaled, its impact extended beyond ease of payments. It began to reshape how individuals, small businesses, and informal workers participate in the financial system. Digital transactions became more accessible, reliable, and widely adopted across regions and income groups.

Beyond Convenience: Expanding Financial Access

UPI has moved beyond simplifying payments to reshaping participation in the financial system. By enabling instant, low-cost transactions, it has reduced dependence on cash, improved efficiency, and opened access to formal finance for millions. For small merchants and informal workers, this shift is especially significant, creating new pathways to credit, insurance, and savings.

The real story lies not in the volume of transactions, but in who is transacting. **Autorickshaw drivers** accept payments through QR codes. **Village mandis** settle transactions instantly. **Street vendors** no longer struggle with change. **A domestic worker** can send money across states in seconds using a basic smartphone. In this system, the divide between urban and rural, formal and informal, steadily disappears, marking a decisive shift towards financial inclusion.

At the same time, UPI is evolving into a broader financial platform. **UPI Lite** supports quick, small-value payments, while **UPI AutoPay** streamlines recurring expenses such as utility bills and subscriptions. **Credit on UPI** extends its reach further by enabling access to pre-approved credit lines. Building on this infrastructure, NBFCs and fintech firms are delivering loans, enabling repayments, and offering tailored financial products, expanding the reach of formal finance across the country.

Digital Payments: Enhancing Access, Efficiency, Security and Trust

Building on this expanding ecosystem, UPI is now embedded in the everyday economic fabric of the country. What began as a tool for convenience has evolved into a dependable system that supports individuals, businesses, and financial institutions alike.

For users, the experience is defined by **ease and trust**. Transactions can be completed anytime, from anywhere, through a single application connected to multiple bank accounts. There is no need to share sensitive banking details, and built-in safeguards ensure that payments remain secure. Support features within apps further simplify grievance redressal, making the system accessible even for first-time users.

Further strengthening this trust, the **Reserve Bank of India (RBI) has introduced enhanced authentication mechanisms for digital payment transactions, effective from April 1, 2026.** The mandate of **two-factor authentication** ensures that every transaction is verified through multiple layers, such as PINs, biometrics, or secure tokens alongside OTPs. This significantly reducing fraud risks while reinforcing confidence in digital platforms.

For merchants, it offers a **fast and efficient** way to receive funds without handling cash. They enable businesses to serve a wider customer base, including those who prefer mobile-based payments over cards or cash. Whether in small shops, street markets, or online platforms, transactions are completed instantly, reducing delays and operational challenges such as cash management or returns.

For banks and financial institutions, it **enhances service delivery** by leveraging existing systems to enable secure, real-time transactions. They support large-scale person-to-person and merchant payments while maintaining strong safeguards, improving efficiency and expanding access to formal financial services.

India's Innovation: Creating a Global Impact

India's digital payments ecosystem has not only addressed domestic needs but has also emerged as a reference model globally. Institutions such as the International Monetary Fund (IMF) and the World Bank have acknowledged its scale, efficiency, and inclusiveness.

Global leaders, including Mr. Emmanuel Macron, President of France, have noted India's achievement of processing over 20 billion transactions monthly through UPI, an operational scale unmatched by any other real-time payments system.

UPI has also expanded beyond national borders and is now operational or linked with payment systems in multiple countries, including the United Arab Emirates, Singapore, Bhutan, Nepal, Sri Lanka, France, Mauritius, and Qatar. This growing international footprint is facilitating cross-border transactions, supporting remittance flows, and contributing to financial inclusion, while strengthening India's role in the global fintech landscape.

UPI: A Boon for Financial Transactions in India

UPI has dissolved the divide between the financially served and the financially invisible. Rural and semi-urban India now transacts with the same speed and ease as metropolitan centres.

A homegrown system, built in under a decade, now leads the world. What began as an effort to include the unbanked has become the global gold standard for real-time payments. From queues to QR codes, India's journey reflects the power of inclusive innovation.

UPI is not just a payment system; it is a people's platform. It has made financial transactions faster, simpler, transparent, and truly inclusive. In doing so, it has not only transformed how India pays, but how India progresses.

S o u r c e:

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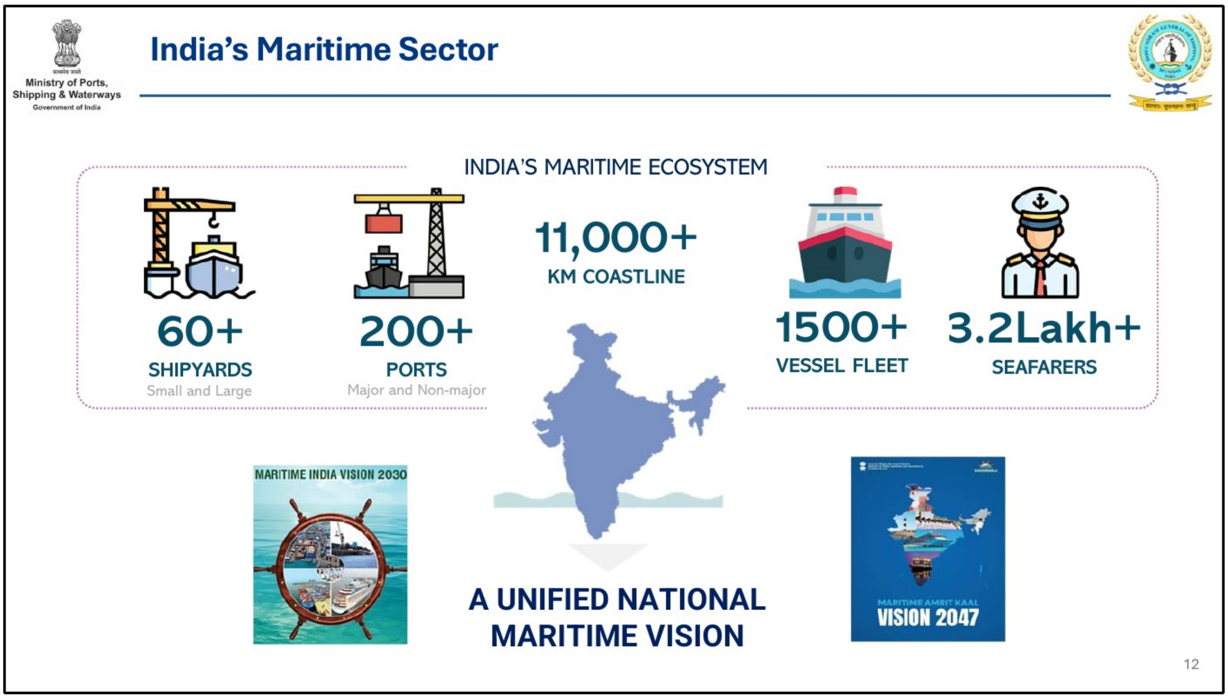


India’s Maritime Sector

Indian Maritime Sector

Vast and Strategic Coastal Advantage

India possesses a coastline of more than 11,000 km, which serves as a major geographical and strategic asset. This extensive coastline enables strong connectivity with global sea routes, providing direct access to international trade networks and facilitating the development of maritime industries along the coast. In a global context, such a vast coastline places India among countries with high maritime accessibility, enhancing its potential to influence regional and international shipping, logistics, and naval activities.

Extensive Port Infrastructure

The presence of more than 200 ports, including both major and non-major ports, highlights the scale and depth of India’s port infrastructure. This wide distribution allows the country to handle diverse cargo operations efficiently while reducing congestion at individual ports. It also promotes balanced regional development by supporting coastal economies. From a global perspective, this extensive port network reflects India’s strong logistical capabilities, enabling the country to participate actively in international trade and ensuring smooth movement of goods across continents.

Strong Shipbuilding and Repair Capacity

India’s maritime strength is further reinforced by the presence of more than 60 shipyards, both small and large. These facilities support ship construction, maintenance, and repair, indicating a well-developed maritime industrial base. This capacity reduces reliance on foreign shipbuilding services and strengthens domestic capabilities. Globally, such a robust shipyard ecosystem contributes to India’s self- reliance and enhances its competitiveness in maritime engineering and industrial production.

Significant Vessel Fleet

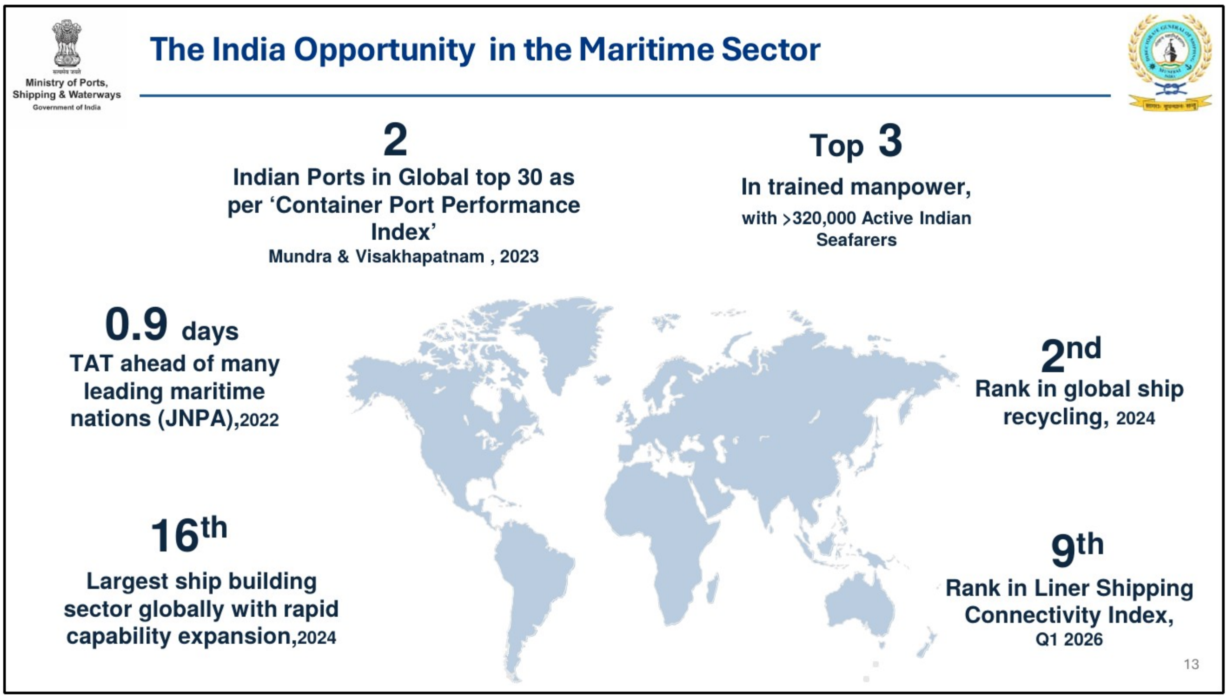
India has a vessel fleet of more than 1500 ships, demonstrating a substantial maritime transport capacity. This fleet enables India to actively participate in global shipping, facilitating trade and strengthening economic ties with other countries. A strong fleet enhances India’s ability to transport goods independently, reducing dependence on external shipping services. In the global maritime landscape, this contributes to India’s standing as an emerging shipping power.

Large and Skilled Workforce

India has a workforce of more than 3.2 lakh seafarers, representing a significant pool of skilled human resources. This workforce plays a key role in operating vessels and supporting global maritime operations. The large number of trained professionals not only supports India's domestic maritime activities but also contributes to the international shipping workforce. This establishes India as an important global supplier of maritime talent, further strengthening its global presence.

Integrated Maritime Vision

The presence of long-term initiatives such as Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047 shows that India's maritime development is guided by a clear and unified national strategy. These visions emphasize modernization, efficiency, and sustainable growth of the sector. A structured long-term approach ensures that India continues to evolve in line with global trade demands and technological advancements, positioning itself as a forward-looking maritime nation.



The India Opportunity in the Maritime Sector

The India Opportunity: Maritime Sector

Overview

India's maritime sector is emerging as a key pillar of economic growth and global trade integration. With strong port performance, a growing skilled workforce, and rising global rankings across multiple maritime indicators, India is positioning itself as a major force in international shipping, logistics, and shipbuilding. The sector reflects both operational efficiency and long- term expansion potential.

Global Port Performance

India has demonstrated notable progress in port efficiency and global competitiveness. As per the Container Port Performance Index (2023), two Indian ports, Mundra and Visakhapatnam, are ranked among the top 30 globally. This achievement reflects improvements in infrastructure, digitalization, and operational turnaround efficiency. High-performing ports are critical for facilitating trade, reducing logistics costs, and strengthening India's role in global supply chains.

Efficient Turnaround Time

India has achieved a turnaround time (TAT) of 0.9 days, which is ahead of many leading maritime nations, according to the United Nations Conference on Trade and Development (UNCTAD) / UNPA (2022). A lower turnaround time indicates faster loading and unloading, reduced congestion, and better port management practices. This efficiency enhances competitiveness and attracts more global shipping traffic to Indian ports.

Skilled Maritime Workforce

India ranks among the top 3 countries globally in trained maritime manpower, with over 320,000 active Indian seafarers. This large, skilled workforce highlights India's strength as a global supplier of maritime professionals. Indian seafarers are widely employed across international fleets, contributing significantly to global shipping operations and reinforcing India's reputation as a "crew capital."

Shipbuilding and Recycling Industry

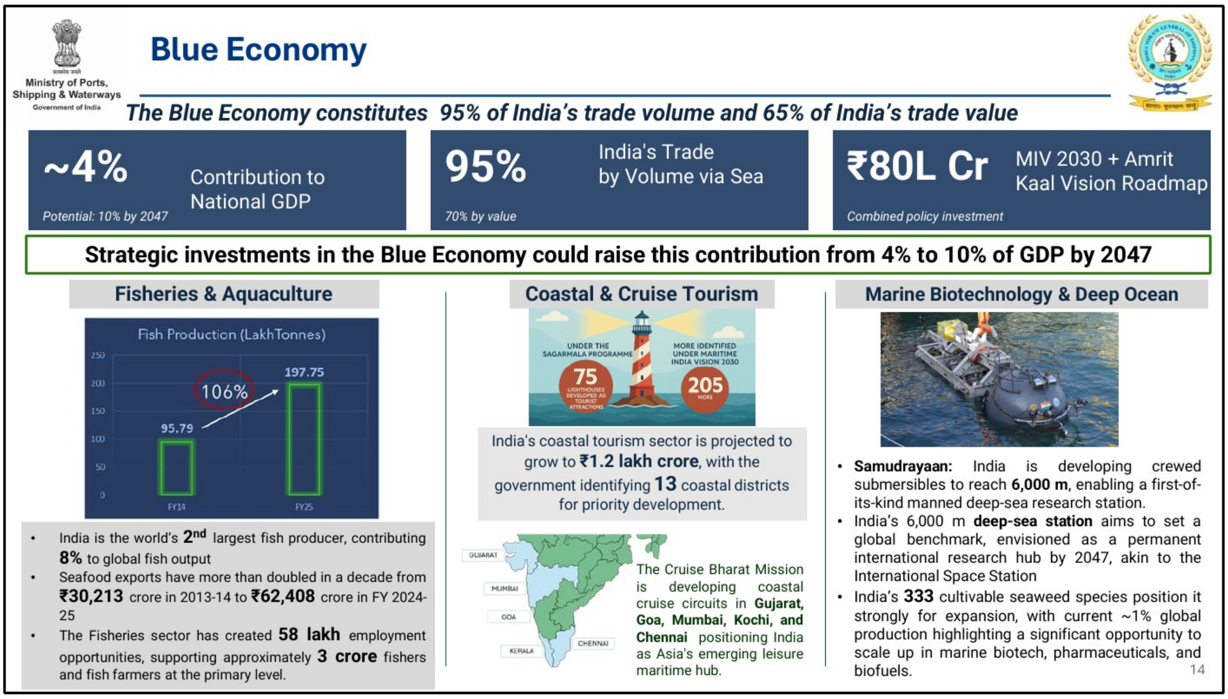
India is steadily expanding its capabilities in shipbuilding and recycling: It ranks 16th globally in shipbuilding, with rapid growth and increasing infrastructure investments. India holds the 2nd position globally in ship recycling (2024), demonstrating its leadership in dismantling and reprocessing ships in an environmentally compliant manner. These sectors not only generate employment but also support sustainability and circular economy practices.

Global Connectivity and Trade Integration

India is ranked 9th in the Liner Shipping Connectivity Index (Q1 2026), reflecting strong integration into global shipping networks. Improved connectivity enhances trade efficiency, increases export-import opportunities, and strengthens India's position as a global logistics hub.

Conclusion: A Strategic Maritime Advantage

India's maritime sector presents a **compelling growth story**, backed by strong port performance, efficient operations, and a large pool of skilled manpower. With rising global rankings in shipbuilding, recycling, and connectivity, India is increasingly becoming a central player in global maritime trade. These developments, combined with continuous policy support and infrastructure expansion, position the sector as a key enabler of India's long- term economic growth and international competitiveness.



Blue Economy

India's Blue Economy plays a central role in the country's growth, accounting for 95% of trade volume and 65% of trade value, showing strong global trade integration. It currently contributes around 4% to GDP, with the potential to rise to 10% by 2047 through strategic investments of ₹80 lakh crore under long-term maritime visions.

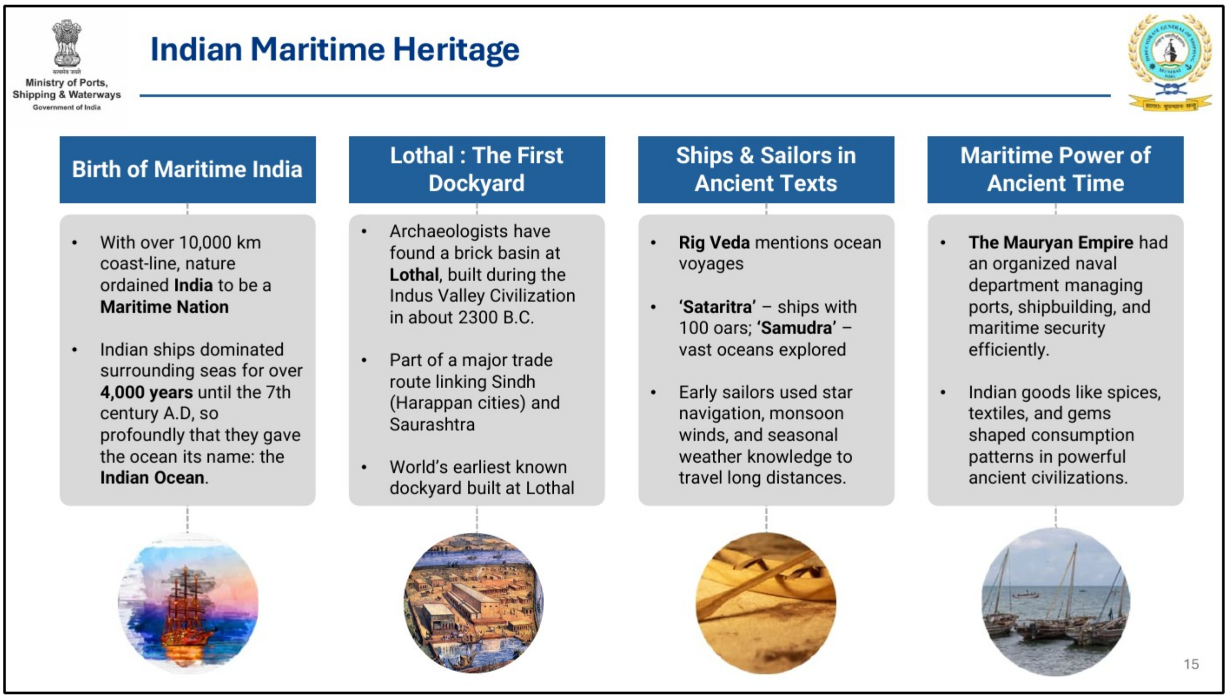
The fisheries sector highlights India's global strength, as the country is the second-largest fish producer, contributing 8% of global output. Exports have more than doubled, and the sector supports 58 lakh jobs and nearly 3 crore livelihoods, strengthening both economic and social foundations.

Coastal and cruise tourism is another major growth driver, projected to reach ₹1.2 lakh crore, supported by lighthouse tourism, identified coastal districts, and cruise circuits across major cities. This positions India as an emerging maritime tourism hub in Asia.

In advanced sectors, initiatives like Samudrayaan and deep-sea research at 6,000 meters highlight India's technological progress. With 333 cultivable seaweed species, India also has strong potential in marine biotechnology, pharmaceuticals, and biofuels.

Global Significance

India stands out globally due to its dominance in sea-based trade, strong fisheries output, growing tourism sector, and advancements in deep-sea technology. Combined with long-term planning and large investments, this makes India a rising global leader in the Blue Economy.



Indian Maritime Heritage

Overview

India's maritime history is rich, ancient, and deeply intertwined with its geography and culture. With a vast coastline and strategic location, India has been a maritime nation for thousands of years, contributing significantly to global trade, navigation, and seafaring knowledge. This heritage reflects early innovation, organized systems, and long-distance trade connections that shaped both regional and global civilizations.

Birth of Maritime India

India's maritime identity originates from its extensive coastline of over 10,000 kilometers, which naturally positioned it as a seafaring nation. For more than 4,000 years, Indian ships dominated surrounding seas, actively engaging in trade, exploration, and cultural exchange. This prolonged maritime dominance was so influential that the ocean itself came to be known as the Indian Ocean, highlighting India's historical significance in global maritime activity. The country's early engagement with sea routes established strong economic and cultural linkages with distant lands.

Lothal: The First Dockyard

One of the earliest examples of India's maritime advancement is the ancient port city of Lothal, dating back to around 2300 BCE during the Indus Valley Civilization. Archaeological discoveries at Lothal include a brick-built dockyard, considered one of the world's earliest known dockyards. This structure demonstrates advanced engineering and urban planning capabilities. Lothal was also part of a major trade network connecting regions like Sindh (Harappan cities) and Saurashtra, facilitating inland and overseas trade. The existence of such infrastructure indicates that maritime trade and ship- handling techniques were highly developed even in ancient times.

Ships and Sailors in Ancient Texts

Ancient Indian literature provides strong evidence of maritime knowledge and exploration: The Rig Veda contains references to ocean voyages, indicating early awareness of sea travel. Terms like "Sataritra" describe ships with 100 oars, while "Samudra" signifies the vast oceans explored by ancient sailors. Early seafarers relied on astronomy (star navigation), monsoon wind patterns, and seasonal weather knowledge to undertake long-distance journeys. These references show that Indian sailors possessed advanced navigation skills and a deep understanding of marine environments, enabling safe and efficient travel across vast distances.

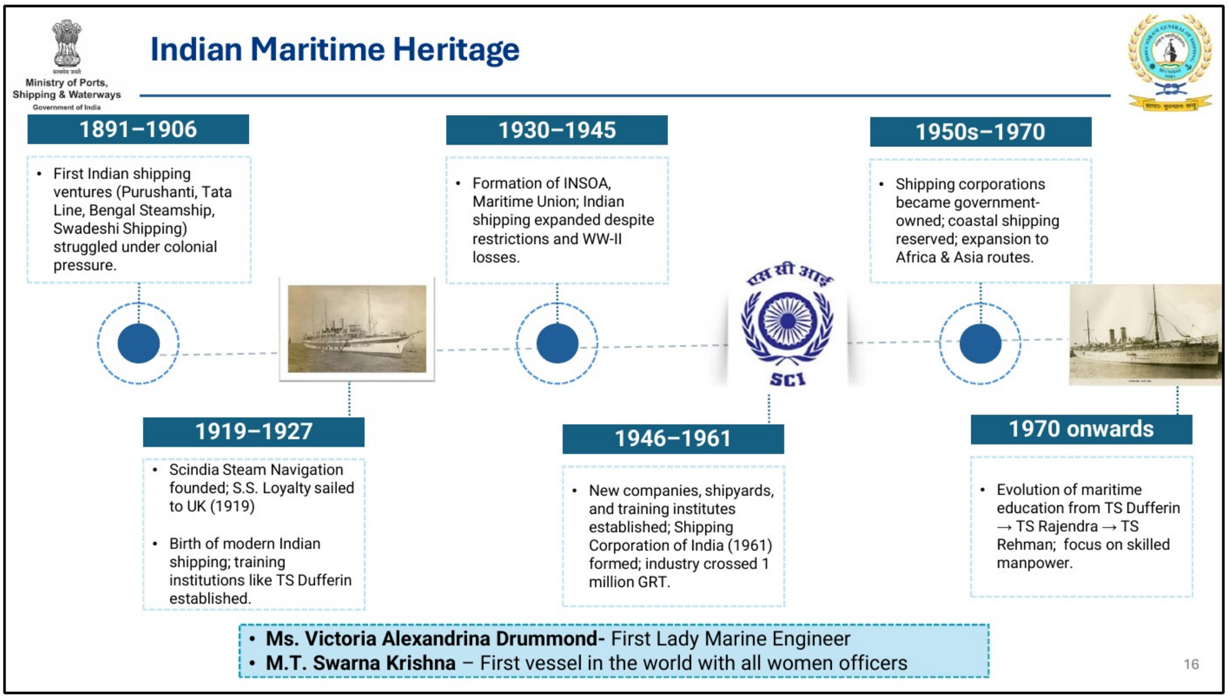
Maritime Power in Ancient Times

India’s maritime strength continued into historical empires, particularly during the Mauryan Empire, which maintained an organized naval administration. This naval system managed ports, shipbuilding activities, and maritime security, ensuring efficient trade and protection of sea routes. Such organization reflects the strategic importance placed on maritime affairs in governance. Additionally, Indian exports such as spices, textiles, and precious gems were highly valued across ancient civilizations. These goods influenced consumption patterns and trade networks in regions far beyond India, reinforcing its role as a global trading hub.

Conclusion

India’s maritime heritage is a testament to its early innovation, strategic geographic advantage, and long-standing global engagement. From ancient dockyards like Lothal to references in sacred texts and organized naval systems, India has consistently demonstrated maritime excellence.

This rich legacy not only highlights the country’s historical achievements but also provides a strong foundation for its modern maritime ambitions.



Indian Maritime Heritage (Modern Evolution)

Overview

India's modern maritime journey reflects a gradual transition from colonial constraints to a structured and globally competitive maritime industry. Over time, the sector has evolved through key phases starting with early indigenous efforts, expanding through organized institutions, and eventually developing into a robust system supported by government policies, training infrastructure, and global integration.

1891–1906: Early Indian Shipping Ventures

The late 19th and early 20th centuries marked the beginning of Indian-owned shipping enterprises, including ventures such as Purushanti, Tata Line, Bengal Steamship, and Swadeshi Shipping. However, these early initiatives faced significant challenges under colonial rule, including restrictive policies and competition from foreign shipping companies. Despite these obstacles, these ventures laid the foundation for India's maritime independence and future growth.

1919–1927: Birth of Modern Indian Shipping

This period represents the true beginning of modern Indian shipping. A major milestone was the establishment of the Scindia Steam Navigation Company. In 1919, the ship S.S. Loyalty sailed to the United Kingdom, symbolizing India's entry into international shipping. Maritime training also gained importance, with institutions like TS Dufferin being set up to develop skilled seafarers. This era marked a shift toward organized maritime activity and capacity building.

1930–1945: Institutional Growth Amid Challenges

During this phase, the sector saw the formation of important maritime organizations such as:

- INSOA (Indian National Steamship Owners' Association)
- Maritime unions Despite facing global disruptions like World War II and regulatory restrictions, Indian shipping continued to grow. The establishment of such institutions strengthened coordination and representation within the industry.

1946–1961: Post-Independence Expansion

After independence, India focused on building a self-reliant maritime sector. New shipping companies, shipyards, and training institutes were established. In 1961, the Shipping Corporation of India (SCI) was formed as a major national entity. The industry expanded significantly, crossing 1 million Gross Registered Tonnage (GRT). This period reflects rapid growth, industrial organization, and capacity expansion.

1950s–1970: Government-Led Development

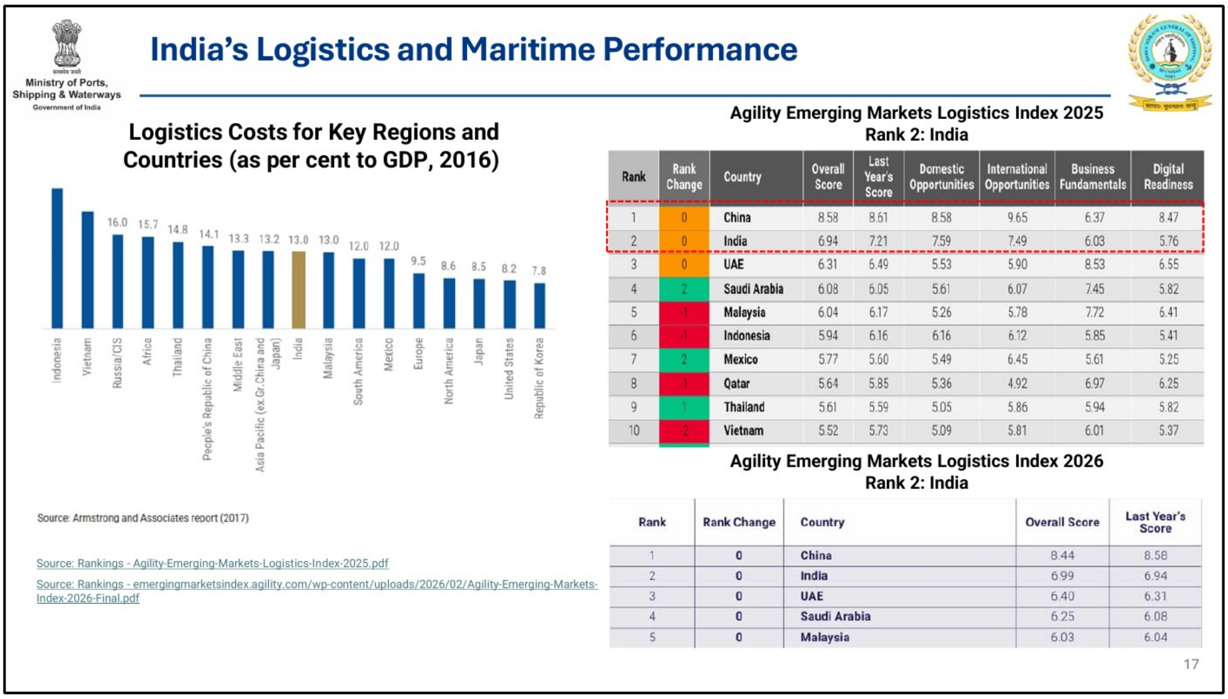
During the mid-20th century, the government played a central role in shaping the maritime sector: Shipping corporations became government-owned entities. Coastal shipping was reserved for Indian operators. Trade routes expanded to Africa and Asia, strengthening India's global maritime presence. This era emphasized policy support, protection, and expansion of trade networks.

1970 Onwards: Focus on Skill Development and Modernization From the 1970s onward, India's maritime progress has been driven by education, training, and skill development. Maritime training evolved through institutions such as TS Du(cid:431)erin → TS Rajendra → TS Rehman.

Greater focus was placed on developing a skilled and globally competitive workforce. This shift helped India emerge as a leading supplier of trained seafarers worldwide, aligning with global maritime standards.

Conclusion

The evolution of India's maritime sector highlights a journey of resilience, institutional development, and strategic growth. From early struggles under colonial rule to becoming a structured and globally recognized maritime nation, India has continuously strengthened its maritime capabilities. This historical progression underscores the importance of policy support, training infrastructure, and international engagement in shaping India's current maritime strength and future potential.



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

India’s Logistics and Maritime Performance

India’s logistics sector has shown notable improvement in efficiency and global competitiveness in recent years, supported by policy reforms, infrastructure investments, and digital advancements.

- **Reduction in Logistics Costs** Historically, India’s logistics costs were relatively high at around **13% of GDP (2016)**, compared to **8–10% in developed economies**. As per the latest assessment by **NCAER for DPIIT**, India’s logistics costs have **reduced significantly to 7.97% of GDP**, indicating improved operational efficiency, better multimodal integration, and cost optimization. This decline enhances India’s competitiveness in global trade and supports the “Make in India” initiative.
- **Comparative Global Position** In 2016, India’s logistics costs (13%) were comparable to countries such as Malaysia, Mexico, and China, but higher than advanced economies like the United States (around 8.2%) and Korea (7.8%). The recent reduction places India closer to global benchmarks, narrowing the cost disadvantage.
- **Performance in Emerging Markets Logistics Index** According to the **Agility Emerging Markets Logistics Index 2025**, India ranks **2nd globally among emerging markets**, maintaining its position from the previous year. In the **2026 Index**, India continues to hold **Rank 2**, with an improved overall score of **6.99 (up from 6.94 in 2025)**. India performs strongly in:

Domestic opportunities (7.59 in 2025)

International opportunities (7.49 in 2025)

However, relatively lower scores in **digital readiness (5.76 in 2025)** and **business fundamentals (6.03)** suggest areas for further improvement.

- **Key Drivers of Improvement** Implementation of **GST**, reducing interstate logistics barriers Development of **Dedicated Freight Corridors (DFCs)** Expansion and modernization of **ports and maritime infrastructure** Adoption of **digital logistics platforms and tracking systems** Government initiatives such as the **National Logistics Policy and PM Gati**

Shakti

- **Implications** Lower logistics costs improve **export competitiveness and supply chain**

efficiency

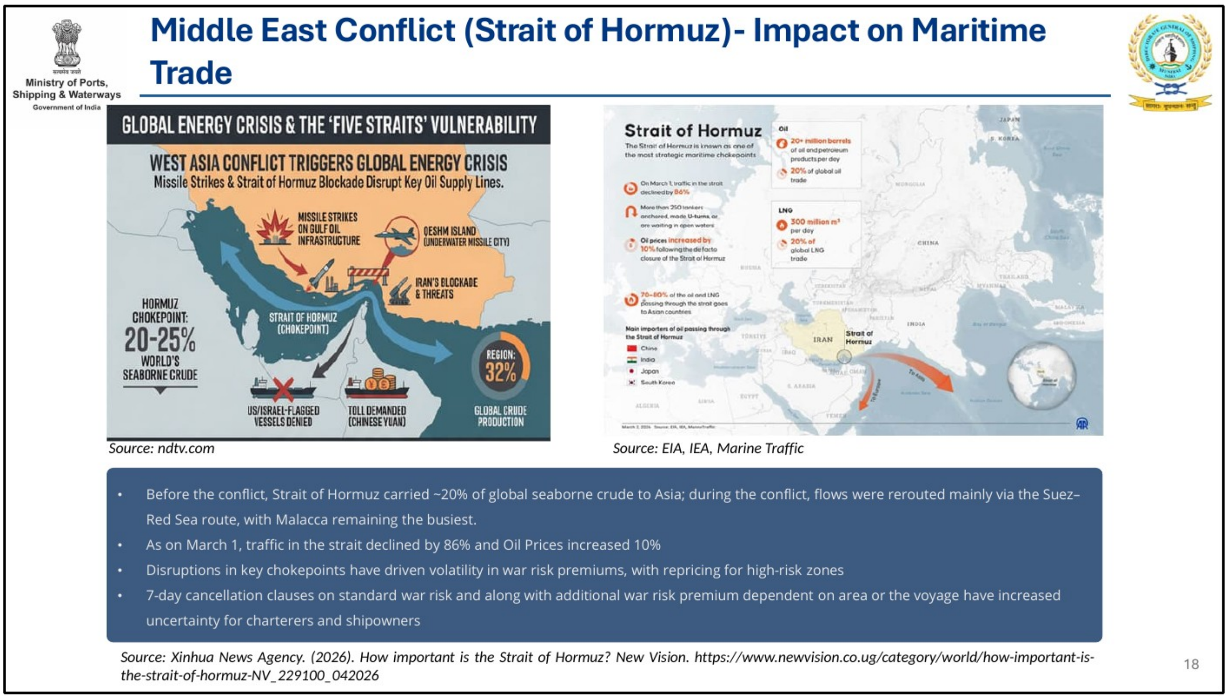
High ranking in global indices reflects **investor confidence and market**

attractiveness

Continued focus on **digitalization and regulatory reforms** is essential to sustain progress

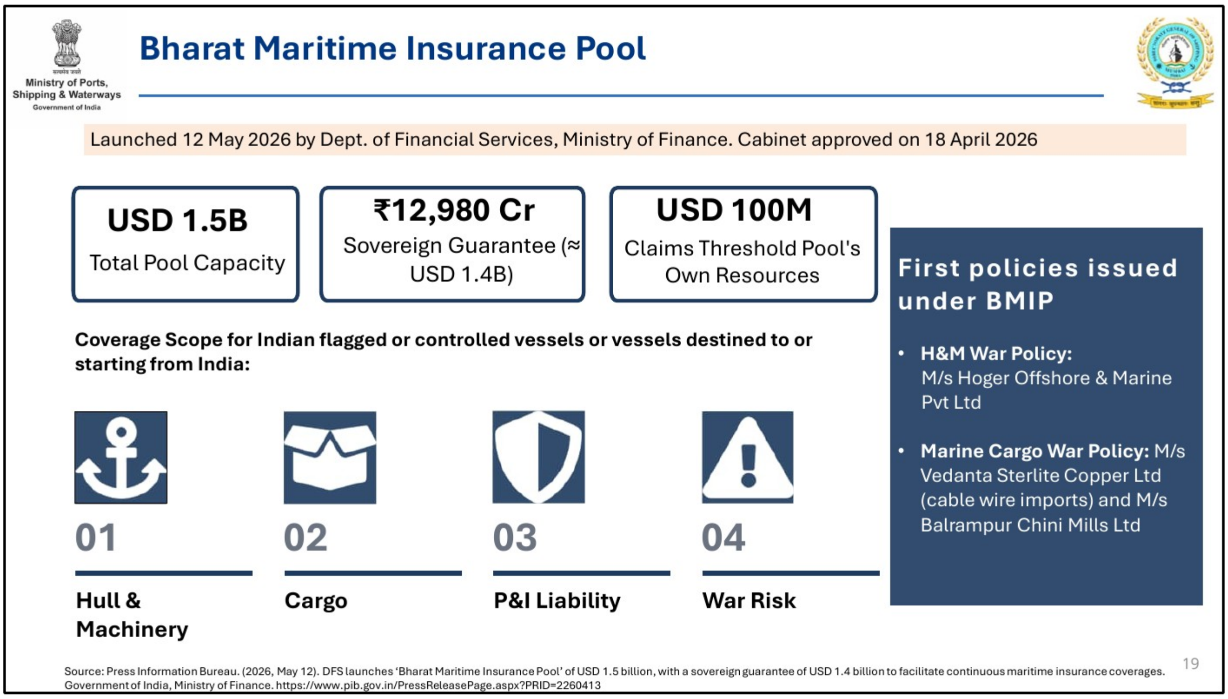
Conclusion:

India’s logistics landscape is undergoing a structural transformation, marked by declining costs and improved global rankings. While the country has emerged as a leading logistics market among emerging economies, sustained policy support and technological adoption will be crucial to further enhance efficiency and competitiveness.



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

Before the conflict, the Strait of Hormuz carried roughly 20% of global seaborne crude to Asia, during the conflict, flows were rerouted via the Suez– Red Sea corridor, with Malacca remaining the busiest passage. Strait traffic fell about 86% and oil prices rose about 10%. Chokepoint disruption drove war-risk premium volatility, while seven-day cancellation clauses and area- dependent AWRP increased uncertainty for charterers and owners. India is unusually exposed to this particular chokepoint. The country imports the large majority of its crude oil, and a substantial share transits the Strait of Hormuz from Gulf producers, much of it on Indian public-sector- chartered tankers. The Strait is the world's most important oil chokepoint, when it is threatened, the consequences are felt simultaneously in freight rates, insurance premiums and the landed cost of energy. The four great maritime chokepoints, Hormuz, Bab-el-Mandeb (the Red Sea approach), the Suez Canal and the Strait of Malacca, between them carry the bulk of seaborne energy and containerised trade. A disruption at one forces re-routing that lengthens voyages, ties up tonnage and pushes premiums up across the network, not merely at the affected point. The mechanism that transmits the shock into Indian balance sheets is the war- risk contract: the seven-day cancellation clause lets underwriters reprice or withdraw at a week's notice, and the AWRP for listed areas, passed through charter-party war clauses, lands on the charterer, frequently an Indian importer. This is the precise sequence that catalysed the Bharat Maritime Insurance Pool: a strategic chokepoint vital to Indian energy security became, almost overnight, a place where cover could be withdrawn or priced out of reach, and where sanctions could cause foreign reinsurers to step away entirely. The next slide quantifies what that did to premiums.



Bharat Maritime Insurance Pool

BMIP was launched on 12 May 2026 by the Department of Financial Services, Ministry of Finance (Cabinet approval 18 April 2026). It carries USD 1.5 billion of total pool capacity, a sovereign guarantee of ₹12,980 crore (USD 1.4 billion), and a USD 100 million claims threshold for the pool's own resources. It covers H&M, Cargo, P&I and War Risk for Indian-flagged or controlled vessels, or vessels destined to or starting from India. The first policies were an H&M War policy to M/s Hoger Offshore & Marine, and Marine Cargo War policies to M/s Vedanta Sterlite Copper (cable-wire imports) and M/s Balrampur Chini Mills. Structurally, BMIP is a state-backed co-insurance and reinsurance pool. Domestic insurers who are pool members issue the policies, drawing on the combined underwriting capacity of the pool, and then reinsure the risks among themselves in proportion to their committed capacity, GIC Re administers the arrangement. Above the pool's own USD 100 million layer stands the sovereign guarantee, a contingent backstop of last resort, invoked only after the pool's reserves, member contributions and reinsurance are exhausted. In insurance terms it is a national catastrophe pool with a government stop-loss on top. This is a well-established model internationally, and the comparisons are useful for the workshop: Pool Re (United Kingdom, 1993), an industry mutual for terrorism risk, sitting beneath an HM Treasury backstop that responds when the pool's funds are exhausted. It is the closest conceptual cousin to BMIP's "pool first, sovereign guarantee last" design. GAREAT (France), Extremus (Germany), TRIP (United States) and ARPC (Australia), further state-supported pools created where the private market could not, on its own, carry a politically driven catastrophe risk. Russia's national reinsurance response, facing Western sanctions and the withdrawal of foreign reinsurance, Russia channelled marine and other risks through a state-owned national reinsurer and domestic insurers. It is the most direct precedent for BMIP's sanctions-resilience rationale: when foreign capacity leaves, sovereign capacity keeps trade moving. Norway's DNK (the shipowners' war-risk mutual), a long-standing, state- affiliated mutual dedicated to war risks, showing how a maritime nation can keep war cover domestic and dependable. The first policies are deliberately illustrative rather than large: a hull-war cover for an offshore operator and cargo-war covers for an industrial importer and a sugar producer. They demonstrate that the Pool can issue across H&M-war and cargo-war lines from day one. The harder lines, full P&I and the certificate-issuing function, are where the implementation work, discussed on the closing slides, must concentrate.

Seafarers as "Key Workers" in Global Supply Chains

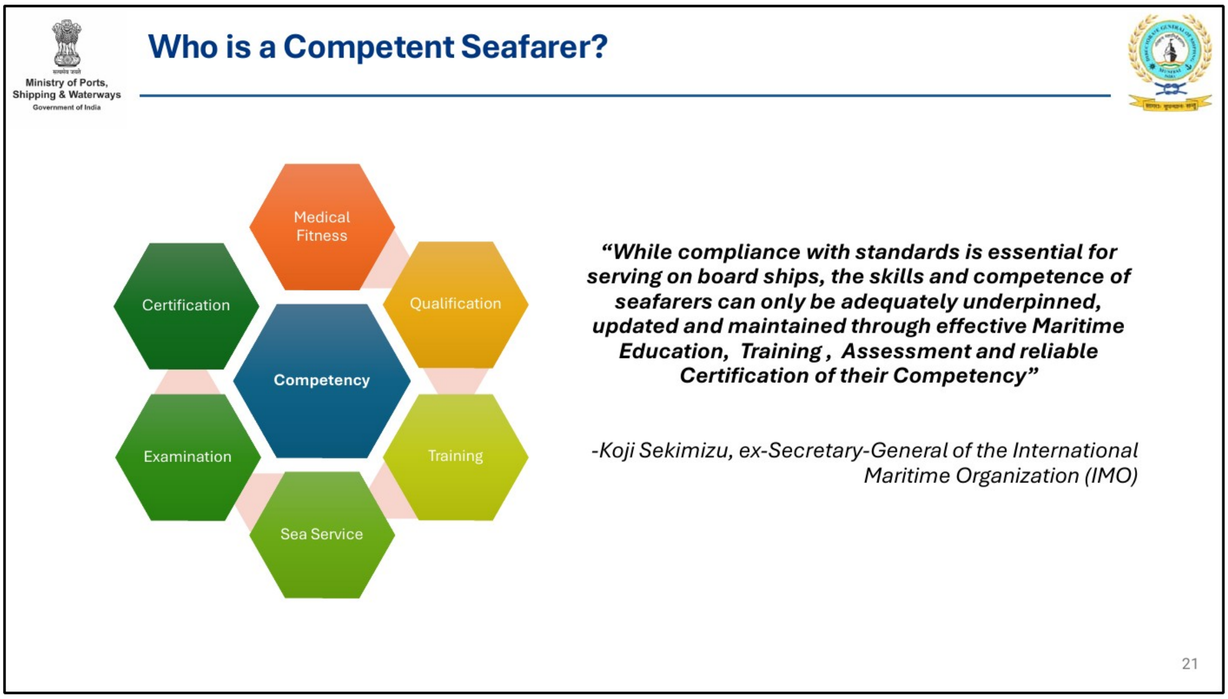
The seafaring profession continues to serve as a critical backbone of global trade and economic stability. Over 90 percent of world trade is transported by sea, underscoring the indispensable role played by seafarers in ensuring the uninterrupted movement of essential commodities, including food, fuel, and raw materials. Their expertise and resilience sustain global supply chains, particularly during periods of disruption, reinforcing their status as key contributors to economic continuity.

Recent developments at the international level have further formalized this recognition. Amendments to the Maritime Labour Convention have led to seafarers being officially acknowledged as "key workers" by the International Labour Organization. This recognition reflects the essential nature of their services and highlights the need for enhanced support systems, improved working conditions, and greater institutional focus on their welfare.

At the same time, emerging workforce trends indicate a significant demand-supply gap. Estimates by the International Chamber of Shipping and BIMCO suggest a projected shortfall of approximately 89,510 STCW-certified officers by 2026. This anticipated shortage presents both a challenge and a strategic opportunity, particularly for countries with strong maritime training ecosystems.

India is well-positioned in this context, being one of the largest suppliers of seafarers globally. The evolving global demand creates an opportunity to further strengthen its role in the maritime workforce by expanding training capacity, enhancing quality standards, and aligning skill development with international requirements.

In response, efforts are being directed towards building a future-ready maritime workforce through a combination of targeted training initiatives and well-being measures. This includes a focus on skill enhancement, regulatory alignment, and improving the overall working environment for seafarers, ensuring both competitiveness and sustainability in the sector.



Who is a Competent Seafarer?

The concept of a competent seafarer extends beyond basic compliance with regulatory standards and reflects a combination of qualifications, practical experience, continuous training, and overall fitness to perform duties at sea. Competency in this context is a composite outcome, shaped by multiple interdependent elements that together ensure safe and efficient maritime operations.

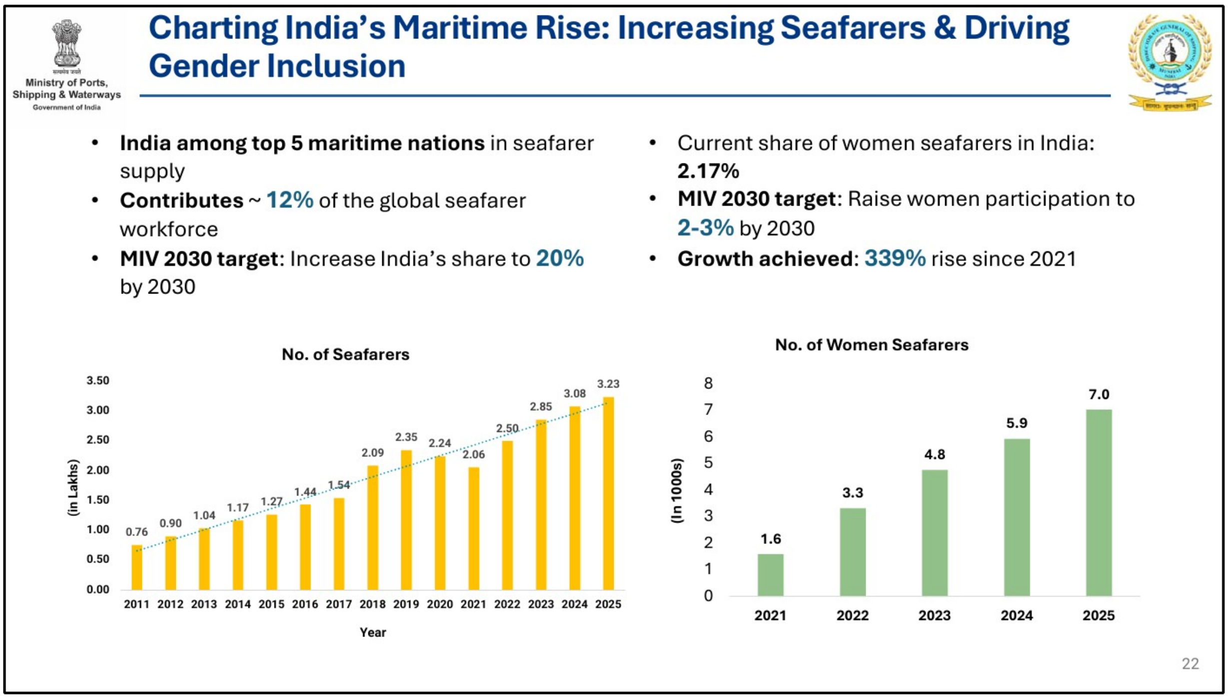
At the foundation lies formal certification and qualification, which establish that an individual meets the prescribed international standards required to serve onboard. These are supported by structured examinations that validate theoretical knowledge and technical understanding in line with global frameworks. However, certification alone is not sufficient to ensure operational readiness.

Practical exposure through sea service plays a critical role in translating knowledge into real-world capability. It is during onboard experience that seafarers develop situational awareness, decision-making ability, and the resilience required to operate in dynamic and often challenging maritime environments. This is further strengthened through continuous training, which ensures that skills remain current and aligned with evolving technologies, safety protocols, and regulatory requirements.

Medical fitness is another essential dimension, given the demanding nature of seafaring. Physical and mental well-being directly influence performance, safety, and the ability to respond effectively in high-pressure situations. Ensuring consistent standards of medical fitness is therefore integral to maintaining overall competency levels across the workforce.

The broader perspective emphasizes that competency is not a one-time achievement but a continuous process of development and validation. As highlighted by Koji Sekimizu, former Secretary-General of the International Maritime Organization, effective maritime education, training, assessment, and reliable certification systems are essential to ensure that seafarers' skills remain relevant, updated, and aligned with industry needs.

Taken together, these elements underscore the importance of a robust and integrated ecosystem that supports the development, assessment, and continuous enhancement of seafarer competency, ensuring both safety at sea and the sustained efficiency of global maritime operations.



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

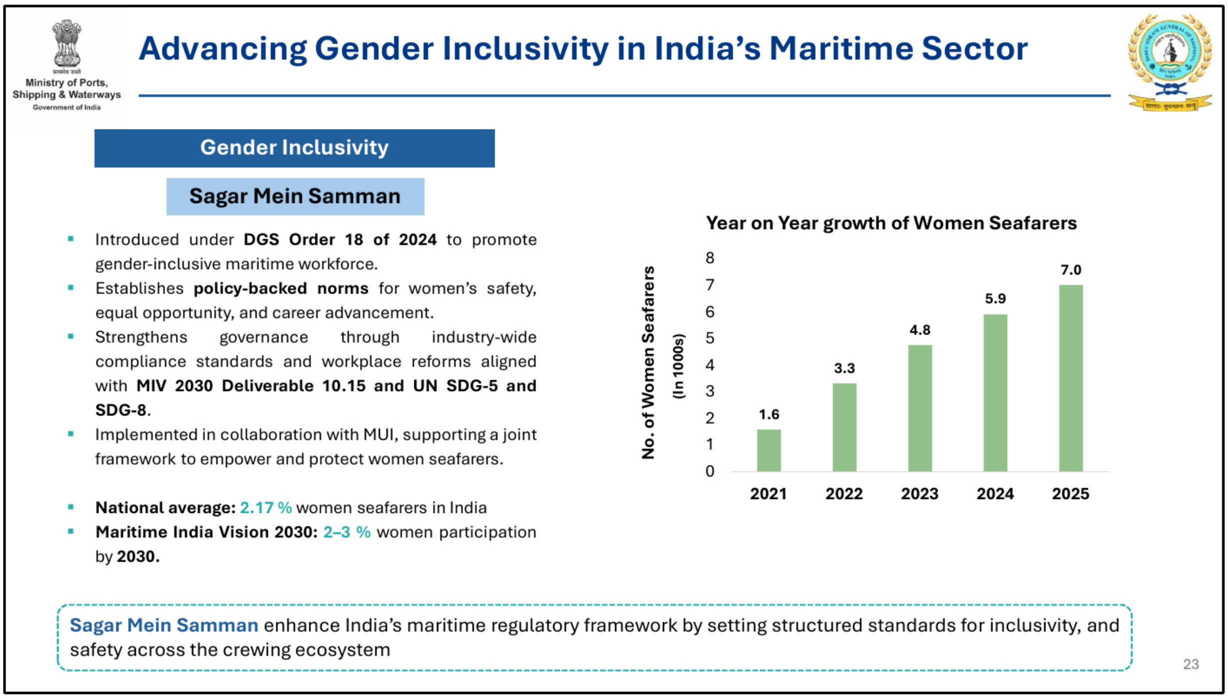
India is currently positioned among the **top five maritime nations** in terms of supplying seafarers to the global shipping workforce. The country contributes nearly **12%** of the world's seafarers, and under the **Maritime India Vision (MIV) 2030**, the target is to further increase this share to **20%** by 2030.

Four key pillars to enhance India's share is outlined in Exhibit 10.5 of MIV 2030. It acts as a comprehensive national approach to increasing India's global share of seafarers through **four strategic pillars**. Each pillar targets a critical component of seafarer development ranging from improving training quality to expanding career opportunities and strengthening welfare frameworks.

- **Enhancement of Quality of Maritime Training** This pillar aims to ensure that India produces high-calibre seafarers by introducing standardized entrance tests, redesigning maritime curricula with digital and e-learning components, upgrading faculty development systems, and providing specialized training (including cruise hospitality).
- **Improved On-Board Training Opportunities and Placements** India seeks to expand shipboard experience opportunities by increasing Indian tonnage and mainline calls, mandating training berths on foreign vessels, forming bilateral agreements with major ship-owning nations, and boosting overall training capacity for cadets and ratings.
- **Promotion of Careers at Sea** Focused on attracting and retaining talent, this pillar reinvigorates the image of seafaring through marketing campaigns, success stories, and digital media. It also emphasizes expanding training academies in key seafarer-producing regions and providing scholarships and benefits especially for women thereby encouraging wider participation.
- **Seafarer Welfare and Attractive Alternative Career Opportunities** To enhance retention and post-sea career mobility, this pillar prioritizes professional development courses, seafarer welfare facilities, mental health support, and defined alternative career pathways. It promotes flexible learning options, counselling, and upskilling to support seafarers both during and after their time at sea.

Initiative 10.15 from MIV 2030 focuses on increasing women's participation in India's seafaring workforce, where women currently represent only **2.17%** of active on-board seafarers. The low representation is attributed to limited awareness of career opportunities, lack of incentives from shipping companies, and prevailing cultural barriers. To address these challenges, the initiative proposes an **awareness campaign** to highlight success stories of women seafarers and promote available opportunities. Additionally, it recommends strengthened **onboard gender sensitization** and launching an **onboarding buddy programme** to support women entering the profession. Further, the initiative underscores the importance of ensuring seafarers' **mental well-being**, noting the current lack of awareness and support structures in this area. To address this gap, it advocates for establishing **port welfare committees** to build a holistic ecosystem of care, support, and well-being for all seafarers.

Over the past decade, India has witnessed **steady year-on-year growth** in the number of seafarers, as reflected in the bar chart. The seafarer pool has expanded significantly, showcasing India's increasing relevance in global maritime operations. In terms of gender participation, the previous share of women seafarers was at less than **0.5%** and currently it stands at **2.17%,** the growth trajectory is highly encouraging aligned with the MIV 2030 aims to raise this participation to **2– 3%**. Notably, India has already achieved a **339% increase** in women seafarers over the last 5 years, as shown by the green chart. Overall, the data highlights India's expanding maritime talent pool, strong global positioning, and focused efforts toward enhancing both workforce size and gender inclusivity in the sector.



Advancing Gender Inclusivity in India's Maritime Sector

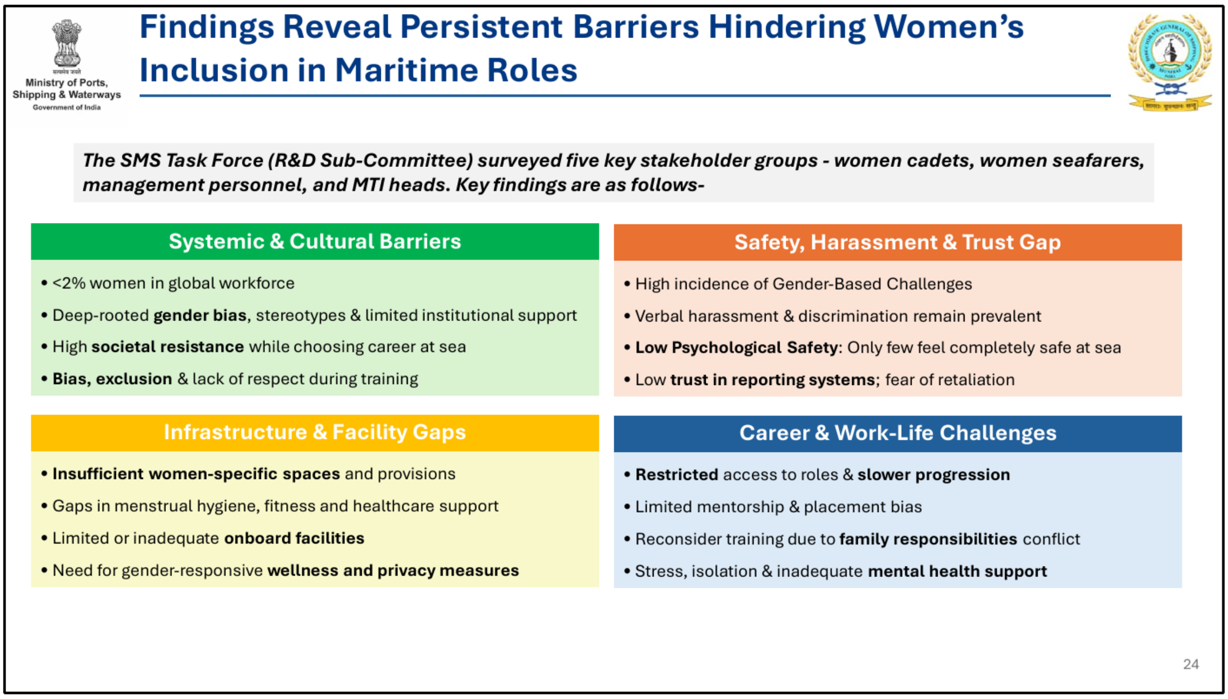
One of the most significant shifts taking place in India's maritime landscape today is the growing focus on empowering women across a field long viewed as male dominated. For many years, women have represented over 2% of the seafaring workforce, and this imbalance has held back both individual potential and the overall strength of the maritime ecosystem. Recognizing this gap, India introduced Sagar Mein Samman as a landmark initiative designed to transform the maritime environment into one where every woman is treated with dignity, respect, and equal opportunity. It was created to ensure that women can enter the sector, progress through it, and contribute meaningfully without encountering the systemic obstacles that have limited their representation in the past.

Sagar Mein Samman is built on the understanding that gender inclusion is not only a matter of fairness but also a pathway to a stronger and more resilient workforce. It draws inspiration from the Maritime India Vision 2030, which aims to increase women's participation to 2-3 percent by 2030 which has already reached from less than 0.5% to current 2.17%. This initiative recognizes that real change requires more than policy statements, so it brings together training institutions, industry partners, maritime unions, academic bodies, and administrators to create a unified environment where women can thrive. A key step in this journey was the introduction of the draft policy framework on the International Day for Women in Maritime, signaling India's commitment to move from intent to structured action.

Women in maritime today face challenges that go far beyond numbers. Many of them encounter discrimination in pay and promotions, restricted access to leadership roles, and cultural biases that remain deep rooted across the global maritime community. Safety concerns, harassment, limited mentorship, and a lack of role models create additional barriers. For those balancing family responsibilities or dealing with inadequate onboard facilities, the path becomes even more difficult. These challenges are well known, and Sagar Mein Samman addresses them by building a comprehensive ecosystem of support that focuses on empowerment, inclusivity, safety, and continuous skill development. The programme promotes awareness campaigns that reach young women who may not previously have considered maritime careers. It creates scholarship pathways that help them overcome financial constraints. It encourages companies to adopt recruitment practices that are inclusive and transparent. It expands gender sensitization efforts across ships and training institutes to reshape workplace culture. And it introduces buddy programmes, counselling access, and stronger welfare support at ports to ensure that women feel protected both during their time at sea and when they return home. Through these measures, the initiative creates a complete safety and support framework around women, giving them the confidence to remain in the profession and grow as leaders.

At the same time, the initiative has a strong focus on skill building. Women receive training that prepares them for the technical and leadership demands of the maritime world, and mentorship channels help them navigate the challenges of early career progression. These elements do more than support individual growth. They help create role models whose success will inspire more young women to envision themselves in this industry. The story of India’s maritime workforce over the past decade already includes remarkable progress, with the number of women seafarers growing many times over, and this upward trend is exactly what Sagar Mein Samman is designed to accelerate.

The chart on this slide visually captures this rising momentum, showing consistent growth in the number of women joining the sector each year. This progress reflects the understanding that the future of maritime work requires diversity, equal access, and modern governance structures that protect every seafarer. Sagar Mein Samman strengthens these foundations by aligning its goals with global priorities such as sustainable development, decent work conditions, and inclusive economic growth.



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

The findings presented by the SMS Task Force R&D Sub-Committee, based on consultations with women cadets, seafarers, management personnel, and MTI leadership, highlight a set of persistent structural barriers that continue to limit women's participation in maritime roles.

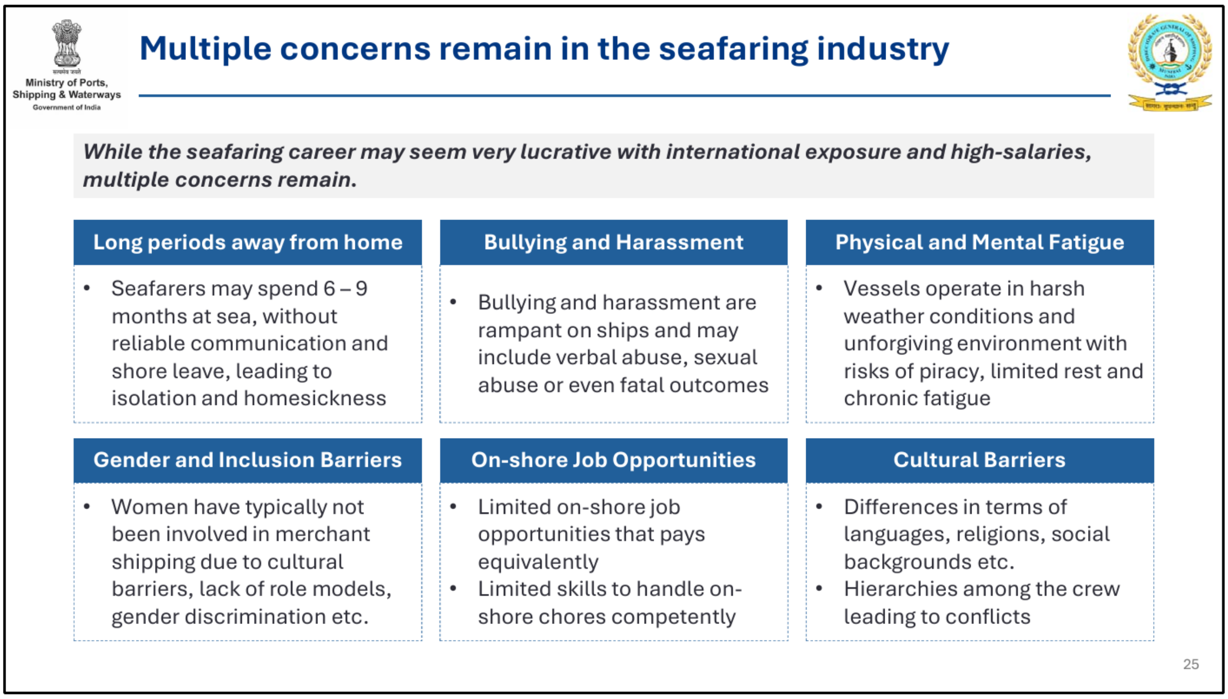
Women account for less than 2 percent of the global maritime workforce, indicating a long-standing imbalance in representation. This is shaped by deep-rooted gender biases and stereotypes that influence entry, training, and employment opportunities across the sector. Societal resistance remains a significant factor, where maritime careers for women are often discouraged at the community and family level, restricting the talent pipeline at the source. During training, instances of exclusion, bias, and limited institutional support further impact confidence and continuity.

Concerns related to safety and workplace environment remain prominent. There is a notable incidence of gender-based challenges, including verbal harassment and discrimination. Psychological safety remains limited, with only a small proportion of women reporting that they feel completely secure in onboard environments. This is further compounded by low trust in reporting mechanisms, where fear of retaliation or negative career consequences discourages individuals from raising concerns. As a result, many issues remain unreported, affecting both visibility and resolution.

Infrastructure and facility-related gaps reflect the lack of gender-inclusive planning in maritime systems. There is an absence of adequate women-specific spaces and provisions onboard, particularly in relation to privacy. Gaps are also observed in menstrual hygiene support, fitness facilities, and access to healthcare. In several instances, onboard infrastructure is not equipped to support a diverse workforce. This highlights the need for more gender-responsive design, with a focus on wellness, dignity, and inclusivity.

Career progression and retention challenges further impact long-term participation. Women often face restricted access to certain roles and experience slower career advancement. Opportunities for mentorship and structured guidance are limited, and placement processes may reflect inherent biases. Many women reconsider their career paths during training or early stages of employment due to conflicts with family responsibilities. The demanding and isolated nature of seafaring, combined with inadequate mental health support, contributes to increased stress and attrition.

These findings indicate that barriers exist across the entire lifecycle, from entry into the sector to long-term career growth, requiring a comprehensive and systemic approach to address them effectively.



Multiple Concerns Remain in the Seafaring Industry

While seafaring offers global exposure and attractive remuneration, the profession continues to face structural and human challenges that require sustained policy attention.

First, **long periods away from home**. Indian seafarers often spend six to nine months onboard, frequently with limited connectivity and restricted shore leave. Prolonged separation impacts mental well- being, family life, and long-term retention in the profession.

Second, **bullying and harassment** Despite regulatory safeguards, instances of verbal abuse, discrimination, and even serious misconduct continue to be reported globally. Ensuring safe reporting mechanisms and strict enforcement remains critical to maintaining dignity at sea.

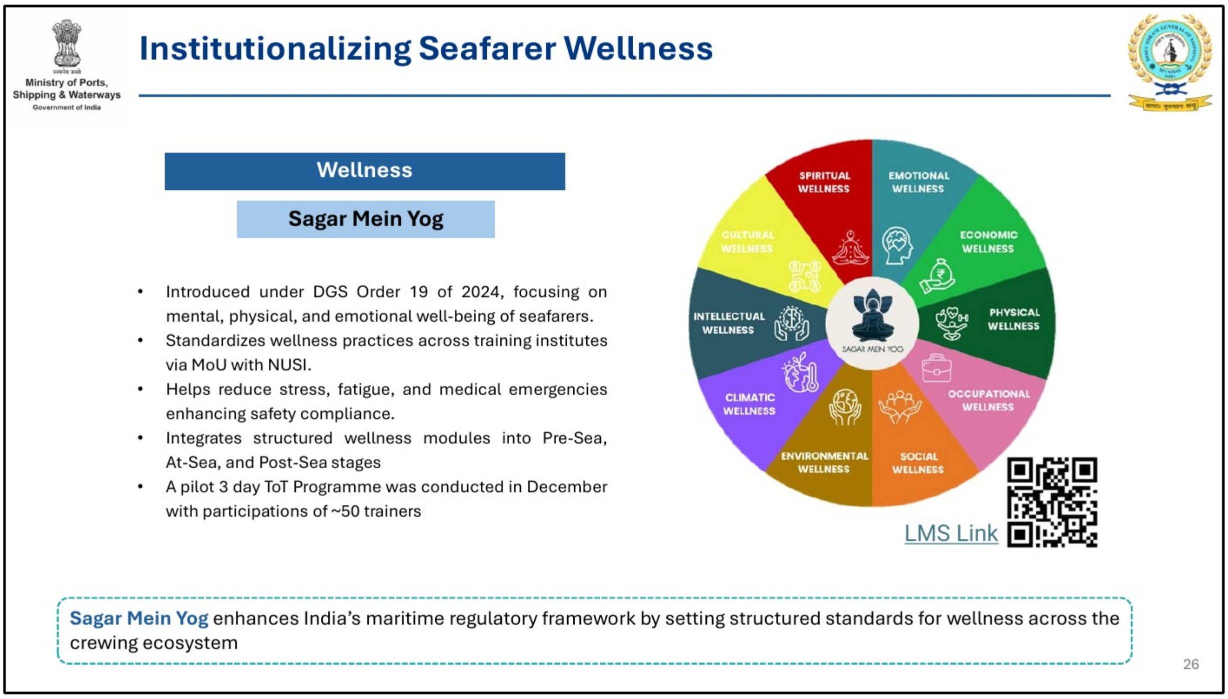
Third, **physical and mental fatigue**. Ships operate in demanding environments, harsh weather, operational pressures, piracy-prone areas, and constrained crew strength. Fatigue management and compliance with rest hour regulations are essential for both safety and welfare.

Fourth, **gender and inclusion barriers**. Women's participation remains low due to cultural perceptions, lack of role models, and concerns regarding onboard safety and facilities. Targeted inclusion policies and institutional support are necessary to change this trajectory.

Fifth, **limited on-shore opportunities**. Many seafarers face uncertainty when transitioning ashore. There is a need to strengthen skilling pathways and create structured career mobility beyond sailing years.

Finally, **cultural barriers onboard**. Modern vessels are multinational workplaces. Differences in language, religion, and hierarchy can create friction if not managed through training and leadership sensitivity.

What this really means is that growth in tonnage and manpower must be matched with growth in welfare systems, grievance redressal, training standards, and inclusive policies. DG Shipping remains committed to addressing these concerns through regulatory oversight, stakeholder engagement, and welfare-focused interventions to ensure that Indian seafarers not only succeed professionally but thrive personally.



Institutionalizing Seafarer Wellness

Sagar Mein Yog is a structured wellness programme introduced under DGS Order 19 of 2024 to address the mental, physical and emotional challenges that seafarers routinely encounter due to prolonged isolation, irregular work schedules and high pressure working conditions. The initiative provides a comprehensive framework of wellness practices that are meant to be an integral part of both maritime training and daily life at sea, reflecting the Directorate General of Shipping's focus on developing a healthier and more resilient workforce. The programme is designed in partnership with the National Union of Seafarers of India and is supported by Trijog Know Your Mind, a collaboration that ensures the content is guided by professional psychological and behavioural expertise. Its foundation is built on ten core wellness pillars that cover emotional, economic, physical, occupational, social, environmental, climatic, intellectual, cultural and spiritual wellness, creating a holistic system that nurtures the mind, body and inner stability of seafarers throughout their maritime journey. These wellness pillars are supported through practical tools, reflective practices, guided learning and experiential content that respond directly to the unique lifestyle and demands of seafaring. The initiative integrates its modules across Pre Sea, At Sea and Post Sea stages so that wellness becomes a continuous, structured support system rather than a limited training intervention. To operationalise this framework, a pilot Training of Trainers programme was conducted with participation from approximately fifty trainers, ensuring that implementation capacity is already in place for wider rollout. The approach emphasises stress management, physical fitness, emotional stability and mindful awareness, which together contribute to improved safety and wellbeing on board. The Directorate General of Shipping notes that yoga, mindfulness and wellness routines incorporated into daily schedules can significantly improve mental resilience and reduce fatigue, which makes these practices essential components of the programme's design. Sagar Mein Yog further strengthens its reach through a dedicated digital learning management system that offers easy access to structured wellness modules, guided audiovisual practices and reflective material for seafarers whether they are onboard or ashore. This learning ecosystem allows seafarers to study at their own pace and maintain consistent engagement with the wellness curriculum. The LMS provides a comprehensive curriculum booklet that outlines learning outcomes, practical routines and suggested practices for all ten wellness pillars, ensuring standardisation across maritime training institutes and shipboard environments. The digital platform reflects the Ministry of Ports, Shipping and Waterways commitment to delivering accessible wellness education for the entire maritime community and supports the broader vision of modern, inclusive and welfare driven maritime governance. In essence, the Sagar Mein Yog initiative institutionalises wellness by embedding holistic health practices into maritime training systems and shipboard operations. It is designed to cultivate resilience, emotional balance, physical readiness and sustained well being among Indian seafarers, creating a healthier workforce that is better equipped to manage the demands of life at sea. The programme combines structured educational content, digital accessibility and a multi dimensional wellness philosophy to align seafarer welfare with modern global expectations and national maritime objectives.

Ministry of Ports, Shipping & Waterways
Government of India

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

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Challenges of Life at Sea: Death and Missing Cases

The data highlights the continuing risks and harsh realities of life at sea, which have resulted in a significant number of **death cases and missing seafarers** over the years. Between **2012 and 2026**, a total of **408 death cases** have been recorded, of which **330 cases were settled** by shipowners or P&I clubs with compensation, while **67 cases remain pending**, and **11 cases were closed without compensation**. Similarly, from **2015 to 2026**, there have been **192 missing-seafarer cases**, including instances of desertion. Out of these, **103 cases have been settled**, **55 remain pending**, and **9 cases were closed without compensation**. The data also shows that recent years such as **2024 and 2025** witnessed higher clusters of both death and missing cases, indicating persistent vulnerabilities associated with vessel safety, operational conditions, onboard emergencies, and delayed reporting. The categorization further underscores that a significant share of pending cases is concentrated in the more recent years, reflecting the ongoing nature of investigations and the time required for verification, insurance processing, and coordination with shipowners. Overall, the figures illustrate the need for continued strengthening of safety culture, improved onboard conditions, better reporting mechanisms, and more robust welfare and support systems for affected seafarers and their families.

Ministry of Ports, Shipping & Waterways
Government of India

Abandonment Scenario in Indian Seafaring

SUMMARY AS ON DATE 10.07.2026		Vessels (Nos.)	Seafarers (Nos.)
Cases Resolved (Seafarers Repatriated)	01.01.25 to 31.12.25	108	988
	01.01.26 to till date	52	431

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.

Active Cases Details	Vessels (Nos.)	Seafarers (Nos.)	Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6	
			Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer
Cat. 1: P&I Valid	16	110	0	0	0	0	1	11	1	11	10	70	4	18
Cat. 2: P&I Expired	15	116	0	0	0	0	1	3	0	0	7	78	7	45
Cat. 3: Disputed	25	169	0	0	0	0	0	0	0	0	18	136	7	33
Cat. 4: Arrest/Jail/Detention	22	59	1	5	0	0	2	3	7	32	12	19	0	0
TOTAL	**78**	**454**	**1**	**5**	**0**	**0**	**4**	**17**	**8**	**43**	**47**	**303**	**18**	**96**

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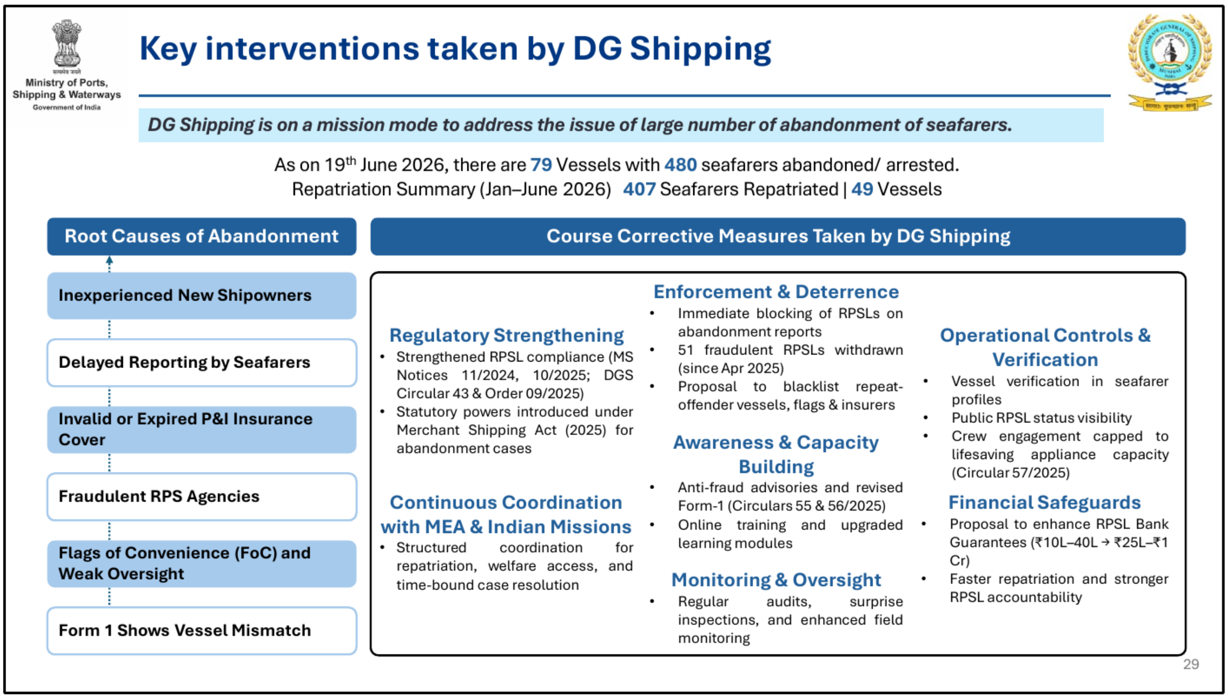
Abandonment Scenario in Indian Seafaring

The latest data highlights that India continues to feature among the countries with the highest number of seafarer abandonment cases globally, signalling a persistent and serious challenge within the maritime ecosystem. However, concerns remain regarding the real-time accuracy of figures reflected in the ILO-IMO database, as live updates and case statuses are not always captured promptly. As of **30 June 2026**, a total of **79 vessels** involving **480 Indian seafarers** remain abandoned or arrested, underscoring the scale of ongoing humanitarian and administrative concerns. While the Directorate General of Shipping (DGS) successfully facilitated the repatriation of **988 seafarers** from **108 vessels** during the period from **01 January to 31 December 2025**. A major driver of this situation is the widespread presence of fraudulent and illegal agents who extract money through illicit recruitment, illegal deployments, and fake documentation, often disappearing after receiving payments. Many seafarers are left abandoned due to inadequate insurance coverage, expired or invalid P&I policies, disputes between owners and agents, or deployment on vessels registered under weakly regulated Flags of Convenience. The Stage-wise breakdown further shows concentrated clusters, particularly Category 4 (Arrest/Jail/Detention) with **85 seafarers**, and Category 3 (Disputed) with **169 seafarers**, the majority of whom appear in Stages 5 and 6 indicating prolonged cases requiring intensive follow-up and diplomatic intervention. In response to this escalating challenge, DGS has adopted an aggressive, multi-layered corrective approach and is now working in **proactive coordination with the Ministry of External Affairs (MEA), Indian Missions abroad, port State authorities, and foreign regulators** to expedite repatriation, negotiate humanitarian access, and speed up case closures. This close engagement with missions has become essential for tracking stranded seafarers, securing port clearances, liaising with local authorities, and arranging emergency support and documentation. By strengthening enforcement actions against fraudulent RPS agencies, tightening regulatory oversight, improving verification controls, and pushing for faster repatriation through diplomatic channels, DGS is actively working to reverse India's high abandonment numbers and ensure that seafarers receive timely relief, support, and protection.



Key Interventions Taken by DG Shipping

India is currently reflected as having one of the highest numbers of abandoned seafarers globally, and this has intensified the need for a rapid and coordinated administrative response. As of **19 June 2026**, there are **79 vessels** involving 480 **seafarers** reported abandoned or arrested, while **407 seafarers** were successfully repatriated from **49 vessels** between January and June 2026 showing both the scale of active cases and the Directorate's capacity for timely intervention. The persistence of abandonment cases is rooted in systemic issues such as inexperienced shipowners, delayed reporting by seafarers, invalid or expired P&I insurance cover, fraudulent RPS agencies, weak oversight under Flags of Convenience, and documentation mismatches reflected in Form-1 submissions.

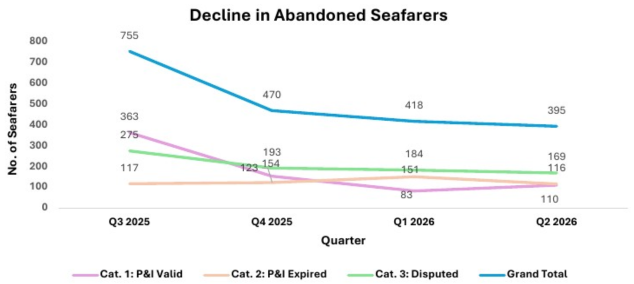
To address these challenges, the Directorate General of Shipping (DGS) has moved into mission mode with an expanded set of corrective measures. Regulatory frameworks have been tightened through strengthened RPSL compliance and new statutory provisions under the Merchant Shipping Act (2025). Enforcement actions include immediate blocking of defaulting RPSLs and the withdrawal of **51 fraudulent licences**, along with proposals to blacklist repeat-offender shipowners, flags and insurers. DGS has also intensified awareness efforts through anti-fraud advisories, revised Form-1 protocols, and upgraded digital training modules to prevent recruitment-stage malpractice. Operational oversight is being reinforced through regular audits, surprise inspections, vessel verification mechanisms, and increased public visibility of RPSL status to improve transparency for seafarers and families.

Importantly, DGS is **actively engaging with the Ministry of External Affairs (MEA), Indian Missions abroad, and foreign port authorities** to expedite repatriation, ensure welfare access, and secure timely resolution of cases. Enhanced coordination with missions has become central to shortening turnaround times, enabling faster on-ground support, and improving outcomes in complex, multi-jurisdiction abandonment scenarios. Financial safeguards, including proposals to raise RPSL bank guarantees, further strengthen accountability and help ensure quicker wage settlements and repatriation. Together, these interventions demonstrate the Directorate's commitment to closing systemic gaps, reducing vulnerabilities, and building a more secure, responsive, and welfare-oriented support framework for Indian seafarers worldwide.

Ministry of Ports, Shipping & Waterways
Government of India

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**



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.

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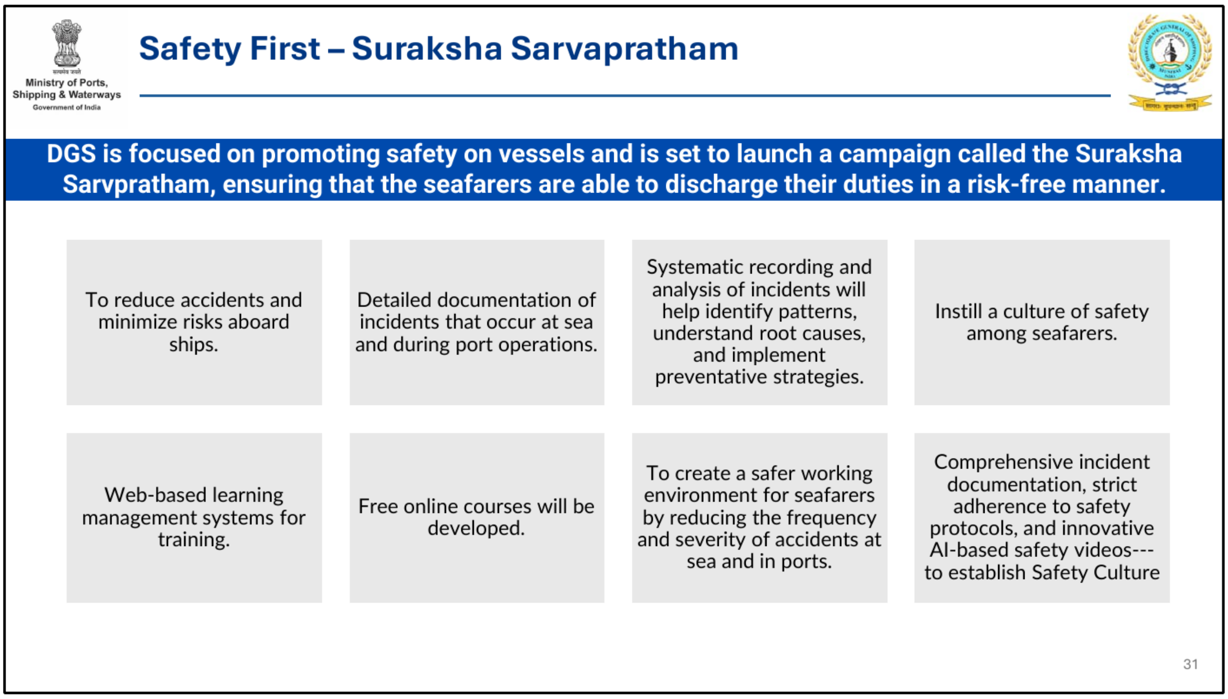
Declining Abandonment Cases

Abandonment cases have shown a clear and significant downward trend over the past quarters. In Q3 2025, the total number of abandoned seafarers stood at around **755**, but by Q2 2026, this had reduced to approximately **395**, indicating a strong and consistent improvement. This decline reflects the collective impact of enforcement actions, regulatory strengthening, and faster inter-agency coordination. Category 1 cases where P&I coverage is valid have dropped sharply from **363** to **110**, showing that shipowners with valid insurance are responding more quickly and responsibly when issues arise. Category 2 cases P&I expired have remained relatively low; however, a small spike in Q1 2026 (from **123** to **151**) highlights that monitoring and intervention in these cases continue to be critical. Category 3, which includes disputed or complex cases, remains the most persistent challenge, with numbers gradually reducing from **275** to **169**, but still demanding sustained attention due to the legal and contractual complexities involved. Overall, the trend demonstrates that **consistent policy enforcement**, timely escalation, and stronger collaboration between DGS, port authorities, insurers, and international partners are yielding measurable results. The decline also reflects the effectiveness of newly strengthened grievance processes and proactive interventions, ensuring that abandoned seafarers receive faster support and resolution.

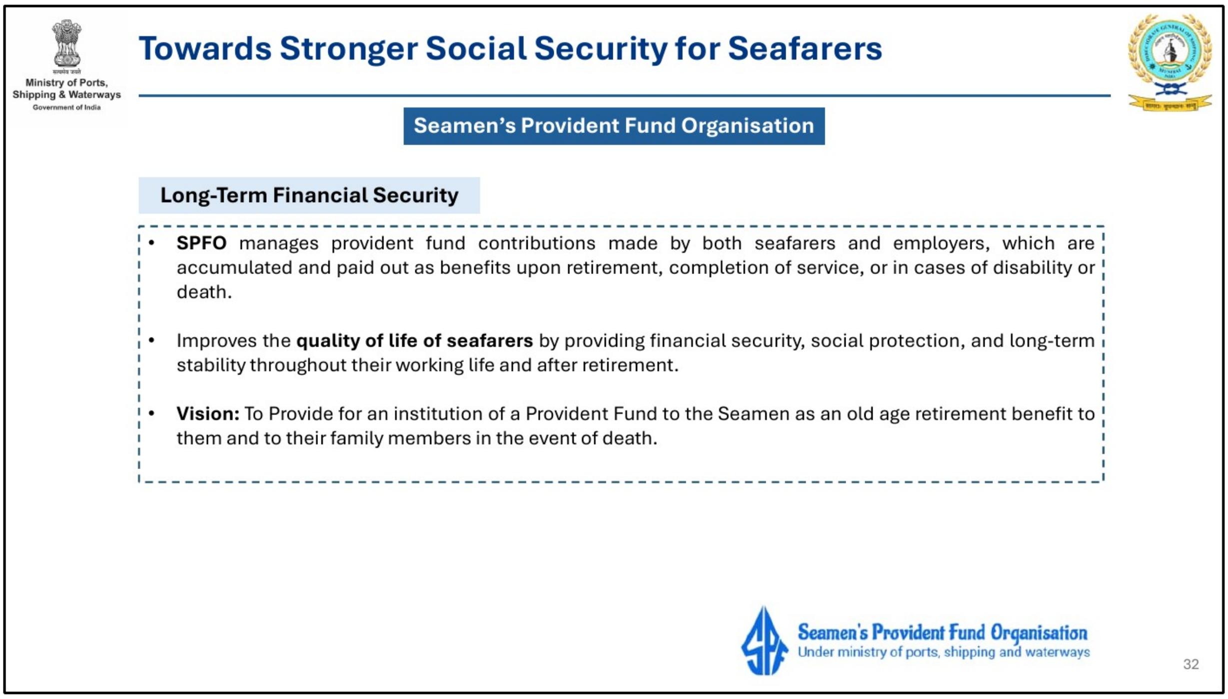


Safety First: Suraksha Sarvapratham

Suraksha Sarvapratham

Safety of life at sea is a fundamental priority of India’s maritime administration. Recognizing the need to strengthen safety practices and reduce operational risks, the Directorate General of Shipping (DGS) is launching the “Suraksha Sarvapratham” campaign, reinforcing a Safety First culture across the maritime sector. The initiative is aimed at ensuring that seafarers are able to discharge their duties in a safe, secure, and risk-free working environment, both atsea andduringport operations. The campaign emphasizes a structured and proactive approach to safety management through systematic incident reporting, documentation, and analysis. By identifying patterns, understanding root causes, and implementing preventive measures, the initiative seeks to reduce the frequency and severity of maritime accidents. A strong focus is placed on capacity building through web-based learning management systems, free online courses, and innovative training tools, including technology-enabled safety learning

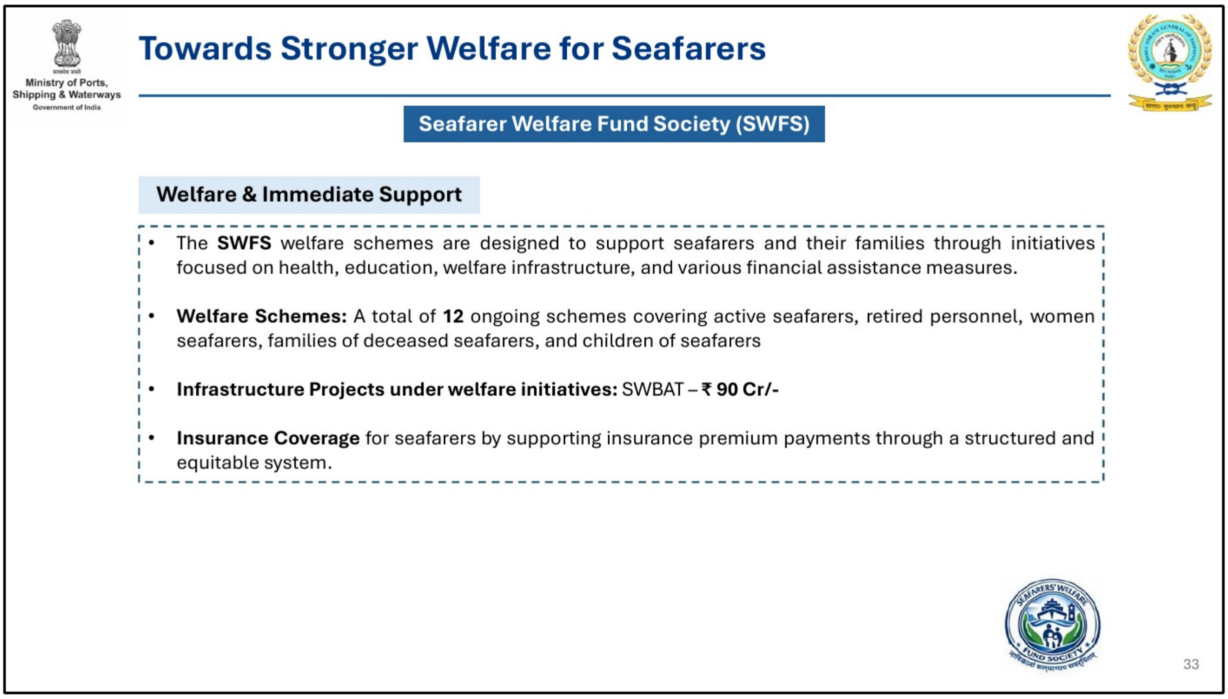
Suraksha Sarvapratham also aims to instil a sustained culture of safety among seafarers by promoting strict adherence to safety protocols, comprehensive incident documentation, and continuous learning. Collectively, these measures are expected to enhance operational safety, minimize risks, and contribute to safer maritime operations aligned with national and international safety objectives



Towards Stronger Social Security for Seafarers

Seamen's Provident Fund Organisation (SPFO)

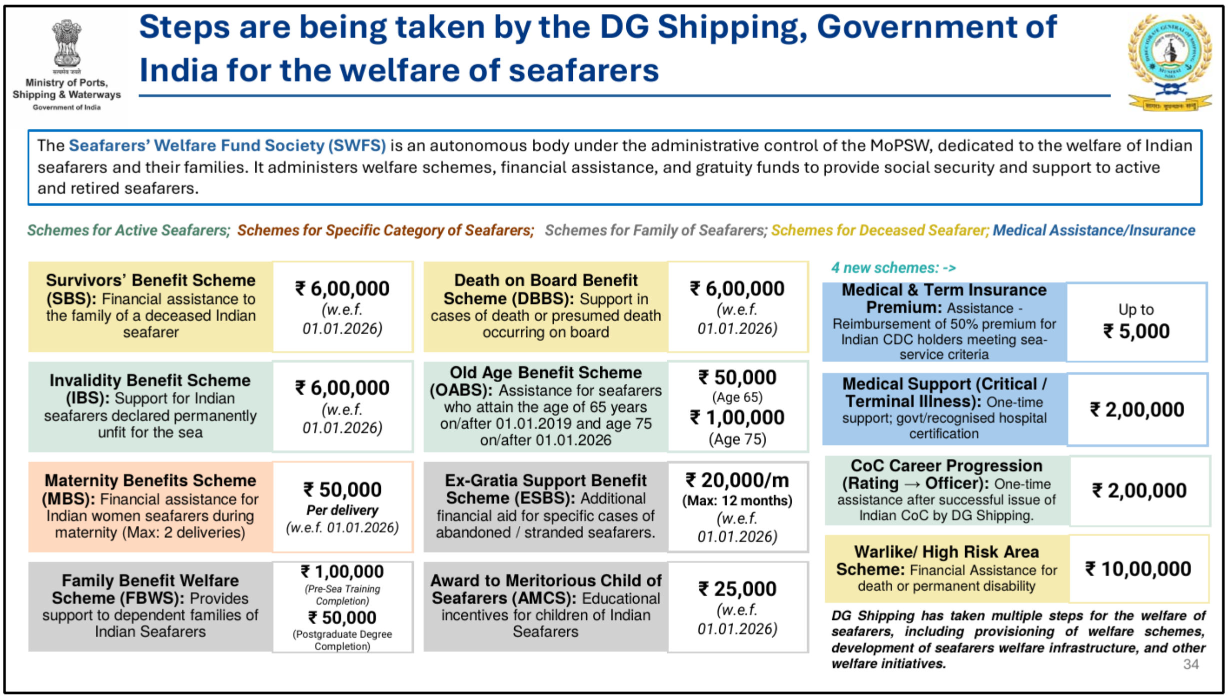
The **Seamen's Provident Fund Organisation (SPFO)** is the statutory social-security body created under the **Seamen's Provident Fund Act, 1966 (Act 4 of 1966)**. The **Seamen's Provident Fund Scheme, 1966**, the first dedicated social-security scheme for Indian Merchant Navy seafarers was **introduced retrospectively with effect from 1 July 1964**. To administer the Scheme, the **Office of the Seamen's Provident Fund Commissioner** was established on **9 July 1966**. **Mandate & Benefits.** SPFO manages **contributory provident-fund accounts** comprising employee and employer contributions; the accumulations are paid out **on retirement/superannuation, completion of service, permanent incapacity (disability), or death**, thereby ensuring old-age and family benefits. SPFO's operations also include account management, claims processing, compliance, investments as per Government guidelines, and grievance handling. **Governance.** The Fund vests in and is administered by a **tripartite Board of Trustees** (Government, Employers, Employees), chaired **ex officio** by the **Director General of Shipping**; the SPFO Commissioner functions as CEO and Secretary to the Board. (Board constitution and role are set out in the Act/Scheme and MoPSW portal.) **In essence**, SPFO is the **long-term financial-security pillar** for Indian seafarers, providing a dependable, contributory retirement corpus and family protection, complementing SWFS' immediate welfare coverage.



Towards Stronger Welfare for Seafarers

Seafarers' Welfare Fund Society (SWFS)

The **Seafarers' Welfare Fund Society (SWFS)** is an autonomous society under the administrative control of the **Ministry of Ports, Shipping & Waterways (MoPSW)**, established as a central organisation for the welfare of Indian seafarers and their families in **1964**. It is **registered under the Societies Registration Act, 1860 (16.11.1964)** and as a **Trust under the Bombay Public Trust Act, 1950 (09.04.1966)**. **Mandate & Scope.** SWFS provides financial assistance, welfare schemes and social-security benefits covering active and retired seafarers, women seafarers, families of deceased seafarers, and children of seafarers. Its portfolio includes gratuity management for rating seafarers, survivor/invalidity/old-age/maternity benefits, education support and other targeted reliefs, and it also funds welfare infrastructure. **Governance & Objectives.** As recorded in SWFS' governing documents and Government portals, the **Director General of Shipping** chairs the Society with a tripartite representation of Government, shipowners and seafarers' unions. Core objectives in the **Memorandum of Association** include: Providing welfare facilities to seafarers and their families, including financial support for **education, health and emergencies**; Managing the **Seafarers' Gratuity Fund** for rating seafarers (under INSA– Unions arrangements since 1983); Administering **welfare contributions** collected from shipping/RPSL companies, and utilising funds for seafarer benefit programmes and welfare infrastructure at/around ports in India and, where applicable, abroad. **In sum**, SWFS is India's primary **welfare & immediate-support** institution for the seafaring community, operating statutory-aligned schemes and facilities that complement the regulatory role of DG Shipping.

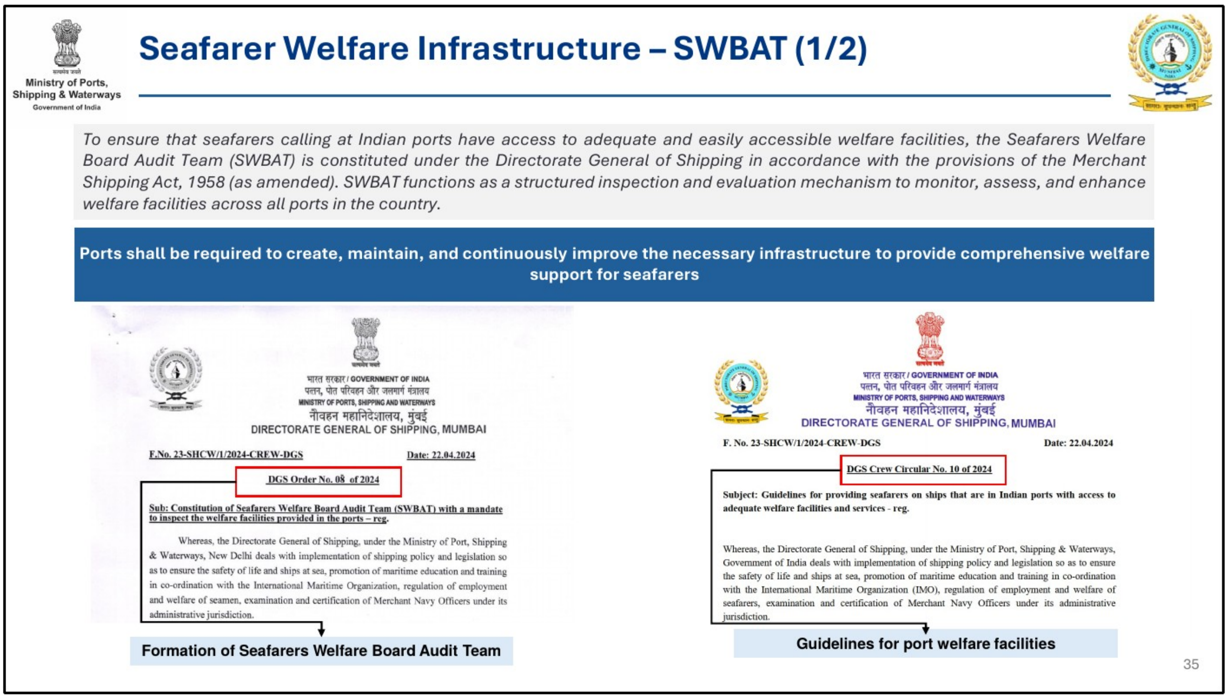


Steps Taken by DG Shipping for the Welfare of Seafarers

As we look at the various welfare measures being undertaken by the Directorate General of Shipping through the Seafarers' Welfare Fund Society, it is important to recognize that these schemes collectively aim to strengthen social security and provide timely support to Indian seafarers and their families. The Society, functioning under the administrative control of the Ministry of Ports, Shipping and Waterways, has been consistently expanding both the scope and the scale of benefits to ensure that seafarers are protected across different stages of their career as well as during unforeseen situations.

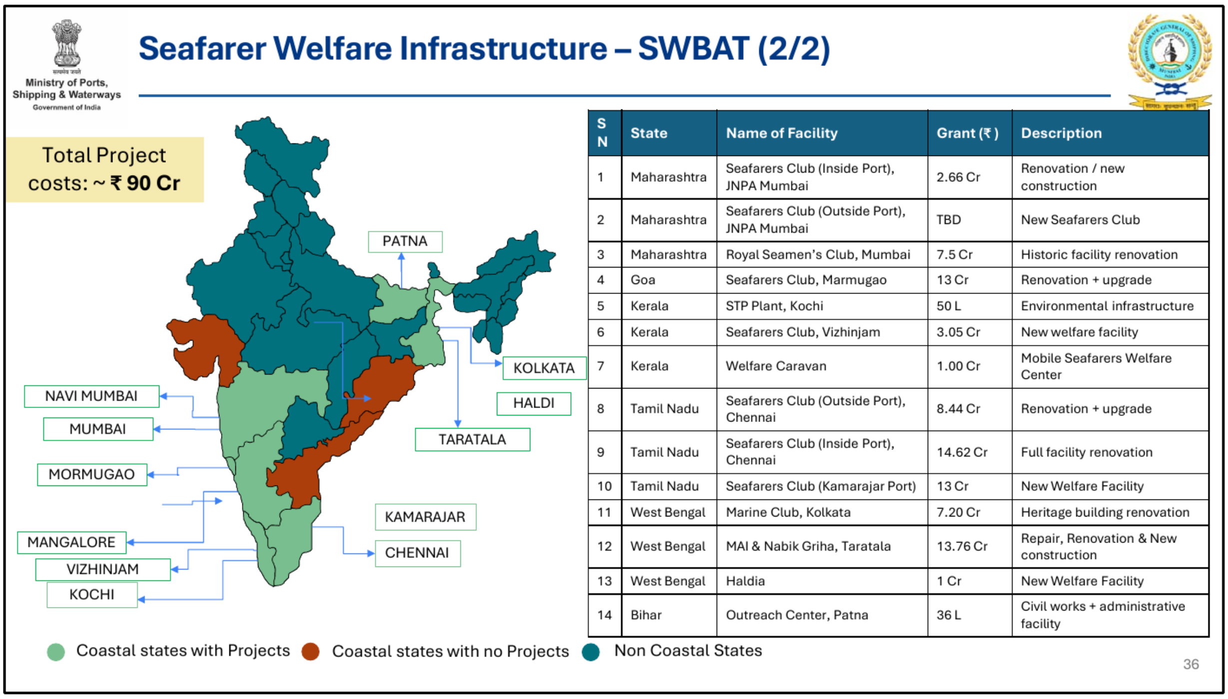
- The **Survivor's Benefit Scheme** provides financial assistance to the family or nominee of a deceased seafarer, where the benefit amount has been progressively enhanced to six lakh rupees for deaths occurring on or after January 1, 2026, with eligibility linked to death within thirty six months of the article period and the nominee registered for the last voyage.
- Complementing this is the **Death on Board Benefit Scheme**, which provides an ex gratia amount of two lakh rupees for any death or presumed death occurring on board for Indian CDC holders employed through Indian shipping companies or RPSL holders, with claims to be submitted within three months.
- For seafarers who face disability, the **Invalidity Benefit Scheme** offers up to six lakh rupees for permanent disability due to loss of limb, applicable within thirty six months of the article period and supported by certification from a DGS approved medical practitioner.
- For women seafarers, the **Maternity Benefit Scheme** provides financial support of fifty thousand rupees per delivery, up to a maximum of two deliveries, for those having sea service through an Indian Shipping Company or an RPSL within sixty months prior to delivery.
- Families of seafarers are also supported through the **Family Benefit Welfare Scheme**, under which children receive one lakh rupees on successful completion of a DGS approved pre sea training course along with CDC issuance, and fifty thousand rupees on completing a two year post graduate degree or diploma in a non maritime discipline.
- To support senior seafarers, the **Old Age Benefit Scheme** offers fifty thousand rupees upon attaining age sixty five for eligible individuals, with an additional one lakh rupees available once the seafarer attains the age of seventy five years on or after January 1, 2026, provided the required sea service and CDC cancellation conditions are met.

- In situations of abandonment or stranding, the **Ex Gratia Support Benefit Scheme** provides twenty thousand rupees per month for up to twelve months or until the date of abandonment, whichever comes earlier, with assistance beginning after two months of confirmed stranding.
- Encouraging educational excellence, the **Award to Meritorious Child of Seafarers** grants twenty five thousand rupees to children who secure the top position in a full time degree or postgraduate programme from an Indian university.
- The introduction of three new schemes further broadens the support framework, starting with the medical and term insurance premium assistance that reimburses up to fifty percent of premiums paid, subject to a maximum of five thousand rupees, for medical, critical illness and term insurance taken by Indian CDC holders.
- For **critical or terminal illnesses,** a dedicated medical support scheme provides a one time financial assistance of two lakh rupees based on certification from a government or recognised hospital.
- In addition, the **CoC Career Progression Scheme** encourages ratings to progress to officer roles by providing up to two lakh rupees to those who successfully obtain an Indian Certificate of Competency issued by the Directorate General of Shipping.
- There is also focused support for those affected by natural calamities through the **Disaster and Natural Calamity Assistance Scheme**, which provides a one time financial assistance of two lakh rupees for major damage or loss due to floods, cyclones, earthquakes, fire, landslides or other natural disasters, supported by certification from local authorities.
- A special financial assistance scheme has been started by SWFS for warlike/high risk areas in case of death or permanent disability of the seafarer. Taken together, these schemes reflect the government's commitment toward enhancing the welfare of seafarers, safeguarding their families, supporting their career progression and ensuring a robust social protection framework that responds to real challenges faced by the maritime community.



Seafarer Welfare Infrastructure: SWBAT (1/2)

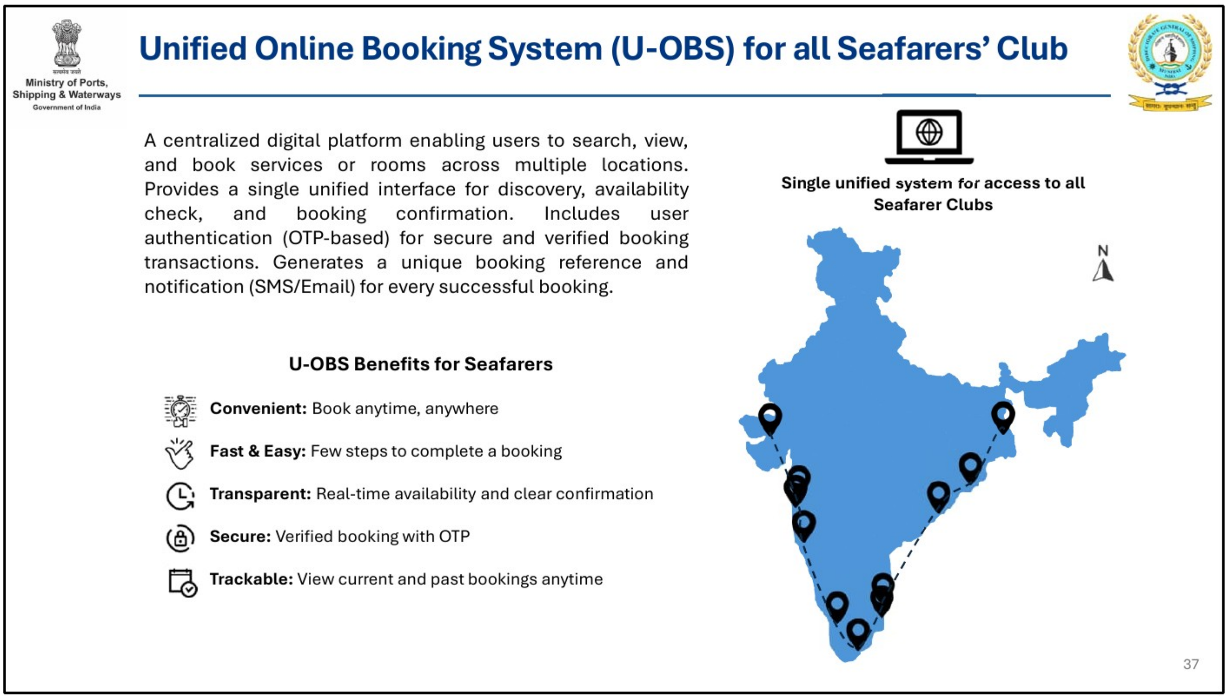
The Seafarers Welfare Board Audit Team has been established to ensure that seafarers arriving at Indian ports receive reliable and accessible welfare support that aligns with the requirements of the Merchant Shipping Act of 1958. Its formation was formally notified through DGS Order No. 08 of 2024, which sets out the need for a structured inspection mechanism focused on the evaluation of welfare facilities, the consistency of services provided at ports, and the implementation of maritime welfare policy. Under this mandate, the audit team is responsible for monitoring the adequacy of facilities, identifying deficiencies, and reporting its findings to guide the Seafarers Welfare Fund Society in decisions relating to welfare infrastructure funding. By constituting this team, the Directorate General of Shipping has ensured that the assessment of seafarer welfare facilities follows a uniform, accountable, and transparent process that supports the long term improvement of welfare systems across all ports. Ports are expected to take continuous responsibility for creating, maintaining, and upgrading welfare infrastructure so that seafarers have dependable access to essential services. This responsibility is supported by the guidance issued through DGS Crew Circular No. 10 of 2024, which outlines the welfare facilities that ports must provide to ensure adequate support for crew members when they are ashore. These guidelines reinforce the need for facilities such as recreational spaces, communication services, counselling rooms, meeting areas, logistical support, and other essential amenities required under the broader welfare framework influenced by national regulations and the principles drawn from the Maritime Labour Convention. The circular emphasizes that ports must review the condition of their facilities regularly and take corrective measures to ensure availability, functionality, and appropriate standards of service. The combined effect of the DGS Order establishing SWBAT and the Crew Circular defining welfare expectations creates a comprehensive framework for improving the quality of seafarer welfare infrastructure throughout the country. The inspection mechanism introduced through the order ensures that every port is evaluated on a common set of expectations, while the guidelines in the circular clarify the level of welfare support that must be available to seafarers. Together, they strengthen governance, bring uniformity to welfare service delivery, and ensure that the infrastructure supporting seafarers is backed by statutory authority, regular inspections, and a clear set of operational standards. This integrated system ensures that seafarers receive consistent and meaningful welfare support regardless of the port they visit, while ports remain accountable for providing facilities that are modern, adequate, and aligned with the needs of the maritime community.



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

Seafarer Welfare Infrastructure: SWBAT (2/2)

The national seafarer welfare programme is supported by a wide network of projects that have been identified across both coastal and non coastal states, with a total project investment of approximately thirty five crore rupees approved by the Committee. These projects represent the on ground implementation of the welfare inspection and infrastructure improvement mandate overseen through SWBAT, ensuring that each location strengthens the services available to seafarers in line with their needs and the guidelines already issued. The distribution of projects reflects the operational reality of Indian ports, where states with significant maritime activity have multiple facilities either newly developed, upgraded, or undergoing renovation, while non coastal states have been included where seafarer footfall and examination activities justify welfare infrastructure. West Bengal has two major welfare facilities at Kolkata Port and Taratala, both of which are functional but in need of substantial repair and modernization, and have therefore been approved for renovation and upgradation. Tamil Nadu has three identified projects, including the Seafarers Club and Officers Lounge at Chennai Port, the club outside port premises, and the facility within port premises that has recently reached its final stages of construction. Kerala has two ongoing welfare initiatives at Vizhinjam and Kochi, where one facility needs to be developed from scratch to address the absence of existing infrastructure and the other focuses on essential utilities such as an STP installation. Goa has a project at Mormugao Port where the existing officers club is in need of complete upgradation to meet current welfare requirements. Karnataka, Maharashtra, and Bihar each have one project, with Mangalore receiving a new club, the Royal Bombay Seamans Society in Mumbai undergoing major renovation, and Patna being supported due to its role as an outreach centre and MMD office for inland seafarers. The map visually represents the spread of these projects across the country, showing coastal states where development work is underway, coastal states that do not currently have active welfare projects, and the non coastal states where seafarer related infrastructure has still been identified as necessary. This nationwide footprint reflects the intention to create an inclusive and uniform welfare ecosystem that supports seafarers regardless of where they sign on, sign off, travel for examinations, or report for administrative procedures. The table on the slide captures the detailed list of states, ports, and the precise nature of each project, including facilities such as Mariners Club, Nabik Griha Samity, Seafarers Clubs both inside and outside port premises, new clubs, and heritage facilities being modernized. Together, the project list and the geographic representation demonstrate the practical outcomes of the inspection and evaluation framework under SWBAT, where every identified facility becomes part of a coordinated effort to improve seafarer welfare infrastructure across India and ensure that the national welfare goals are translated into tangible improvements on the ground.

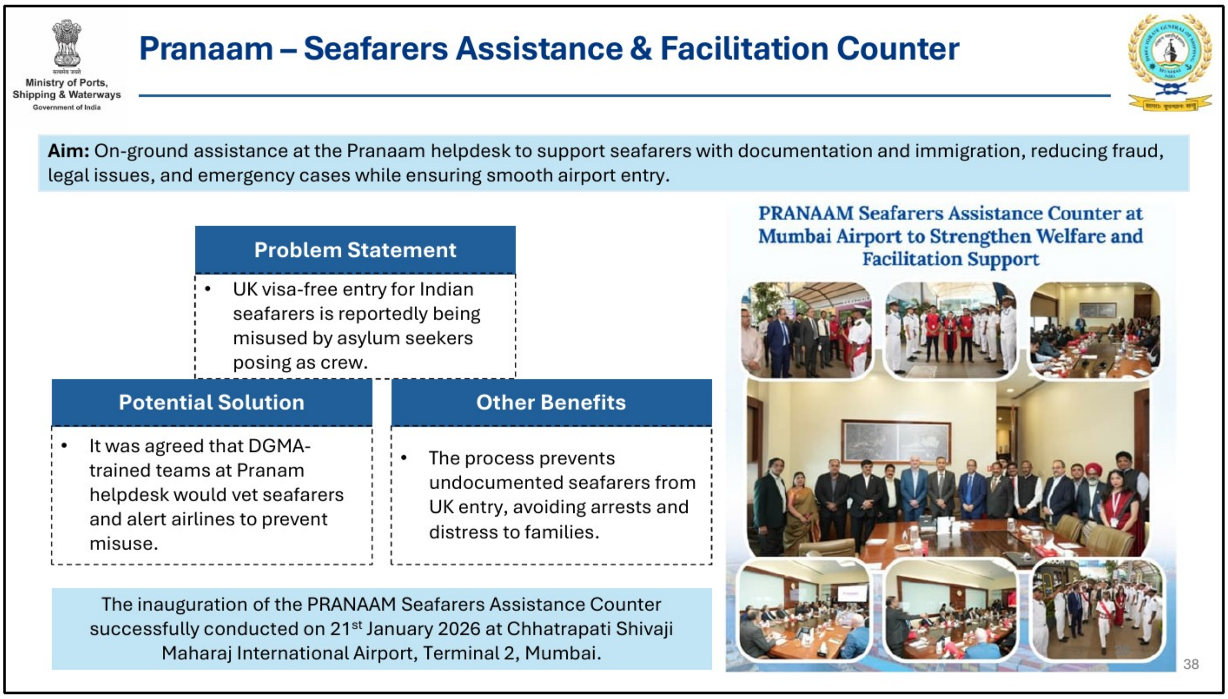


Unified Online Booking System (U-OBS) for all Seafarers' Clubs

The Unified Online Booking System (U-OBS) is a centralized digital platform developed under the Ministry of Ports, Shipping & Waterways to streamline the booking of services and accommodation across Seafarers' Clubs in India. The system aims to create a chain of Seafarers' Clubs operating under a single, unified booking platform, thereby ensuring seamless access and standardized service delivery across locations.

U-OBS provides a single interface for users to search, check real-time availability, and confirm bookings. It incorporates OTP-based authentication to ensure secure transactions and generates unique booking references with SMS and email notifications for every successful booking. The platform also enables users to track current and past bookings, improving transparency and ease of use.

By integrating multiple clubs into one system, U-OBS enhances convenience, reduces manual processes, and allows seafarers to book facilities anytime and from anywhere. Overall, it strengthens efficiency, accessibility, and coordination, contributing to a more modern and user-friendly welfare ecosystem for seafarers.

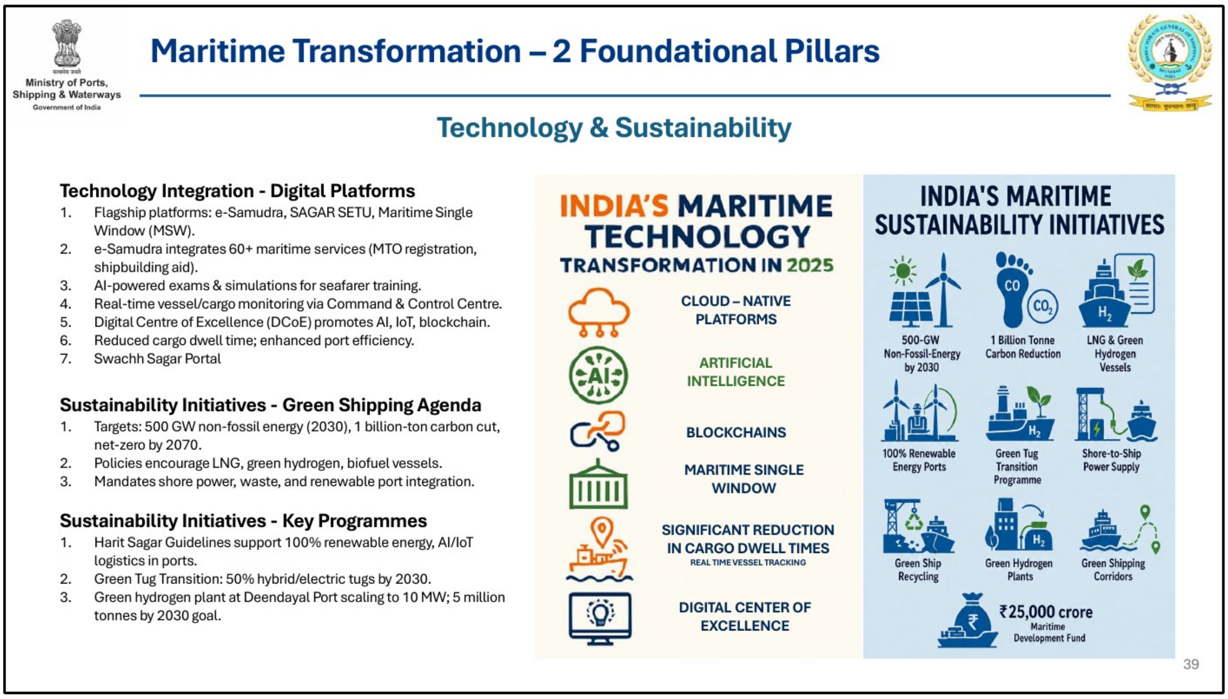


Pranaam: Seafarers Assistance and Facilitation Counter

Pranaam Seafarers Assistance and Facilitation Counter is an on-ground support system created to give Indian seafarers a smooth, stress-free airport experience at the most critical point of their journey. The counter, inaugurated on 21 January 2026 at Mumbai International Airport Terminal 2, is designed to function like a dedicated meet-and-assist service where crew can get help before they even approach check-in or immigration. The need for such a counter became clear as Mumbai's T2 handles a large volume of seafarers every day, especially those flying to the UK, and many were facing issues such as incomplete documents, last-minute visa problems, or even offloading. These challenges not only caused stress to the seafarers and their families but also created compliance risks, legal exposure, and operational delays for shipping companies. The counter changes this entire experience by offering structured, professional, and 24×7 support. Staffed by trained Guest Relations Officers equipped with airport entry passes, uniforms, laptops, and access to DGS systems, Pranaam ensures every seafarer undergoes a complete document verification process before reaching the airline.

The officers check all essential documents such as the passport, visa, CDC, employment contract, e-Migrate Form I, travel itinerary, and where applicable, UK-specific requirements like Immigration References. This verification is important because many operational challenges earlier were the result of mismatched data between the passport, CDC, company letter, and e-Migrate entries. With Pranaam, these inconsistencies are caught early so that seafarers do not face embarrassment or legal trouble at the immigration desk. Once documents are verified, the counter issues a Pranaam Clearance Token. This token signals to airlines and airport authorities that the crew has been pre-cleared. After receiving this token, the crew proceeds to check-in where they are assisted, if required, by an escort who helps them navigate queues, luggage, and priority processing. They are then guided to security and immigration where Pranaam-cleared travelers often receive expedited movement. The entire flow is designed to reduce congestion, prevent last-minute confusion, and make sure only compliant sailors reach the boarding stage. The creation of this counter also addresses a serious and growing concern. The UK visa-free entry privilege for Indian seafarers was being misused by individuals falsely posing as crew. This led to detentions and scrutiny of genuine seafarers at foreign ports. To prevent further reputational damage and to protect our real crew, the Directorate General of Shipping, working through DGMA-trained staff, introduced Pranaam as a checkpoint where legitimacy is verified and misuse is filtered out. This additional layer of assurance protects both the industry and the individual traveller. While the counter itself is a facilitation desk, it operates under strict SOPs. Staff maintain digital and physical records of all checks, escalations, and decisions. Any discrepancy triggers immediate escalation to DGCOMM, the 24×7 DGS control room, and if needed, onward to the DGS Crew Branch. These escalation protocols help ensure issues are addressed early and documented properly. The benefits of the counter are immediate and clear:

- It prevents wrongful detentions and offloadings by ensuring every document aligns correctly
- It reduces last-minute delays at check-in and immigration
- It protects seafarers from fraudulent practices, especially relating to visa-free misuse
- It creates a consistent, predictable travel experience for crew and their families The counter is supported through a strong ecosystem involving DG Shipping, SWFS, maritime unions such as NUSI and MUI, airport authorities, and the UK Home Office which co-funds the initiative due to the high volume of UK-bound Indian crew. This collaborative structure ensures that the counter has the resources, authorization, and manpower it needs, and that seafarers receive a seamless experience from the moment they enter the terminal until they complete immigration. In essence, Pranaam acts as a trusted, visible, embassy-like support desk inside the airport that safeguards compliance, improves efficiency, and most importantly, upholds the dignity of every Indian seafarer who travels for work. It represents a major shift in how we support our maritime workforce, ensuring that welfare and protection begin not just at sea but from the very start of their journey.



Maritime Transformation: Two Foundational Pillars

Maritime Transformation: Technology and Sustainability

India's maritime modernisation under DG(S) and the Ministry of Ports, Shipping and Waterways rests on two mutually reinforcing pillars: a technology pillar that digitises and integrates maritime services, and a sustainability pillar that decarbonises shipping and port operations. Technology acts as the enabler; sustainability is the outcome.

Pillar 1: Technology Integration (Digital Platforms)

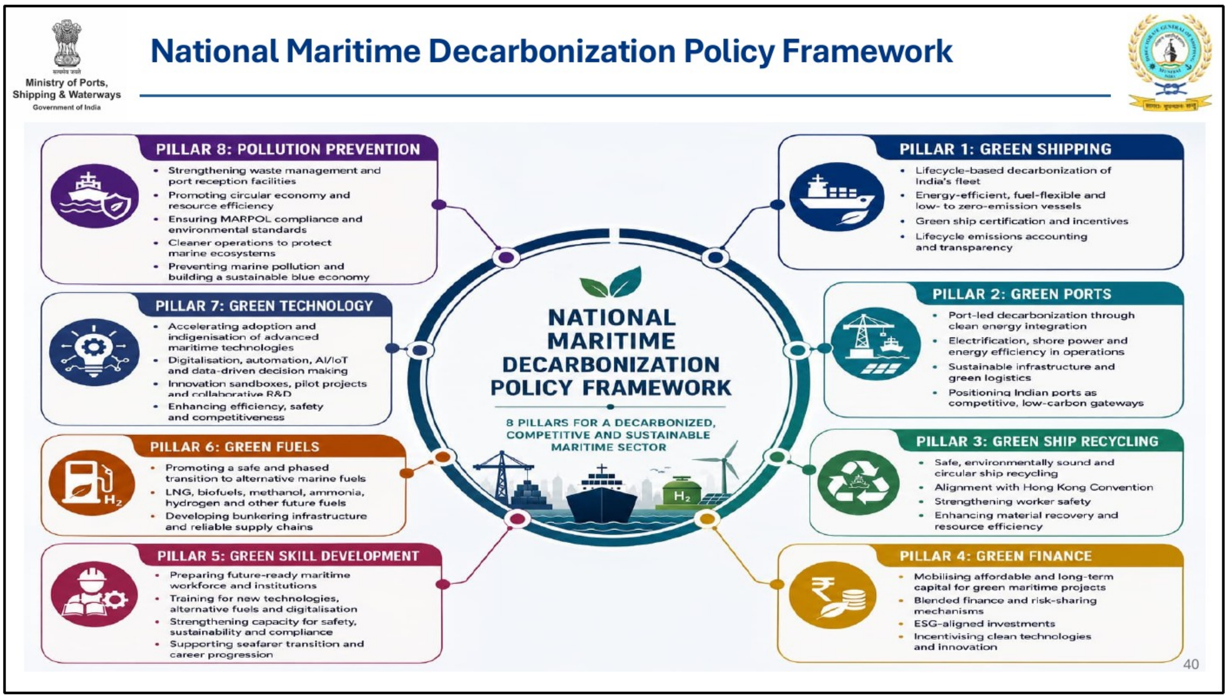
On the technology front, flagship digital platforms such as e-Samudra, SAGAR SETU and the Maritime Single Window are reshaping port, fleet and regulatory services. These platforms integrate over sixty maritime functions, from vessel registration to shipbuilding support, while AI-powered exams, simulations and real-time command centres are modernising training and operational visibility. The Digital Centre of Excellence is now promoting advanced technologies such as AI, IoT and blockchain, targeting reduced cargo dwell times, predictive logistics and enhanced transparency. Initiatives like the Swachh Sagar Portal and automated monitoring systems are creating a unified digital maritime ecosystem. The supporting technology infographic reinforces six themes: cloud-native platforms, artificial intelligence, blockchain, the Maritime Single Window, significant reduction in cargo dwell times through real-time vessel tracking, and the Digital Centre of Excellence.

Need for a Robust E-Governance System Despite the progress made in bolstering maritime security, traditional measures still face significant challenges in addressing modern-day threats. One of the key limitations of conventional security approaches is their reliance on manpower and manual monitoring, which are prone to human error and fatigue. Moreover, the vast expanse of maritime areas makes it challenging to ensure comprehensive surveillance using traditional methods. The dynamic nature of maritime threats, such as terrorism and cyber-attacks, requires a more proactive and adaptive security framework. Traditional security measures often struggle to keep pace with the rapidly evolving tactics employed by malicious actors in the maritime domain. There is therefore a pressing need to integrate innovative technological solutions to overcome these inherent limitations and enhance maritime security. The inadequacies of traditional maritime security measures are highlighted by the increasing frequency of maritime incidents and security breaches reported globally. These incidents pose risks to human life and the environment and carry far-reaching economic implications. Addressing them requires a paradigm shift towards a more technology-driven approach to maritime security. As technology advances and digitalisation becomes more prevalent, cyber threats to maritime systems and operations have significantly increased. The sector relies heavily on interconnected networks, communication systems and sophisticated technologies for its operations, making it an attractive target for cybercriminals, nation-states and other threat actors. Safeguarding the maritime sector against cyber threats is crucial to ensuring the safety, integrity and efficiency of maritime operations, and to protecting sensitive information and global trade. **Pillar 2: Sustainability Initiatives (Green Maritime Transition)** Sustainability anchors India's maritime transformation through an integrated decarbonisation approach spanning renewable energy adoption, green fuels, energy-efficient technologies, sustainable port infrastructure, environmentally sound ship recycling and low- and zero-emission shipping. These efforts align with Maritime India Vision 2030, Maritime Amrit Kaal Vision 2047, the National Green Hydrogen Mission and the Maritime India @ Net Zero initiative. The agenda adopts a lifecycle approach across ships, ports, shipbuilding, ship recycling, maritime logistics and supporting infrastructure, aiming to cut greenhouse gas emissions while enhancing efficiency, energy security and global competitiveness. The headline national alignment targets are 500 GW of non-fossil energy capacity by 2030, a cut of 1 billion tonnes of carbon, and net-zero by 2070. These are country- wide Panchamrit commitments rather than maritime-only figures, signalling that the shipping sector is aligning to the wider climate goal. **Green Ports and Renewable Energy.** Major ports are progressively raising the renewable share of their electricity through solar and wind projects, green electricity procurement and energy-efficient equipment, working towards net-zero port operations. The Harit Sagar – Green Port Guidelines provide the framework, promoting renewable energy, electrification of cargo-handling equipment, green buildings, water conservation, wastewater recycling, waste management, air quality monitoring, biodiversity conservation and climate resilience. Ports are undertaking greenhouse gas accounting across Scope 1, Scope 2 and progressively Scope 3, alongside LED retrofits, crane electrification, electric mobility, rainwater harvesting, green belts and mechanised dust suppression. **Onshore Power Supply (Shore Power).** OPS enables berthed ships to draw electricity from shore instead of running auxiliary diesel engines, cutting carbon dioxide, sulphur oxides, nitrogen oxides, particulate matter and noise within port areas. Roll-out is phased, contingent on harmonised electrical standards, grid capacity, port-side infrastructure, ship compatibility, safety procedures and tariff mechanisms. **Green Tug Transition Programme (GTTP).** The programme progressively replaces conventional harbour tugs with battery-electric, hybrid-electric and other cleaner propulsion technologies, targeting nearly half the tug fleet at major ports by 2030. Beyond emissions cuts, it is expected to stimulate indigenous manufacturing of green vessels, batteries and electric propulsion systems under Make in India. **Green and Alternative Marine Fuels.** India is promoting LNG, biofuels, green hydrogen, green methanol, green ammonia and other low- and zero-carbon fuels, supported through safety regulations, technical standards, pilot projects, bunkering capability and stakeholder consultation. LNG serves as a transition fuel and biofuels have been introduced under appropriate requirements, while green hydrogen and its derivatives are developed as long-term solutions. Scale-up requires coordinated investment in fuel production, storage, bunkering, vessel technologies, crew competency and regulatory oversight. **Green Hydrogen and Green Fuel Hubs.** The National Green Hydrogen Mission frames development of the hydrogen ecosystem, with three Green Hydrogen Hubs being developed to catalyse large-scale production and use. Major ports are being positioned as green energy hubs with integrated hydrogen, methanol and ammonia infrastructure. Deendayal Port has initiated a green hydrogen pilot and is scaling capacity while developing green methanol infrastructure; other ports are pursuing hydrogen production, renewable integration, ammonia handling and dedicated green energy zones. These projects support port decarbonisation, industrial demand, clean-fuel exports and, longer term, green bunkering. **Green Shipping Corridors.** India is participating in studies and international collaborations to enable low- and zero-emission vessel operation through coordinated clean-fuel availability, bunkering, compatible port facilities and harmonised safety standards. Studies are identifying suitable domestic, coastal and international routes based on cargo demand, vessel profile, fuel availability, commercial viability and emissions-reduction potential. **Cleaner and More Efficient Vessels.** Cleaner vessels are promoted through alternative fuels and efficiency technologies including improved hull designs, air lubrication, waste heat recovery, wind-assisted propulsion, battery-hybrid systems and digital voyage optimisation. Since much of the existing fleet will keep operating through the transition, retrofitting will be central, supported by regulatory frameworks, financing and technical standards. **Sustainable Ship Recycling and Circular Economy.** India hosts one of the world's largest ecosystems of Hong Kong Convention-compliant recycling facilities, with continuous improvement in yard infrastructure, hazardous material management, worker safety and environmental monitoring. The Ship Recycling Credit Note Scheme strengthens circularity by incentivising recycling in India and linking it to new-build construction at Indian shipyards, promoting sustainable fleet renewal and domestic shipbuilding. **Pollution Prevention and Waste Management.** Sustainability extends beyond emissions to prevention of marine and coastal pollution, covering oil spills, sewage, garbage, plastics, hazardous waste, ballast water and ship-generated waste. Ports are strengthening reception facilities, waste segregation, wastewater treatment and disposal, with added focus on reducing underwater noise and protecting coastal ecosystems through digital monitoring. **Green Finance.** The transition requires substantial investment in green vessels, renewable energy, alternative-fuel infrastructure, port modernisation and clean technologies. Enabling mechanisms include green bonds, blended finance, sustainability-linked finance, concessional lending, viability gap funding and credit guarantees that reduce investment risk. **Green Skills and Capacity Building.** Delivery depends on specialised skills among seafarers, port personnel, shipyard workers, surveyors, fuel suppliers and regulators. Training will increasingly cover safe handling of hydrogen, methanol and ammonia, new propulsion systems, emergency response, digital technologies and environmental management, delivered through maritime training institutions and industry stakeholders. **National Maritime Decarbonisation Policy Framework (NMDPF), 2026.** Prepared under the Maritime India @ Net Zero initiative, the framework provides an integrated decarbonisation roadmap structured around eight interconnected pillars: Green Shipping, Green Ports, Green Ship Recycling, Green Finance, Green Skill Development, Green Fuels, Green Technology and Pollution Prevention. It sets strategic direction for technology adoption, regulatory reform, infrastructure, financing, capacity building, pilots, monitoring and international cooperation. The sustainability infographic captures the visual anchors of this agenda: 500 GW non-fossil energy by 2030, 1 billion tonne carbon reduction, LNG and green hydrogen vessels, 100 percent renewable-energy ports, the Green Tug Transition Programme, shore-to-ship power supply, green ship recycling, green hydrogen plants, green shipping corridors, and a ₹25,000 crore Maritime Development Fund. **Expected Outcomes** The sustainability initiatives are expected to materially reduce greenhouse gas emissions and environmental impacts while enhancing operational efficiency, energy security and resilience. They will accelerate renewable energy, alternative fuels, cleaner vessels, sustainable port infrastructure and sound ship recycling, strengthen indigenous capability in green shipbuilding and clean-fuel infrastructure, and generate investment and skilled employment, supporting India's ambition to become a globally competitive, technologically advanced and environmentally sustainable maritime nation aligned with national net-zero and climate commitments. **Key figures at a glance 500 GW** non-fossil energy capacity by 2030 **1 billion tonnes** targeted carbon reduction **Net-zero by 2070 60+** maritime services integrated on e-Samudra **~50%** of major-port tug fleet transitioning to green technologies by 2030 (GTTP)

3 Green Hydrogen Hubs under the National Green Hydrogen Mission **8** pillars in the NMDPF, 2026 **₹25,000 crore** Maritime Development Fund

How the two pillars connect

The two pillars are not independent. Real-time monitoring, single-window clearance and AI/IoT logistics operationally enable the sustainability agenda: shore-power scheduling, dwell-time optimisation to cut idling emissions, and green shipping corridors all depend on the digital command-and-control and data infrastructure. The "2 foundational pillars" framing is therefore deliberate, with the Maritime Development Fund serving as the financing mechanism underwriting both.



National Maritime Decarbonization Policy Framework

The National Maritime Decarbonization Policy Framework (NMDP) is envisaged as India's umbrella transition framework to systematically decarbonise and green the entire maritime ecosystem. It provides a unified national approach covering ships, ports, marine fuels, shipbuilding and ship repair, ship recycling, green finance, human capital development and digital governance systems, across both coastal and inland waterways. The NGSP is designed not merely as an environmental policy, but as a strategic transformation instrument that aligns India's maritime growth ambitions with national climate commitments, international regulatory developments and long-term economic competitiveness. It seeks to embed sustainability as a core operational and investment principle across maritime planning, regulation and implementation, rather than treating decarbonisation as a parallel or incremental activity.

Policy Evolution and Development Process

The formulation of the NMDP has followed a phased, consultative and evidence-led approach. An initial Consultative Document on the National Green Shipping Policy was developed by Lloyd's Register. This consultative document laid out the preliminary policy landscape, identified gaps in India's green maritime ecosystem and proposed a broad set of policy actions across technology, fuels, ports, finance and regulation. The document was formally released during the Green Shipping Conclave, marking the commencement of structured stakeholder engagement on the proposed policy. Building upon this consultative foundation, the draft National Green Shipping Policy was subsequently prepared by TERI – National Centre of Excellence for Green Ports and Shipping (NCoEGPS). This stage involved extensive stakeholder consultations and focused sectoral discussions, covering key maritime verticals including shipping, ports, shipbuilding, ship recycling, green fuels, finance and skill development. Inputs from central ministries, regulators, port authorities, shipowners, shipyards, technology providers, financial institutions, academia and international partners were systematically incorporated to strengthen policy coherence, practicality and implementability. This two-stage process ensured that the NMDP evolved from a conceptual and gap-identification exercise into a robust, nationally owned draft policy, grounded in stakeholder consensus and aligned with India's developmental and institutional realities.

Role of NMDP as a Convergence Policy

Importantly, the NMDP is not a standalone scheme or isolated programme. It functions as a convergence and integration policy, bringing together multiple existing national visions, guidelines and sectoral initiatives under a single, coherent framework. These include Maritime India Vision 2030, Maritime Amrit Kaal Vision 2047, the Harit Sagar Guidelines and the Green Tug Transition Programme. By consolidating these initiatives, the NMDP addresses the current fragmentation in India's green maritime landscape, where policies, schemes and pilot projects exist but lack a common definitional basis, emissions baseline, monitoring architecture and implementation sequencing. The policy therefore serves as the principal national reference framework for defining what constitutes "green" in the maritime context, establishing measurable targets, standardised monitoring and reporting mechanisms and enabling coordinated action across ministries, regulators, ports, shipping companies, shipyards and financial institutions. At a strategic level, the NMDP positions India to pursue a phased, realistic and nationally aligned maritime decarbonisation pathway, balancing developmental priorities with environmental responsibility, while providing a credible basis for engagement with evolving global maritime decarbonisation frameworks.

Why NMDP Is Imperative Now

The need for a National Maritime Decarbonization Policy Framework (NMDP) has become immediate and unavoidable due to the convergence of global regulatory pressures, domestic policy gaps and India's rapidly expanding maritime footprint. While India has launched several forward-looking green maritime initiatives over the past decade, these efforts remain fragmented, scheme-driven and unevenly implemented, limiting their cumulative impact.

Escalating Global Regulatory and Market Pressures

International shipping is entering a decisive phase of decarbonisation. The International Maritime Organization (IMO), through its Revised GHG Strategy (2023), has committed to achieving net-zero greenhouse gas emissions from international shipping by or around 2050, with interim targets for 2030 and 2040. These developments are being reinforced by emerging market-based measures, fuel standards and emissions reporting requirements across major trading blocs. In the absence of a comprehensive national framework, Indian shipping, ports and maritime service providers risk: Regulatory misalignment with global standards Higher compliance costs and trade frictions Reduced competitiveness of Indian-flag vessels and ports The NGSP is therefore required to provide policy certainty, regulatory preparedness and strategic alignment, enabling Indian maritime stakeholders to anticipate and adapt to evolving international obligations in a coordinated manner.

Fragmentation of Domestic Green Maritime Initiatives

India has already initiated several important green maritime measures, including the Harit Sagar Guidelines, the Green Tug Transition Programme, ship recycling reforms and pilot green fuel projects at select ports. However, these initiatives currently operate as standalone interventions, without a common framework for: Defining what constitutes a "green ship", "green port" or "green fuel" Establishing national emissions baselines across ships, ports and inland waterways Standardising Monitoring, Reporting and Verification (MRV) systems Sequencing short-term, medium-term and long-term decarbonisation actions This fragmentation constrains scale-up and dilutes accountability. The policy is imperative to unify these disparate efforts into a single national transition architecture, ensuring coherence across policies, programmes and investments.

Scale and Growth of India's Maritime Sector

India's maritime sector underpins nearly 95% of the country's trade by volume and continues to expand rapidly, supported by major investments in ports, inland waterways, coastal shipping and shipbuilding. With new mega ports, industrial clusters and logistics corridors under development, the carbon footprint of maritime activities is set to increase sharply if sustainability is not embedded at the planning stage. Without a guiding national policy:

Infrastructure investments risk locking in carbon-intensive pathways Retrofitting costs will rise over time Opportunities for early adoption of clean technologies may be missed The policy is therefore critical to mainstream decarbonisation at the design, procurement and investment stages, rather than treating it as a post-facto corrective measure.

Alignment with India’s National Climate Commitments India’s climate commitments under the Panchamrit framework and the Long- Term Low Emission Development Strategy (LT-LEDS) set a national net-zero target for 2070. However, the maritime sector requires a sector-specific transition pathway to translate these economy-wide goals into actionable measures for ships, ports and fuels. The policy bridges this gap by: Translating national climate commitments into maritime-specific targets Aligning domestic timelines with global maritime decarbonisation trajectories Providing a calibrated and development-sensitive transition pathway In doing so, it ensures that India’s maritime decarbonisation efforts are credible, measurable and nationally appropriate.

Enabling Green Finance and Investment Readiness

The transition to green shipping will require significant capital mobilisation for new vessels, retrofits, alternative fuel infrastructure, renewable energy integration and digital systems. Global climate finance, sustainability-linked lending and green bonds are increasingly tied to clear policy signals, measurable outcomes and robust governance frameworks. In the absence of a national policy: Investors face uncertainty and higher perceived risks Access to international green finance remains constrained Domestic financial institutions lack clear guidance on eligibility and metrics The NMDP is imperative to establish the policy and institutional foundations for green maritime finance, de-risking investments and enabling access to domestic and international capital.

Strategic Opportunity for Global Leadership

Finally, the timing of the NMDP presents a strategic opportunity. India is simultaneously: Expanding its maritime and port infrastructure Scaling renewable energy capacity Emerging as a leader in ship recycling and green fuel potential By acting now, India can move from being a policy follower to a rule-shaper in global green shipping, positioning itself as a credible hub for green vessels, green fuels and sustainable maritime services. In essence, the NMDP is imperative now because delay would increase transition costs, fragment action and weaken India’s strategic positioning, whereas timely adoption enables a coordinated, cost-effective and globally aligned green maritime transition.

NMDP Objectives and Pillar Architecture

Core Objectives of the National Maritime Decarbonization Policy

Framework

The National Maritime Decarbonization Policy Framework (NMDP) articulates a set of clear, interlinked objectives aimed at guiding India’s maritime sector through a phased, measurable and inclusive green transition. These objectives serve as the operational foundation for all actions undertaken under the policy. The key objectives of the NMDP are to: **Decarbonise India’s maritime sector in a structured and time-bound**

manner

The NMDP seeks to progressively reduce greenhouse gas emissions across ships, ports, fuels and associated maritime activities, while aligning domestic action with India’s national climate commitments and evolving international maritime decarbonisation frameworks. **Establish a common national definition and standards for “green”**

maritime activities

A core objective of the policy is to define, standardise and operationalise what constitutes a green ship, green port and green fuel, using measurable, auditable and lifecycle-based criteria. This is intended to remove ambiguity and enable consistency across regulation, procurement, certification and financing. **Create a robust governance, monitoring and reporting framework** The NMDP aims to institutionalise national emissions baselines, Monitoring Reporting and Verification (MRV) systems and performance assessment mechanisms, ensuring transparency, accountability and data-driven decision- making across the maritime ecosystem. **Enable investment and de-risk the green maritime transition** Recognising the scale of capital required, the policy seeks to unlock domestic and international green finance by providing policy certainty, standardised metrics and institutional mechanisms that reduce risk for investors, shipowners, ports and technology providers. **Promote technology adoption, innovation and indigenisation** The NMDP encourages the adoption of clean and energy-efficient maritime technologies while supporting domestic manufacturing, research and innovation in areas such as alternative fuels, propulsion systems, digital solutions and emissions reduction technologies.

Ensure a just, inclusive and capacity-driven transition

The policy explicitly integrates human capital development, green skilling and inclusion of MSMEs, informal operators and coastal communities, ensuring that the benefits of the green transition are equitably distributed.

Pillar Architecture of the NMDP

To operationalise these objectives, the NMDP is structured around a multi- pillar architecture, with each pillar addressing a critical dimension of the maritime ecosystem. The pillars are designed to function interdependently, enabling coordinated implementation rather than isolated interventions.

The NMDP pillar framework comprises:

- **Green Shipping** This pillar focuses on decarbonisation of vessels across coastal, inland and international shipping segments, including shipbuilding and ship repair. It addresses green ship standards, retrofitting, new builds, emissions monitoring, certification and financial incentives for cleaner vessels.
- **Green Ports** The Green Ports pillar targets reduction of emissions and environmental impacts at ports and terminals through renewable energy integration, energy efficiency, electrification, shore-to-ship power, waste management, digital monitoring and green port certification mechanisms.
- **Green Ship Recycling** The Green Ship Recycling pillar aims to strengthen environmentally sound and safe ship recycling practices, aligned with international conventions and domestic regulations, while promoting circularity, transparency and occupational safety.
- **Green Finance** This pillar focuses on mobilising and de-risking capital for green maritime investments through dedicated funds, sustainability-linked finance instruments, incentives, subsidies and blended finance mechanisms aligned with measurable performance outcomes.
- **Green Skill Development** This pillar addresses the workforce dimension of the transition by strengthening green skilling, certification, training and institutional capacity across seafarers, port workers, shipyard personnel, regulators and allied maritime professionals.
- **Green Fuels** This pillar supports the transition from conventional marine fuels to low- and zero-carbon alternatives such as biofuels, LNG, green hydrogen, ammonia and methanol. It covers fuel standards, lifecycle emissions assessment, bunkering infrastructure, green corridors and fuel transition pathways.
- **Green Technology** The Green Technology pillar promotes adoption and indigenisation of clean maritime technologies, including propulsion systems, energy storage, emissions reduction solutions and digital tools. It also emphasises research, development and international technology collaboration.
- **Pollution Prevention** Preventing Marine Pollution and building sustainable blue economy.

Strengthening waste management and port reception facilities, Ensuring MARPOL Compliance and environmental standards. Cleaner operations to protect marine ecosystem.

Relevance of the Pillar Architecture for Implementation The pillar-based structure allows the NMDP to be **translated into actionable programmes, timelines and responsibilities**, while enabling coordination across ministries, regulators, ports, shipping companies, shipyards, financial institutions and technology providers. It also facilitates **tracking, monitoring and course correction** by clearly mapping actions, stakeholders and outcomes to specific thematic pillars.

Just Transition in Maritime

This slide brings in a very important dimension of maritime decarbonisation, the human dimension.

Decarbonisation is not merely a fuel shift. It is fundamentally a workforce shift.

India today has approximately 3.23 lakh seafarers, accounting for nearly 12 percent of the global maritime workforce. This means that any global transition in fuels, propulsion systems, or operational models directly impacts Indian seafarers and maritime professionals.

Alternative fuels such as ammonia, hydrogen, methanol and low-flashpoint fuels introduce new safety considerations. They require different handling procedures, emergency protocols and technical competencies. Therefore, the transition demands structured and large-scale upskilling.

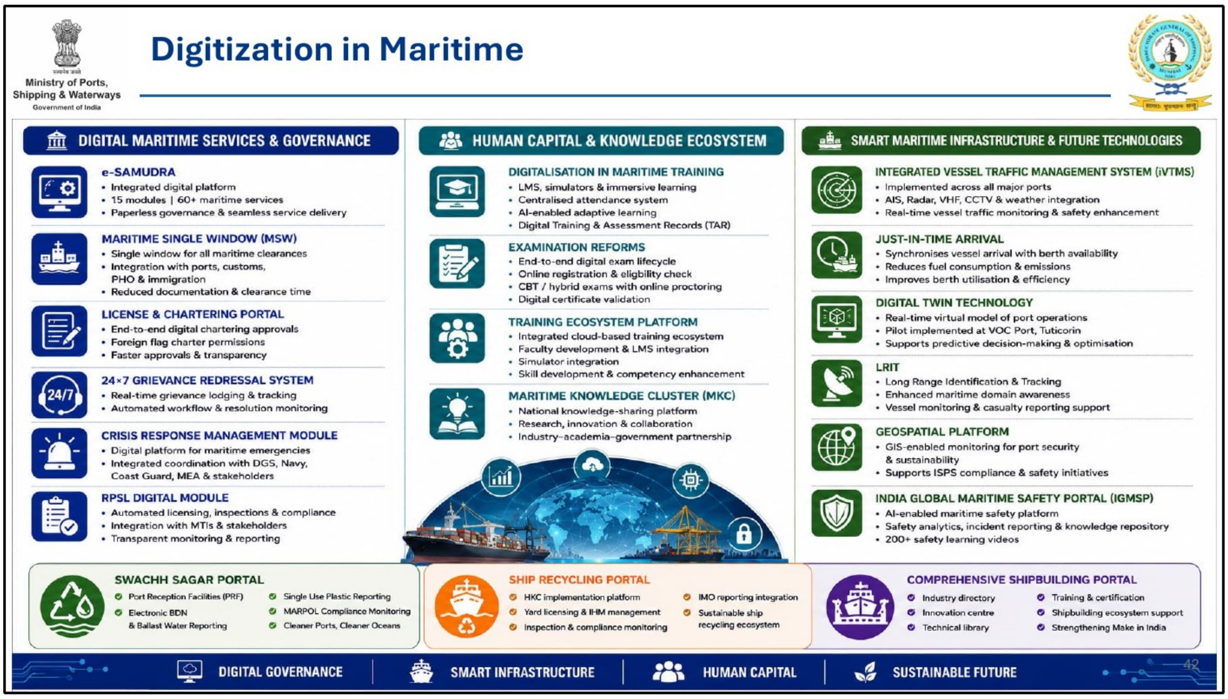
Under the Skills and Training pillar, the focus must be on modernizing STCW frameworks, strengthening maritime training infrastructure and ensuring that our seafarers are future-ready for green fuels and digital systems.

From a Safety and Standards perspective, the approach has to remain health-and- safety first. Handling new fuels cannot compromise crew welfare. Alignment with MLC 2006 and global labour standards remains essential.

Equity and inclusion are equally important. The transition should not widen global skills gaps or marginalize developing maritime nations. Instead, it should create opportunities, promote diversity and ensure that the benefits of green transition are shared fairly.

In essence, a green transition must also be a fair transition.

If decarbonisation policies are designed with people at the core, we can ensure that sustainability strengthens both environmental performance and human dignity in the maritime sector.



Digitalization in Maritime

India is undertaking a comprehensive transformation of its maritime sector through digitalization, focusing on improving governance, infrastructure, human capital, and sustainability.

- **Digital Maritime Services & Governance** Key initiatives aim to streamline administrative processes and enhance transparency:
- **e-SAMUDRA**: An integrated digital platform offering over 60 maritime services with paperless governance.
- **Maritime Single Window (MSW)**: Enables seamless clearance processes by integrating ports, customs, immigration, and health authorities.
- **License & Chartering Portal**: Facilitates end-to-end digital approvals, improving efficiency and transparency.
- **24×7 Grievance Redressal System**: Allows real-time tracking and resolution of complaints.
- **Crisis Response Management Module**: Enhances coordination among multiple agencies during maritime emergencies.
- **RPSL Digital Module**: Supports automated licensing, compliance monitoring, and reporting.
- **Human Capital & Knowledge Ecosystem** Efforts are being made to modernize training and knowledge-sharing systems:
- **Digital Maritime Training**: Incorporates LMS, simulators, AI-enabled learning, and digital records.
- **Examination Reforms**: Fully digital exam lifecycle with online registration, proctoring, and certification.
- **Training Ecosystem Platform**: Cloud-based integration of training institutions, faculty development, and competency enhancement.
- **Maritime Knowledge Cluster (MKC)**: A national platform promoting research, innovation, and collaboration among industry, academia, and government.
- **Smart Maritime Infrastructure & Future Technologies** Advanced technologies are being deployed for operational efficiency and safety:

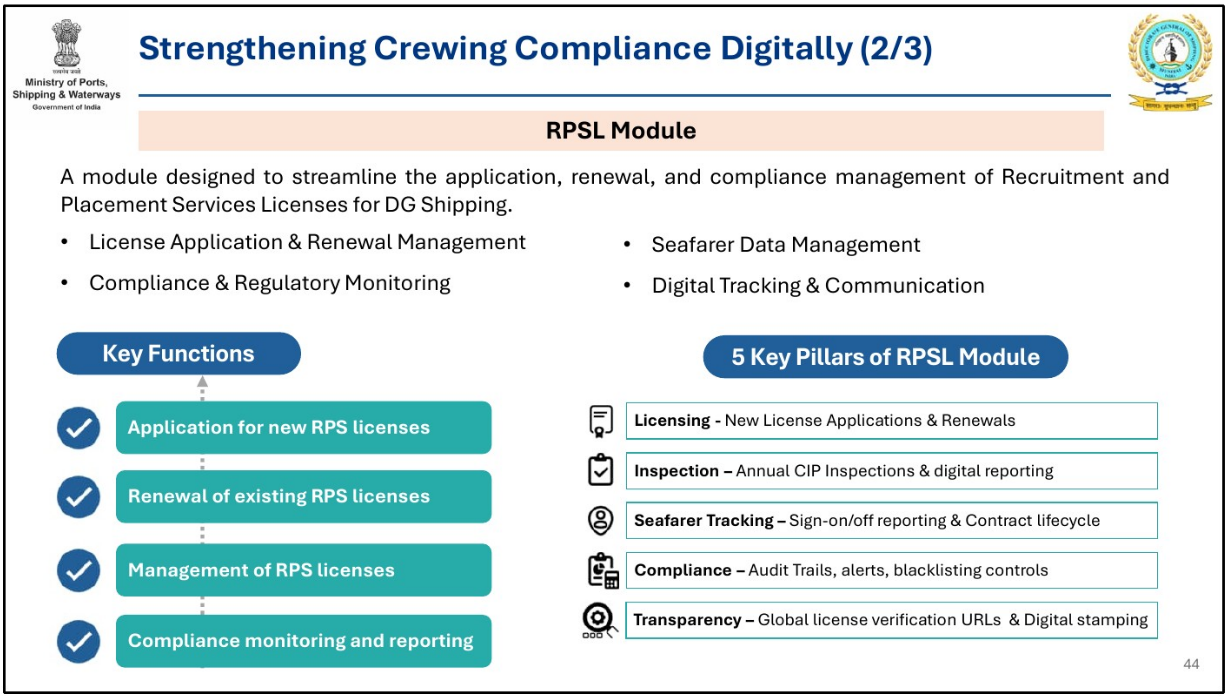
- **Integrated Vessel Traffic Management System (iVTMS)**: Enables real-time monitoring using AIS, radar, and CCTV.
- **Just-in-Time Arrival**: Optimizes vessel scheduling, reducing fuel consumption and emissions.
- **Digital Twin Technology**: Provides virtual models of port operations for predictive decision-making.
- **LRIT System**: Enhances vessel tracking and maritime domain awareness.
- **Geospatial Platform**: Supports GIS-based monitoring for port security and compliance.
- **India Global Maritime Safety Portal (IGMSP)**: Uses AI for safety analytics, incident reporting, and knowledge sharing.
- **Supporting Portals for Sustainability & Industry Growth**
- **Swachh Sagar Portal**: Tracks waste management, plastic reporting, and supports cleaner ports and oceans.
- **Ship Recycling Portal**: Ensures compliance with international standards and promotes sustainable recycling practices.
- **Comprehensive Shipbuilding Portal**: Supports industry development through innovation, training, and technical resources.

Conclusion

The digitalization initiative represents a holistic approach to modernizing India’s maritime sector. It integrates technology-driven governance, skilled workforce development, smart infrastructure, and sustainable practices to enhance efficiency, safety, and global competitiveness.

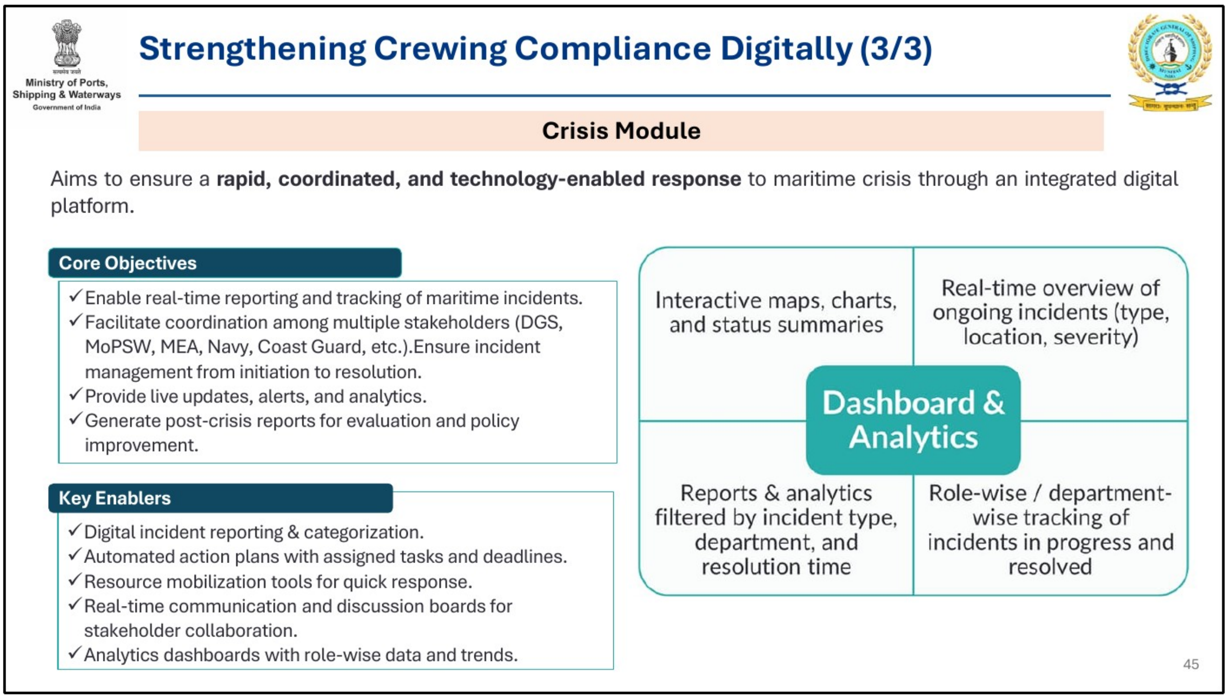
Strengthening Crewing Compliance Digitally (1/3)

The Grievance Redressal Module has been designed as a unified, structured, and highly accountable system that ensures every grievance coming to the Directorate General of Shipping is handled efficiently, transparently, and within defined timelines. The core intent is to bring all grievance-related interactions, whether they originate from seafarers, unions, relatives, companies, or other stakeholders, onto one centralized digital platform that eliminates fragmentation and improves responsiveness. The module creates a seamless flow right from grievance submission to categorization, routing, investigation, resolution, closure, and feedback, while ensuring that each step is traceable and backed by system-driven notifications and audit trails. It not only streamlines the lodging and processing of grievances but also builds confidence in the system by ensuring that users remain informed about the progress through automated email and SMS alerts. The underlying objective is to ensure that grievances, which may arise from multiple channels and in varied forms, are consolidated and managed through a consistent, predictable process. This includes making the submission process simple and guided, maintaining transparency through status visibility, and enabling timely redressal through automated routing and escalation logic. The system also supports maintaining detailed grievance data that helps with analytics, trend identification, and continuous improvement. By enabling complainants to lodge grievances, track their status, provide feedback, and upload supporting documents, the platform empowers users while strengthening accountability within the internal workflow across all departments. In terms of scope, the module covers every major step involved in grievance handling, starting with lodging a grievance through a standardized form, categorizing it into predefined heads and sub-heads, and routing it automatically to the relevant department for action. It supports structured investigation, allows officers to request more information, and ensures appropriate updates and responses are communicated back to the complainant. The scope also extends to monitoring and reporting, where dashboards offer insights into grievance volumes, aging, status, and department-wise performance. It further includes feedback management and the creation of a robust database to facilitate root-cause analysis and help departments identify recurring issues. Ultimately, the scope ensures a closed-loop system where grievances are captured, processed, resolved, documented, and analyzed in a systematic and auditable manner.



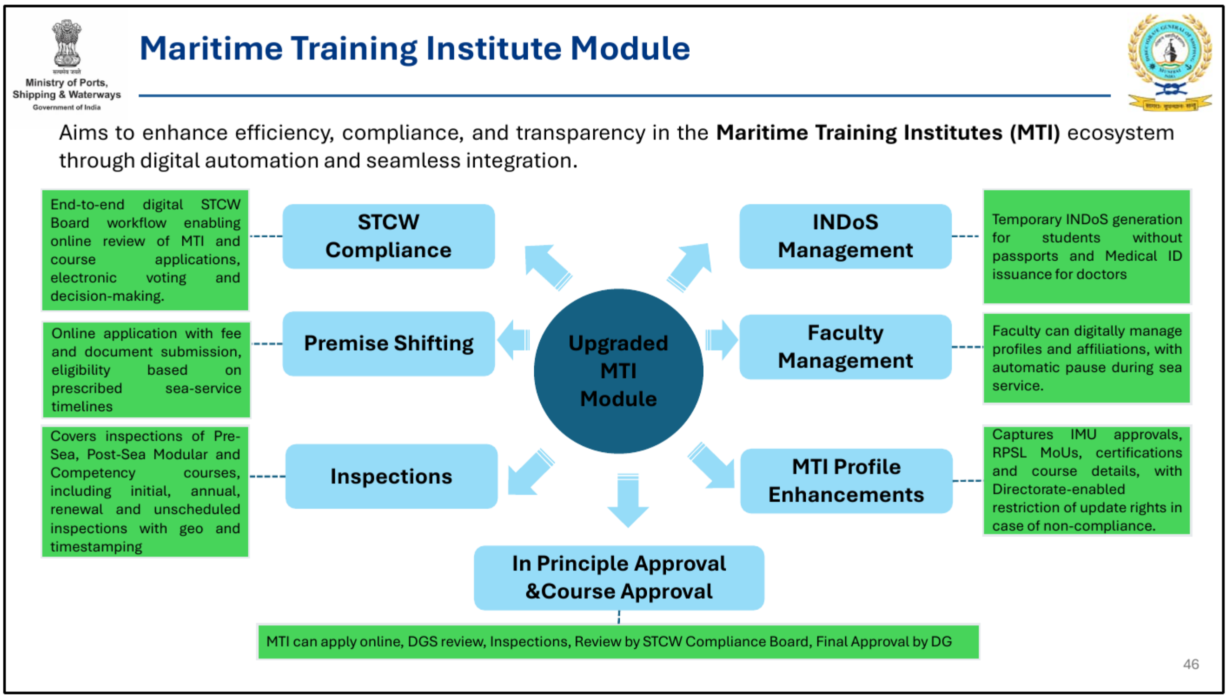
Strengthening Crewing Compliance Digitally (2/3)

The RPSL module has been designed as a comprehensive digital framework that strengthens crewing compliance by streamlining every stage of the Recruitment and Placement Services License lifecycle for DG Shipping. This module brings all key regulatory processes right from new license applications to renewals, inspections, and ongoing compliance into a unified digital ecosystem. Its core objective is to simplify the experience for RPS agencies while ensuring strict adherence to the Merchant Shipping Rules, 2016. At the same time, it enhances transparency, reduces manual intervention, and enables real-time monitoring by the authorities. The module supports applicants with seamless submission of new license applications, renewals, and updates, ensuring that all required declarations, documents, and agreements are captured digitally with proper validation and acknowledgments. Once a license is issued, the system maintains its entire lifecycle, tracking renewals, monitoring validity, enforcing non-transferability, and enabling automated alerts prior to expiration. Alongside license management, the module plays a critical role in supporting regulatory oversight through its integrated CIP inspection process, where Recognized Organizations can schedule inspections, upload reports, and track compliance findings digitally. Beyond licensing and inspections, a major pillar of the module is end-to-end seafarer data management. It captures sign-on and sign-off details, contract commencements, onboard changes, and completion of service in accordance with statutory timelines. The system also generates alerts for missed updates and facilitates permission workflows wherever timelines lapse. These features ensure that the complete service lifecycle of a seafarer, whether on foreign flag vessels under Form 1 or Indian flag ships under the AoA, is accurately recorded. The governance layer of the module strengthens compliance monitoring through audit trails, role-based workflows, blacklisting controls, and automated escalations aligned with MS Notices and the RPSL Rules. Every action from document uploads to application decisions is logged to ensure accountability. The transparency pillar further enhances trust by enabling global license verification through digital stamping and verification URLs, making it easy for stakeholders worldwide to authenticate the legitimacy of a license. Altogether, the RPSL module combines licensing, inspections, tracking, compliance, and transparency into a digitally integrated system that improves operational efficiency for agencies, ensures better regulatory control for DG Shipping, and enhances the overall credibility and safety of India’s maritime workforce.



Strengthening Crewing Compliance Digitally (3/3)

The Crisis Management Module has been developed as a comprehensive and robust system to equip the Directorate General of Shipping with the capability to respond swiftly and effectively to maritime crises, ensuring that every incident is handled in a structured, timely, and coordinated manner. It establishes the foundation for efficient crisis handling by supporting end-to-end management of incidents, facilitating seamless coordination among multiple stakeholders, and ensuring that decision-makers have real-time access to critical information at every stage of the crisis lifecycle. The module is designed with clear objectives: to enable rapid response, improve communication flow, maintain full traceability of incidents from reporting to closure, provide real-time updates to all relevant parties, and generate meaningful analytics for post-crisis evaluation and continuous improvement. These objectives ensure the system is not merely reactive, but also contributes to long-term strengthening of maritime safety processes. In terms of scope, the module covers all major aspects required for effective crisis management, including streamlined incident reporting and tracking, integrated communication and coordination tools, real-time monitoring and alerting mechanisms, and extensive reporting and analytics capabilities that allow stakeholders to derive insights, identify trends, and improve response efficacy over time. Together, these elements ensure that the Directorate has complete visibility into every crisis scenario, reduces dependency on manual intervention, and enhances operational readiness in managing maritime events.



Maritime Training Institute Module

MTI Module

The Maritime Training Institute (MTI) Module is designed to improve efficiency, compliance, and transparency across the MTI ecosystem through digital automation and seamless integration of processes. The system operates as an upgraded, centrally connected module that integrates multiple functional areas into a single digital workflow, ensuring standardization and traceability across all stages of institutional management and regulatory oversight.

The module incorporates STCW compliance through an end-to-end digital workflow managed by the STCW Compliance Board. This enables online review of Maritime Training Institutes and course applications, supported by electronic documentation, digital voting mechanisms, and structured decision-making processes. The shift to a digital framework reduces manual intervention and ensures consistency in evaluation and approval procedures. The premise shifting function operates through an online application system that facilitates submission of fees and documents, with eligibility determined based on prescribed sea-service timelines. This feature introduces a rule-based validation mechanism, ensuring that applications adhere strictly to defined regulatory criteria and timelines before being processed further.

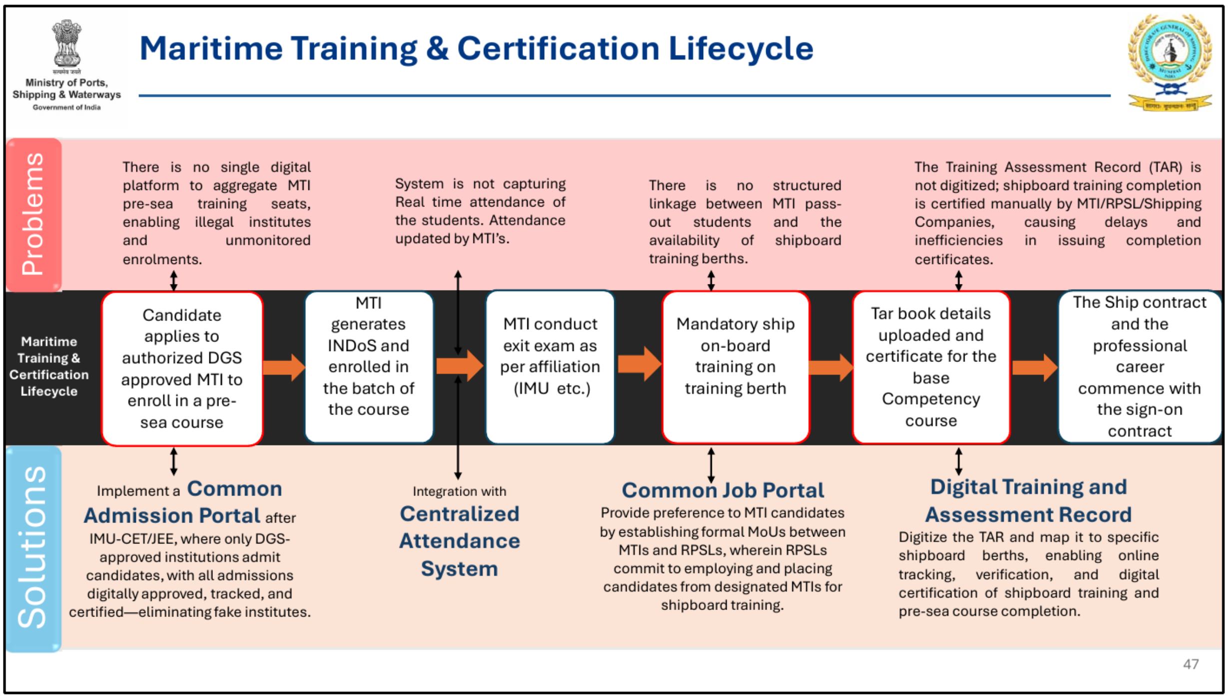
The inspections component covers pre-sea, post-sea modular, and competency courses, and includes multiple inspection types such as initial, annual, renewal, and unscheduled inspections. The process is supported by geo-tagging and time-stamping, allowing accurate recording of inspection activities and strengthening accountability and monitoring within the system.

The INDoS management function supports temporary INDoS generation for students without passports and enables the issuance of Medical ID for doctors. This ensures continuity in candidate processing and reduces delays arising from documentation gaps, thereby maintaining workflow efficiency. Faculty management is handled digitally through profile and affiliation management systems. The module allows automatic pausing of faculty records during sea service, ensuring accurate representation of active teaching staff and maintaining compliance with institutional requirements.

MTI profile enhancements include centralized capture of IMU approvals, RPSL Memorandums of Understanding, certifications, and detailed course information. The system incorporates Directorate-level controls that restrict the ability to update records in cases of non-compliance, ensuring that regulatory enforcement is embedded directly into the platform.

The module also integrates the process for in-principle approval and course approval within a unified workflow. Maritime Training Institutes can submit applications online, followed by Directorate General of Shipping review, inspection stages, evaluation by the STCW Compliance Board, and final approval by the Director General. This structured process ensures continuity, transparency, and accountability at every stage of approval.

Overall, the upgraded MTI Module establishes a comprehensive digital framework that connects compliance, inspections, institutional management, and approval processes into a single system. The integration of automated workflows, validation mechanisms, and centralized data management enhances operational efficiency while ensuring adherence to regulatory standards across the maritime training ecosystem.



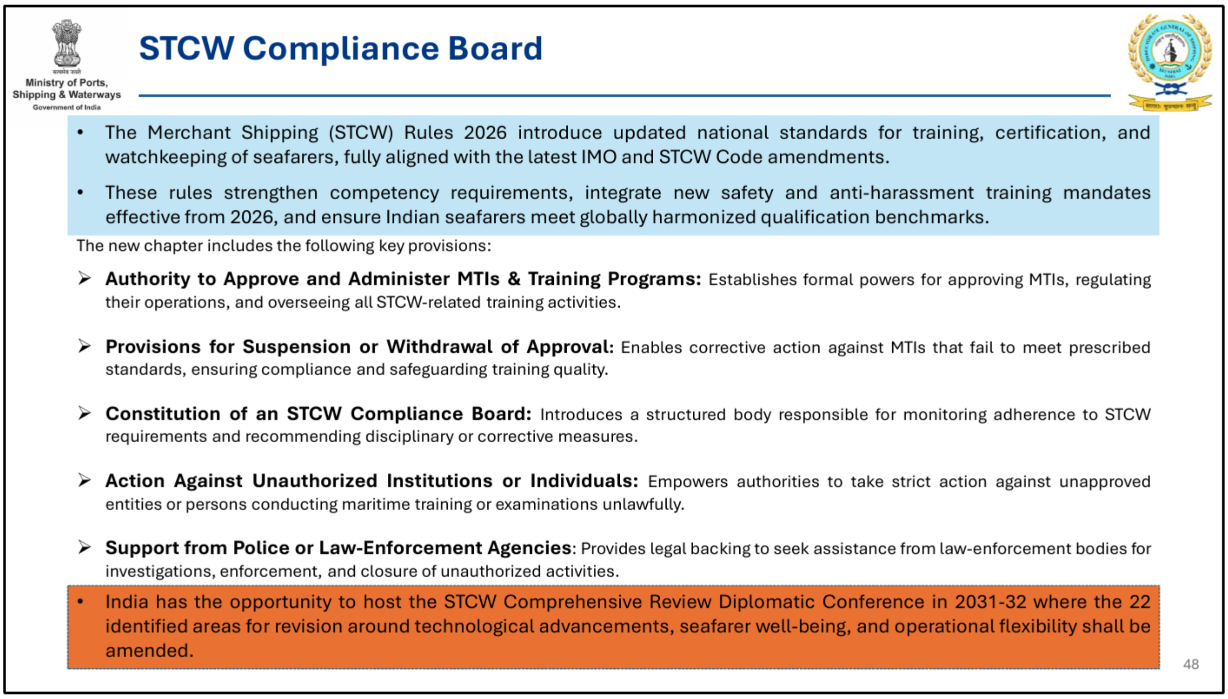
Maritime Training and Certification Lifecycle

Maritime Training & Certification Lifecycle

The maritime training and certification ecosystem currently faces several challenges, including the lack of a unified digital platform for aggregating MTI pre-sea training seats, absence of real-time attendance tracking, weak linkage between MTIs and shipping berths for onboard training availability, and a manual, non-digitized Training Assessment Record (TAR) system that delays certification. These issues lead to unregulated admissions, inefficiencies, and gaps in tracking candidate progress across the training lifecycle.

To address these challenges, a structured digital lifecycle has been proposed. The process begins with candidates applying only through a centralized Common Admission Portal, ensuring admissions are restricted to DGS-approved MTIs. Once enrolled, MTIs digitally generate INDoS numbers and manage course batches. Attendance is recorded through an integrated Centralized Attendance System, while exit examinations are conducted as per institutional affiliations. A Common Job Portal strengthens industry linkage by enabling RPSLs to prioritize candidates from approved MTIs for shipboard training. Digitizing the Training and Assessment Record further ensures accurate tracking of onboard training, timely verification by shipping companies, and faster issuance of competency certifications.

Together, these reforms aim to establish a transparent, digitally connected, and efficient maritime training pathway from admission to certification enhancing oversight, accountability, and career progression for seafarers.



STCW Compliance Board

The Merchant Shipping (STCW) Rules, 2026 introduce updated national standards governing the training, certification, and watchkeeping of seafarers in India. These rules are fully aligned with the latest amendments to the International Maritime Organization (IMO) and STCW Code, ensuring global consistency and recognition. The revised framework strengthens competency requirements and incorporates new mandates on safety and anti-harassment training, effective from 2026. It aims to ensure that Indian seafarers meet internationally harmonized qualification benchmarks and maintain high professional and ethical standards.

A key feature of the new rules is the establishment of a structured **STCW Compliance Board** to oversee adherence and enhance regulatory effectiveness. The major provisions include:

- **Authority to Approve and Administer MTIs & Training**

Programs:

Grants formal powers to approve Maritime Training Institutes (MTIs), regulate their functioning, and supervise all STCW-related training activities.

- **Provisions for Suspension or Withdrawal of Approval:** Enables corrective actions against MTIs that fail to comply with prescribed standards, ensuring quality and accountability in training delivery.
- **Constitution of an STCW Compliance Board:** Establishes a dedicated body responsible for monitoring compliance with STCW requirements and recommending disciplinary or corrective measures where necessary.
- **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 enforcement agencies for investigation, compliance enforcement, and closure of unauthorized activities.

Overall, these measures reinforce regulatory oversight, improve training quality, and support India’s commitment to maintaining globally competitive maritime standards

Strategic Outlook

India is positioned to host the STCW Comprehensive Review Diplomatic Conference in 2031–2032. This presents an opportunity to contribute to global maritime regulatory reforms, including updates related to technological advancements, seafarer welfare, and operational flexibility.

Ministry of Ports, Shipping & Waterways
Government of India

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

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Common Admission Portal

The Common Admission Portal is structured as a centralized digital system designed to regulate and standardize the admission process for students seeking entry into DG Shipping–approved Maritime Training Institutes across India. The platform operates as a single-point interface through which all admission-related activities are conducted, ensuring consistency, transparency, and uniformity in the selection process for pre-sea maritime courses. It integrates multiple functional components including application submission, eligibility evaluation, document verification, and merit-based ranking within a unified digital workflow.

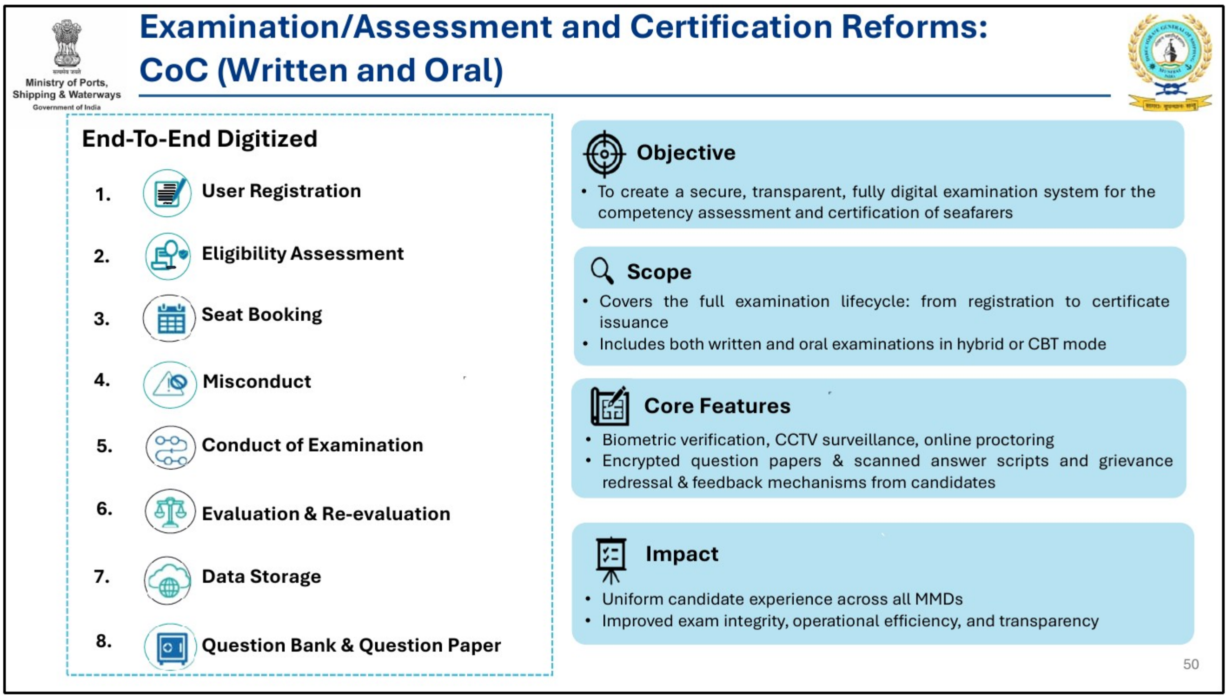
The system enables students to apply for courses through an online interface, where they can upload required documents and track the status of their applications in real time. The process is governed by predefined eligibility criteria, ensuring that only qualified candidates are considered for admission. The inclusion of merit-based ranking ensures that admissions are determined objectively, based on standardized evaluation parameters rather than manual or decentralized decision-making.

Maritime Training Institutes are assigned defined operational responsibilities within the system, including verification of student applications, management of course intake and batch allocation, and approval of admissions in alignment with institutional capacity. The platform enforces adherence to sanctioned intake limits, ensuring that admissions do not exceed approved capacities for each course and institute. This mechanism ensures regulatory compliance and prevents over-enrolment.

DG Shipping functions as the central monitoring authority within the portal, with real-time visibility over institute-wise admissions, seat allocation, and overall system activity. This oversight capability enables continuous monitoring of compliance with regulatory guidelines and approved capacities, while also supporting data- driven decision-making and policy enforcement. The availability of centralized data allows for performance tracking and evaluation across institutions.

The system also incorporates administrative controls that allow portal administrators to manage system operations and user access, ensuring secure and efficient functioning of the platform. These controls support governance, maintain system integrity, and regulate access to sensitive information.

Overall, the Common Admission Portal establishes a structured, technology-driven framework for maritime admissions by integrating students, training institutes, and regulatory authorities within a single system. It ensures standardization of procedures, enforcement of compliance requirements, transparency in selection, and continuous monitoring of institutional performance through centralized and automated processes



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

Examination/Assessment and Certification Reforms: CoC

(Written and Oral)

The Examination, Assessment, and Certification reforms for Certificates of Competency (CoC), covering both written and oral examinations, establish a fully digitized and integrated system that encompasses the entire examination lifecycle. The framework operates as an end-to-end digital process beginning with user registration, followed by eligibility assessment, seat booking, monitoring of misconduct, conduct of examinations, evaluation and re-evaluation, data storage, and management of the question bank and question paper generation. Each stage is structured within a unified digital platform, ensuring continuity, traceability, and standardization across all examination-related activities.

The system initiates with user registration, where candidates are onboarded into the digital platform. This is followed by eligibility assessment based on predefined regulatory criteria, ensuring that only qualified candidates proceed to the examination stage. Seat booking is managed digitally, enabling candidates to select examination slots in a structured and transparent manner. The framework also incorporates mechanisms to detect and address misconduct during the examination process, ensuring adherence to rules and maintaining the integrity of assessments.

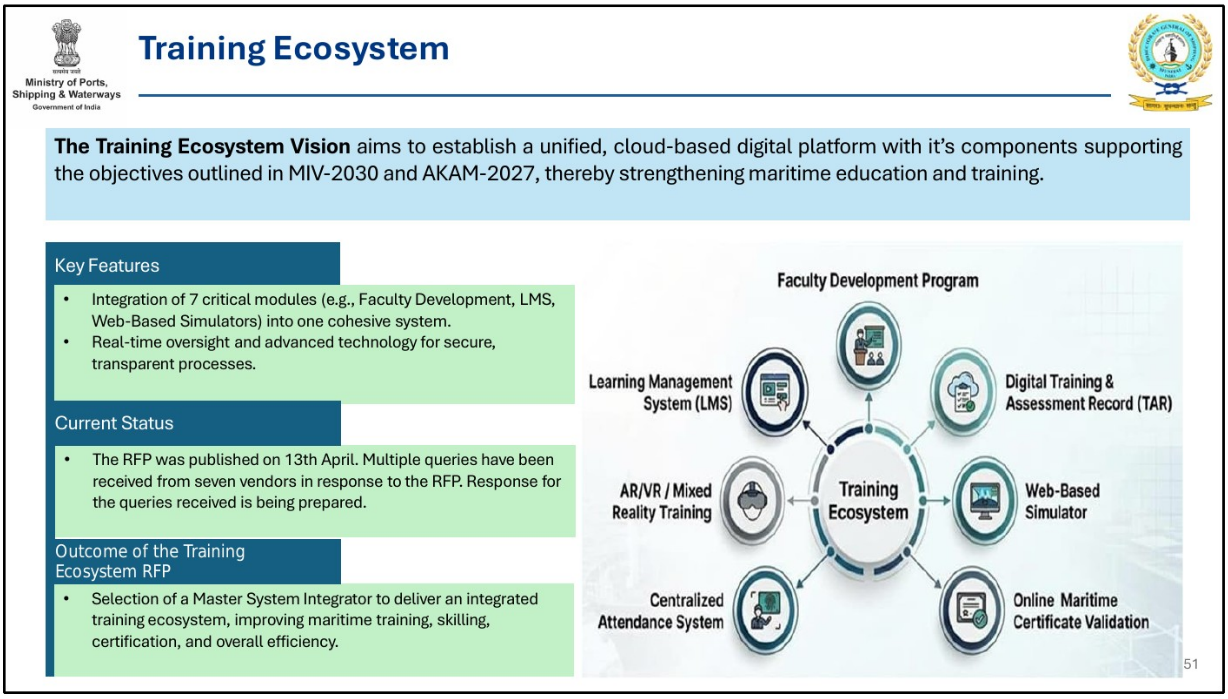
The conduct of examinations is managed through digital and hybrid modes, including Computer-Based Testing and structured oral examinations. The evaluation process is also digitized, with provisions for re-evaluation to ensure fairness and accuracy in results. All examination data is stored in a centralized system, enabling secure record-keeping, data retrieval, and audit capabilities. The question bank and question paper generation are integrated into the system, ensuring controlled access, standardization, and security in the preparation and distribution of examination content.

The objective of the reform is to create a secure, transparent, and fully digital examination system for the competency assessment and certification of seafarers. This objective is achieved through the implementation of technology-driven processes that eliminate manual inefficiencies and introduce consistent standards across all stages of examination and certification.

The scope of the system extends across the entire examination lifecycle, from initial registration to the issuance of certificates. It includes both written and oral examinations, conducted through hybrid or computer-based modes, ensuring flexibility while maintaining uniform standards. The system is designed to function across all Maritime Mercantile Departments (MMDs), ensuring nationwide consistency in examination practices.

Core features of the system include biometric verification for candidate authentication, CCTV surveillance, and online proctoring to monitor examination conduct. Question papers are encrypted to ensure confidentiality, while answer scripts are digitized through scanning for secure evaluation. The system also includes mechanisms for grievance redressal and feedback from candidates, ensuring that concerns are addressed within the same digital ecosystem.

The impact of these reforms is reflected in the creation of a uniform candidate experience across all examination centres, reducing regional variations in procedures. The integration of digital tools enhances examination integrity by minimizing the risk of malpractices, while also improving operational efficiency through automated processes. Transparency is strengthened through real- time monitoring, secure data handling, and traceable workflows, ensuring accountability at each stage of the examination and certification process.



Training Ecosystem

- **Training Ecosystem Vision** The Training Ecosystem envisions the creation of a unified, cloud- based digital platform to regulate, monitor, and modernize maritime training, certification, and skill development. The objective is to bring all stakeholders, training institutes, faculty, trainees, regulators, and certifying authorities, onto a single integrated system, ensuring consistency, compliance, transparency, and quality enhancement across the maritime training landscape.
- **Key Features** The proposed ecosystem integrates seven critical modules, including Learning Management Systems (LMS), Faculty Development, Web-Based Simulators, AR/VR-based training, centralized attendance, certificate validation, and digital training & assessment records, into one cohesive digital framework. The platform enables real-time oversight, data-driven decision-making, and secure, transparent operational processes through advanced technology and centralized governance.

LMS -The LMS is a secure, DGS-compliant e-learning platform for standardized maritime training which ensures training integrity through real-time tracking, anti-cheating controls, and assessment access only after full course completion.

Web Based Simulation -A web-based simulator provides an immersive, interactive platform that replicates real-world maritime scenarios for effective learning and assessment.

Digital Tar -The Training and Assessment Record (TAR) Book is a mandatory document that records and verifies a seafarer's structured onboard training and practical competencies.

CAS 2.0 -The Centralized Attendance System (CAS) uses facial biometrics to securely verify the presence of candidates, faculty, and administrators across Maritime Training Institutes.

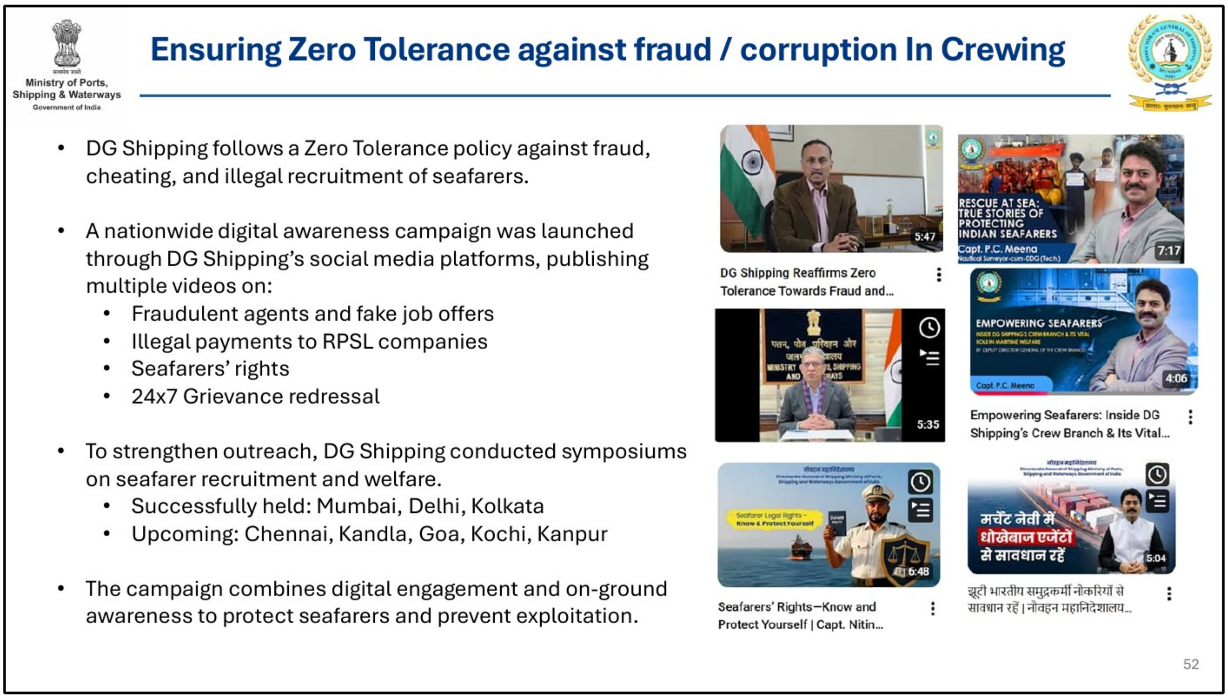
OMCV -Online Marine Certificates Verification (OMCV) is a digital platform that enables secure upload, verification, and digital stamping of maritime certificates to ensure authenticity.

FDP -A Faculty Development Program (FDP) is a structured initiative designed to upgrade teaching skills, subject expertise, and professional competencies of faculty members through continuous learning and assessment.

AR/VR -Augmented Reality (AR) and Virtual Reality (VR) are immersive digital technologies designed to deliver realistic, interactive experiences for training, learning, and operational simulation. These technologies enhance engagement, situational awareness, and skill development.

Outcome of the Training Ecosystem RFP

The RFP aims to facilitate the selection of a **Master System Integrator** responsible for designing, developing, and implementing the integrated Training Ecosystem. The successful implementation is expected to enhance maritime training quality, enable standardized skilling and certification, improve regulatory oversight, and significantly increase overall system efficiency.



Ensuring Zero Tolerance Against Fraud and Corruption in Crewing

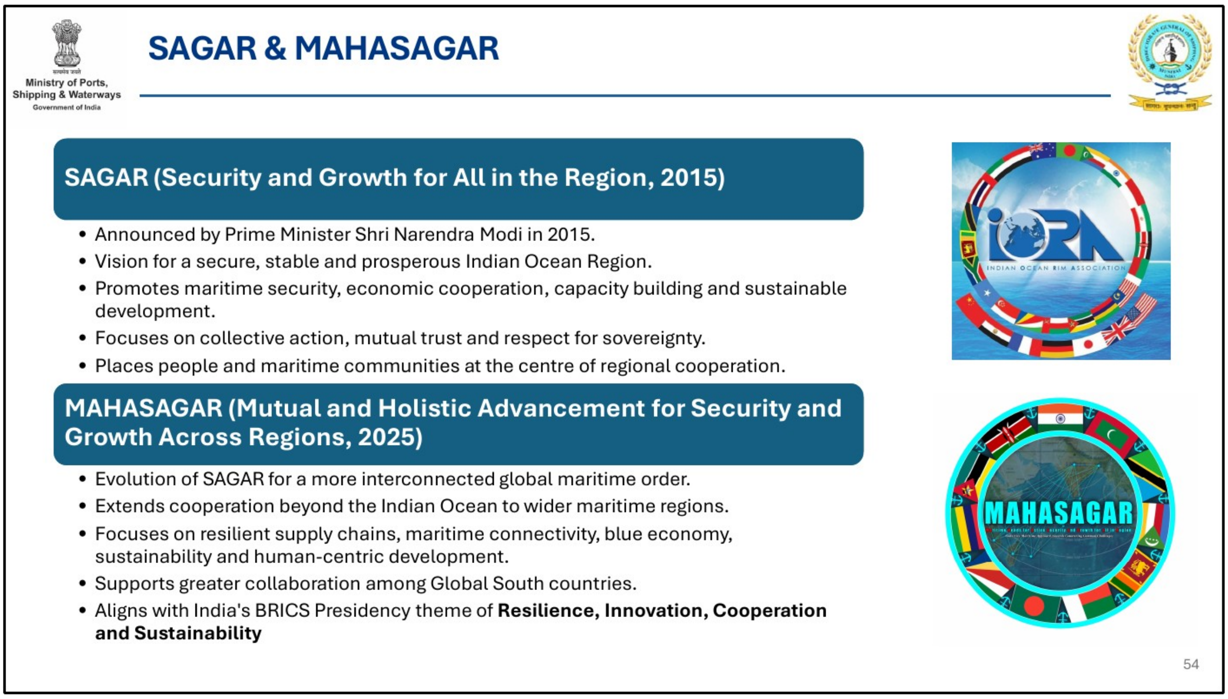
DG Shipping continues to enforce a strong and uncompromising Zero Tolerance policy toward fraud, cheating, and illegal recruitment practices within the crewing ecosystem. This commitment is reflected through a wide-reaching digital awareness campaign launched across DG Shipping's official social media channels. The campaign features informative videos aimed at educating seafarers about the risks of fraudulent agents, fake job offers, illegal payment demands, and the importance of engaging only with authorized RPSL companies. It also emphasizes seafarers' rights and promotes the availability of round-the-clock grievance redressal mechanisms to ensure that individuals can seek help whenever needed. In parallel with these digital efforts, DG Shipping has been strengthening its grassroots outreach by organizing symposiums on seafarer recruitment and welfare in key maritime hubs such as Mumbai, Delhi and Kolkata, with additional sessions planned for Chennai, Kandla, Goa, Kochi, and Kanpur to broaden the reach. Together, the digital initiative and on-ground engagements create a comprehensive awareness ecosystem that not only informs seafarers but also actively safeguards them from exploitation, reinforces trust in regulatory mechanisms, and strengthens the overall integrity and transparency of the crewing landscape.

Ensuring Zero Tolerance Against Fraud and Corruption in Training

Zero Tolerance in Training

The Directorate's Zero Tolerance initiative aims to strengthen integrity, accountability, and grievance-resolution mechanisms across the maritime training ecosystem. A structured reporting framework enables candidates and stakeholders to raise issues through calls, SMS, or WhatsApp, supported by a dedicated helpline available during defined working hours. Reported concerns follow an escalation pathway that ensures timely resolution, followed by guidance and support to prevent recurrence. Each case undergoes systematic analysis to identify corrective actions and strengthen processes.

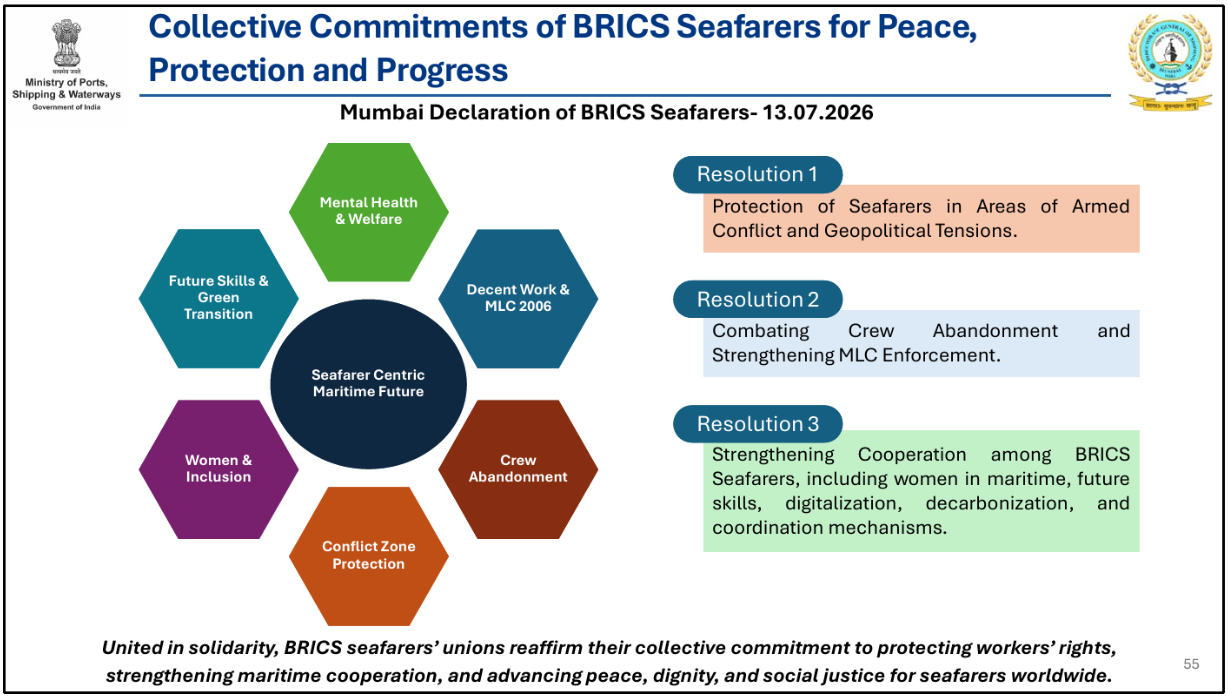
To reinforce awareness and transparency, the Directorate actively disseminates information through social media platforms, highlighting regulatory updates, training guidelines, industry initiatives, and best practices. This sustained outreach helps create an informed training environment and encourages candidates to report concerns responsibly, thereby reinforcing a culture of compliance and zero tolerance toward misconduct in maritime training.



SAGAR and MAHASAGAR

From SAGAR to MAHASAGAR – India's Maritime Vision

India's maritime outlook has evolved significantly over the past decade, reflecting both the changing geopolitical landscape and the growing importance of the oceans to global prosperity. In 2015, Prime Minister Shri Narendra Modi articulated the vision of **SAGAR – Security and Growth for All in the Region**. At its core, SAGAR recognized that the Indian Ocean is not merely a geographical space, but a shared maritime commons whose stability, security, and prosperity are critical for the development of all countries in the region. The SAGAR doctrine was built upon several key principles: enhancing maritime security, ensuring freedom of navigation, strengthening regional cooperation, building maritime capabilities among partner countries, promoting sustainable use of marine resources, and responding collectively to humanitarian and natural disasters. It emphasized that maritime security cannot be achieved by any nation acting alone; it requires partnership, trust, and mutual respect. Over the last decade, SAGAR has guided India's engagement with countries across the Indian Ocean Region through capacity-building initiatives, coastal surveillance cooperation, search and rescue coordination, humanitarian assistance and disaster relief operations, blue economy partnerships, and maritime infrastructure development. It has helped establish India as a reliable maritime partner committed to a rules-based and inclusive maritime order. However, the strategic environment continues to evolve. Supply chains now span continents. Energy flows connect multiple regions. Maritime trade routes are increasingly interconnected. Emerging challenges such as climate change, food security, cyber threats, geopolitical tensions, and disruptions to global shipping require broader international cooperation. Recognizing these realities, Prime Minister Modi advanced the concept of **MAHASAGAR – Mutual and Holistic Advancement for Security and Growth Across Regions**. If SAGAR focused primarily on the Indian Ocean Region, MAHASAGAR expands the vision to a wider interconnected maritime world. MAHASAGAR reflects the understanding that maritime prosperity today depends on cooperation not only within regions but also across regions. It seeks to connect nations through resilient supply chains, sustainable maritime infrastructure, blue economy development, technology partnerships, and people-centric growth. The vision places particular emphasis on the aspirations of the **Global South**, promoting equitable access to opportunities, capacity development, connectivity, and sustainable development. It acknowledges that developing countries are increasingly shaping global maritime trade, port development, shipbuilding, logistics, and maritime manpower. For BRICS countries, the MAHASAGAR vision is especially relevant. BRICS members and partners now occupy some of the world's most strategically important maritime corridors, ports, shipping routes, and coastal economies. Together, they play a critical role in global trade, energy transportation, food security, and maritime services. The International North-South Transport Corridor, the India-Middle East-Europe Economic Corridor, the Eastern Maritime Corridor, Arctic shipping routes, and emerging blue economy partnerships all reflect the growing importance of cross-regional maritime connectivity. These initiatives are not simply infrastructure projects; they are platforms for economic cooperation, innovation, and shared growth. Importantly, both SAGAR and MAHASAGAR place people at the centre of maritime development. Economic corridors, ports, and shipping networks can only succeed when supported by skilled maritime professionals, safe working conditions, and strong labour standards. This brings us directly to the objectives of the BRICS Seafarers Forum. Seafarers are the human link that connects these maritime visions to reality. They operate the ships that carry global commerce, sustain supply chains, transport food and energy, and maintain economic connectivity among nations. As we discuss strengthening cooperation among BRICS seafarers' unions, the principles of SAGAR and MAHASAGAR provide a useful framework. Security must include the protection and welfare of seafarers. Growth must create decent jobs and opportunities. Cooperation must extend to labour standards, training, and social protection. Sustainability must ensure a just transition as shipping embraces decarbonisation and digitalisation. In many ways, MAHASAGAR complements India's BRICS Presidency vision of **Resilience, Innovation, Cooperation and Sustainability**. Together, they call for a maritime future that is secure, connected, inclusive, environmentally responsible, and centred on human welfare. Ultimately, the journey from SAGAR to MAHASAGAR represents the evolution of India's maritime thinking, from securing and developing a region to building partnerships across oceans and continents. It is a vision of shared prosperity where maritime connectivity serves not only trade and commerce but also peace, development, and the well-being of seafarers and maritime communities across the world.



Collective Commitments of BRICS Seafarers for Peace, Protection and Progress

Mumbai Declaration of BRICS Seafarers

Seafarers' Unions Strengthening Global South Cooperation

Mumbai, India – 13 July 2026

Preamble

We, the representatives of seafarers' trade unions from BRICS countries and partner nations, gathered in Mumbai, India, on 13 July 2026, at the BRICS Seafarers Forum 2026, reaffirm our commitment to building a strong, united and strategic voice for seafarers of the Global South. Following the founding meeting held in Salvador, Brazil, in 2025, and guided by the Salvador Declaration and its resolutions, we reaffirm that seafarers are strategic workers, essential to international trade, national development, food and energy security, maritime sovereignty and peace among nations. We meet at a time of growing geopolitical tensions, wars, military escalation, unilateral sanctions, crew abandonment, labour exploitation, technological transformation, climate transition and attempts to weaken national maritime sectors. These challenges are not abstract: they place seafarers' lives, wages, mobility, repatriation, mental health and family security at direct risk. As seafarers' unions, we state clearly that peace is a labour issue. No worker should be forced to pay the price of war, sanctions, blockades or geopolitical confrontation. The sea must be a space of cooperation, navigation, trade, development and solidarity among peoples. We therefore adopt the Mumbai Declaration of BRICS Seafarers, with the following commitments:

- **Decent Work at Sea and Effective Enforcement of the MLC, 2006** 1.1. We reaffirm that decent work at sea must be guaranteed through fair wages, safe and healthy working conditions, adequate rest, meaningful shore leave, social protection, access to welfare services, full respect for trade union rights, collective bargaining, quality maritime training and effective protection against discrimination, harassment and violence. 1.2. We reaffirm our support for the principles and standards of the Maritime Labour Convention, 2006, and call for its full and effective implementation, enforcement and continuous improvement through national legislation, collective bargaining and strong public inspection systems. 1.3. We urge BRICS countries and partner nations that have not yet ratified the MLC, 2006, to make all efforts to ratify and implement it as a minimum standard for the protection of seafarers. 1.4. We call on governments, port States, flag States and labour inspection authorities to strengthen their capacity to identify substandard shipping practices, enforce seafarers' rights, and ensure that violations are not treated as private commercial disputes, but as serious breaches of human and labour rights. 1.5. We reaffirm that the Maritime Labour Convention, 2006 establishes minimum international standards for decent work at sea. Nothing in this Declaration, nor in any future BRICS initiative, shall be interpreted as limiting, replacing or reducing national legislation, collective bargaining agreements or other instruments that provide more favourable rights and conditions for seafarers. BRICS cooperation in the maritime sector should aim at progressively raising labour standards, strengthening enforcement and promoting decent work, and shall not be used to harmonise standards downward.

- **Combating Crew Abandonment** 2.1. We declare the abandonment of seafarers to be one of the most serious violations of human dignity and labour rights in the maritime sector. 2.2. We commit to strengthening cooperation among BRICS seafarers' unions to prevent, monitor, denounce and respond to crew abandonment cases, ensuring prompt payment of wages, access to food, water, medical care, communication, welfare support and repatriation. 2.3. We support the establishment and effective enforcement of financial security mechanisms capable of guaranteeing the payment of wages, repatriation costs and all outstanding entitlements in cases of abandonment, insolvency or employer default. 2.4. We call for stronger legal and institutional measures to prevent abandoned vessels from sailing, changing ownership or evading responsibility before seafarers' claims are fully secured. 2.5. We support coordinated action among unions, labour authorities, port authorities, welfare organisations, the ILO, the IMO and judicial institutions to ensure that abandoned seafarers receive urgent assistance and effective remedies.
- **Protection of Seafarers** 3.1. We reaffirm that seafarers are civilian workers, not instruments of war, not enemies, and not collateral victims of geopolitical disputes. 3.2. We firmly oppose war, terrorism, military escalation, illegal attacks, hostage-taking, unlawful detention, and any form of armed violence against commercial and civilian vessels and their crews. 3.3. We strongly condemn the use of maritime transport, ports, sea lanes and civilian ships as instruments or targets of war. Merchant shipping must never be militarised, attacked, blockaded or exposed to avoidable risks created by geopolitical confrontation. 3.4. We express deep concern over the growing number of seafarers affected by armed conflicts and geopolitical tensions in the Persian Gulf, the Red Sea, the Black Sea and other high-risk areas, where maritime workers face threats to their lives, liberty, wages, repatriation, mobility, mental health and family security. 3.5. We reject any policy or military action that treats seafarers according to their nationality, the flag of the vessel, the ownership of the ship, the cargo carried or the geopolitical position of their country. 3.6. We call for an immediate end to attacks on civilian shipping and for all States and parties to conflicts to respect international law, guarantee safe navigation, protect civilian crews, and ensure humanitarian access, medical assistance, communication, wages, shore leave and repatriation. 3.7. We demand that governments, the ILO, the IMO, shipowners and social partners adopt urgent and coordinated measures to protect seafarers operating in or near conflict zones, including clear protocols for evacuation, repatriation, compensation, mental health support and family assistance. 3.8. We reaffirm that peace, diplomacy, respect for sovereignty, multilateralism, international law and cooperation among peoples must prevail over war, militarisation, unilateral coercive measures, collective punishment and confrontation. 3.9. We declare that the labour movement of the sea has a duty to defend peace, because every war at sea is also a war against workers, families, trade, food security, energy security and human dignity.
- **Opposition to Measures that Harm Seafarers through Sanctions, Trade**

Conflicts and Financial Restrictions

4.1. We express concern over the growing impact of unilateral sanctions, financial restrictions, trade wars and extraterritorial measures on seafarers' wages, contracts, mobility, banking access, visas, insurance, repatriation and welfare rights. 4.2. We call on governments and international institutions to ensure that seafarers are not punished because of their nationality, the flag of the vessel, the ownership structure of the ship or geopolitical disputes beyond their control. 4.3. We call on the ILO and the IMO to strengthen guidance and mechanisms to protect seafarers from discriminatory treatment, abandonment, criminalisation and denial of rights arising from sanctions and conflict-related measures.

- **Maritime Sovereignty, National Fleets and Cabotage** 5.1. We reaffirm that maritime transport is a strategic sector for national development, sovereignty, logistics, food security, energy security and decent employment. 5.2. We defend the sovereign right of each country to develop and protect its national merchant marine, cabotage policies, shipbuilding capacity, maritime training systems and domestic maritime jobs. 5.3. We reject deregulation, flags of convenience, social dumping and unrestricted market opening when they undermine national maritime sectors, reduce decent jobs, weaken safety standards or erode the rights of seafarers. 5.4. We call for maritime policies that connect fleet development, cabotage protection, national training, labour rights, environmental sustainability and social dialogue.
- **Women in Maritime, Equality and Inclusion** 6.1. We reaffirm our commitment to increasing the participation of women in the maritime sector, including recruitment, training, career progression, leadership and trade union representation. 6.2. We call on governments, shipowners, maritime training institutions and unions to adopt concrete measures to eliminate discrimination, harassment, violence, bullying and structural barriers faced by women seafarers. 6.3. We support inclusive maritime policies that promote equal opportunities for women, young workers and migrant seafarers, while combating racism, xenophobia and all forms of discrimination onboard and ashore.
- **Decarbonisation, Digitalisation and Future Skills** 7.1. We support a just transition in shipping that protects employment, guarantees social protection, strengthens collective bargaining and ensures that no seafarer is left behind. 7.2. The transition to new fuels, low-emission vessels, digital technologies, automation, artificial intelligence and cybersecurity systems must be accompanied by high-quality training, certification, safety standards and social dialogue. 7.3. We reject any model of technological transition that uses decarbonisation, digitalisation or automation as a pretext to reduce crew, increase fatigue, weaken safety or undermine decent work. 7.4. We call for BRICS cooperation in maritime education and training, including the exchange of experiences on new skills, future technologies, occupational safety and the protection of employment in the changing maritime sector.
- **BRICS Seafarers Coordination Network and Future Work** 8.1. We reaffirm the establishment of the BRICS Seafarers Forum as a permanent space for cooperation among seafarers' unions from BRICS countries and partner nations. 8.2. We establish the BRICS Seafarers Coordination Network to facilitate information exchange, solidarity actions, urgent responses, technical cooperation and common positions in international maritime labour matters. 8.3. We agree to hold regular online coordination meetings between annual Forums, with priority attention to: a) crew abandonment cases; b) seafarers affected by armed conflicts and sanctions; c) MLC enforcement and labour inspection; d) women in maritime; e) decarbonisation, digitalisation and future skills; f) cabotage, national fleets and maritime sovereignty; g) fair treatment of seafarers and protection against criminalisation. 8.4. We encourage national coordinators to share reports, case studies, policy proposals and urgent alerts with the Coordination Network.
- **Final Commitment** 9.1. We, the undersigned, commit ourselves to strengthening solidarity, cooperation and common action among BRICS seafarers' unions, anchored in the principles of decent work, maritime sovereignty, social justice, peace, equality and the dignity of all seafarers. 9.2. We adopt the Mumbai Declaration as a continuation and development of the Salvador Declaration, reaffirming our common voice for the Global South in defence of seafarers, national maritime sectors and international peace. 9.3. We reaffirm that defending seafarers means defending peace. We commit ourselves to raising the voice of maritime workers against war, militarisation, attacks on civilian shipping, unilateral coercive measures, abandonment, criminalisation and all policies that sacrifice workers' lives and rights in the name of geopolitical confrontation. **Adopted by consensus in Mumbai, India, on 13 July 2026.**

Resolution 1

Protection of Seafarers in Areas of Armed Conflict and Geopolitical

Tensions

Mumbai, India – 13 July 2026

The representatives of seafarers' trade unions from BRICS countries and partner nations, gathered at the BRICS Seafarers Forum 2026, adopt the following Resolution on the Protection of Seafarers in Areas of Armed Conflict and Geopolitical Tensions, considering that: Seafarers are civilian workers who ensure the continuity of international maritime transport, global trade, energy supply, food security and humanitarian logistics. Armed conflicts and geopolitical tensions in maritime corridors, including the Persian Gulf, the Red Sea, the Black Sea and other high-risk areas, have exposed seafarers to serious threats to life, liberty, mental health, wages, mobility, repatriation and family security. Merchant ships and civilian crews must never become targets of military action, terrorism, piracy, retaliation, hostage-taking or political pressure. Unilateral sanctions, port restrictions, financial blockades, blacklisting by nationality and geopolitical disputes can indirectly punish seafarers and their families by restricting wages, banking access, visas, crew changes, welfare support and repatriation. The protection of seafarers in conflict situations requires cooperation among governments, unions, employers, flag States, port States, the ILO, the IMO and welfare organisations. Resolve: **Art. 1 –** To reaffirm that seafarers are civilian workers and must be protected under international law, regardless of their nationality, the flag of the vessel, the ownership of the ship or the geopolitical dispute involved. **Art. 2 –** To condemn armed attacks, hostage-taking, unlawful detention, threats and any form of violence against commercial and civilian vessels and their crews. **Art. 3 –** To call on governments, military authorities and all parties to conflicts to guarantee safe passage, communication, medical assistance, repatriation and welfare support for seafarers operating in or near conflict zones. **Art. 4 –** To demand that seafarers affected by armed conflict, sanctions or security incidents receive fair treatment, including access to legal assistance, consular protection, trade union representation and family communication. **Art. 5 –** To urge the ILO and the IMO to strengthen guidance, monitoring and rapid response mechanisms for the protection of seafarers in areas affected by armed conflict and geopolitical tensions. **Art. 6 –** To call on BRICS governments to ensure diplomatic, legal and humanitarian protection for their seafarers abroad, particularly when they are affected by war, sanctions, detention, port restrictions or denial of repatriation. **Art. 7 –** To reaffirm that peace, multilateralism, international law and cooperation among peoples are essential for the safety of seafarers and the stability of global maritime trade. **Adopted by consensus in Mumbai, India, on 13 July 2026.**

Resolution 2

Combating Crew Abandonment and Strengthening MLC Enforcement

Mumbai, India – 13 July 2026

The representatives of seafarers' trade unions from BRICS countries and partner nations, gathered at the BRICS Seafarers Forum 2026, adopt the following Resolution on Combating Crew Abandonment and Strengthening MLC Enforcement, considering that: Crew abandonment is a grave violation of human dignity, labour rights and the principles of decent work at sea. Abandoned seafarers often suffer unpaid wages, lack of food, water and medical care, restricted communication, denial of shore leave, mental distress, uncertainty about repatriation and abandonment by shipowners, managers or insurers. The Maritime Labour Convention, 2006 establishes minimum standards and financial security obligations for the protection of seafarers in cases of abandonment. The effectiveness of MLC protections depends on strong enforcement by flag States, port States, labour authorities, courts and competent public institutions. Recent cases in different regions show that financial security systems, port State control, labour inspection and judicial measures must be strengthened to prevent shipowners from evading their responsibilities. The Brazilian experience in recent abandonment cases, including judicial measures to secure vessels as guarantees for seafarers' claims, offers an important example of institutional action to protect abandoned workers. Resolve: **Art. 1 –** To declare crew abandonment a priority issue for the BRICS Seafarers Forum and a central area for cooperation among seafarers' unions. **Art. 2 –** To demand full and effective enforcement of the MLC, 2006, including financial security obligations, payment of outstanding wages, repatriation, medical care, food, accommodation, communication and welfare support. **Art. 3 –** To call on flag States, port States and labour authorities to act immediately when abandonment is identified, ensuring that seafarers are not left without protection while legal or commercial disputes are pending. **Art. 4 –** To support legal measures that prevent abandoned vessels from sailing, changing ownership, being transferred, hidden, scrapped or commercially exploited before seafarers' claims are fully secured. **Art. 5 –** To encourage governments and competent authorities to recognise seafarers' wage claims, repatriation costs and essential welfare expenses as priority claims in abandonment, insolvency or employer default cases. **Art. 6 –** To call for improved transparency and accountability of shipowners, beneficial owners, managers, manning agencies, insurers and financial security providers. **Art. 7 –** To encourage BRICS countries to establish or strengthen national rapid response protocols for crew abandonment, involving labour authorities, maritime authorities, port authorities, unions, welfare organisations, consular services and judicial institutions. **Art. 8 –** To support the creation of a BRICS Seafarers Abandonment Alert Mechanism within the Coordination Network, with the purpose of: a) sharing urgent information on abandonment cases; b) identifying responsible companies and ownership structures; c) supporting affected unions and crews; d) facilitating contact with national authorities, the ILO, the IMO and welfare organisations; e) documenting good practices and successful legal strategies. **Art. 9 –** To encourage member unions to compile case studies on abandonment, including legal measures, financial security enforcement, repatriation procedures and welfare support, to be discussed in future BRICS Seafarers coordination meetings. **Art. 10 –** To call on the ILO and the IMO to continue strengthening international mechanisms to prevent abandonment, ensure prompt assistance and hold responsible parties accountable. **Adopted by consensus in Mumbai, India, on 13 July 2026.**

Resolution 3

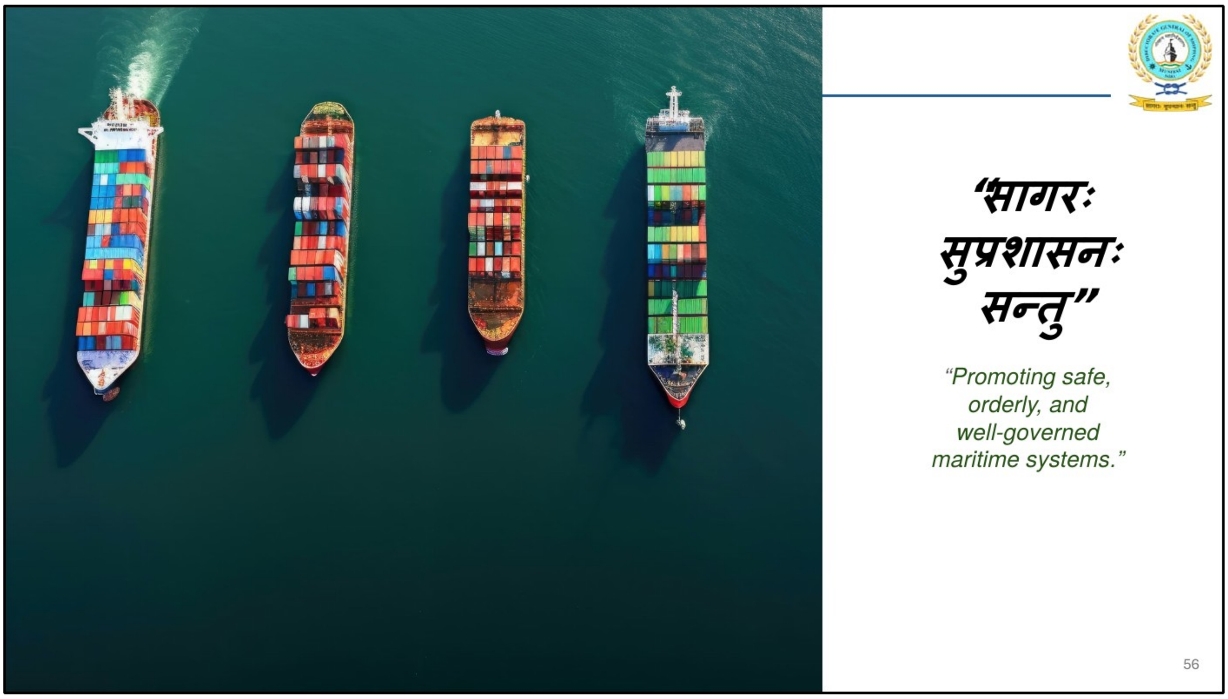
Strengthening Cooperation among BRICS Seafarers: Coordination, Women

in Maritime, Just Transition and Future Skills

Mumbai, India – 13 July 2026

The representatives of seafarers' trade unions from BRICS countries and partner nations, gathered at the BRICS Seafarers Forum 2026, adopt the following Resolution on Strengthening Cooperation among BRICS Seafarers, considering that: The BRICS Seafarers Forum was founded in Salvador, Brazil, in 2025, as a permanent space for cooperation among seafarers' unions from BRICS countries. The Forum must now consolidate its working methods, regular communication, common positions and capacity to respond to urgent maritime labour issues. Women's participation in maritime work, equality, inclusion, anti- discrimination policies, decarbonisation, digitalisation and future skills are essential issues for the future of seafarers. New fuels, automation, digital technologies, artificial intelligence, cybersecurity risks and changes in shipping operations require strong trade union participation, social dialogue and high-quality training. The Global South must have an active voice in shaping the future of maritime labour, ensuring that technological and environmental transitions do not deepen inequality, unemployment or social dumping. Resolve: **Art. 1 –** To establish the BRICS Seafarers Coordination Network as a permanent mechanism for communication, information exchange, solidarity actions and common work between annual meetings. **Art. 2 –** To hold regular online coordination meetings among national coordinators, with proposed meetings at least three times per year, and additional meetings in urgent cases. **Art. 3 –** To define the following priority areas for the 2026–2027 work cycle: a) crew abandonment and MLC enforcement; b) protection of seafarers in armed conflicts and geopolitical tensions; c) women in maritime and equality policies; d) decarbonisation, digitalisation and future skills; e) cabotage, national fleets and maritime sovereignty; f) fair treatment of seafarers and protection against criminalisation; g) maritime training, certification and career development; h) minimum safe manning, fatigue prevention and occupational safety. **Art. 4 –** To encourage each national coordinator to submit brief written updates before coordination meetings, including national developments, urgent cases, legal changes, collective bargaining issues and proposals for common action. **Art. 5 –** To promote women's participation in the BRICS Seafarers Forum, including the identification of women seafarers and women trade union leaders who can contribute to future meetings, training activities and policy discussions. **Art. 6 –** To call on governments, employers and maritime training institutions to remove barriers to women's recruitment, retention, career progression and leadership, and to adopt effective measures against harassment, discrimination and violence. **Art. 7 –** To promote exchange of experiences among BRICS unions on maritime education, new fuels, safety training, digital skills, automation, artificial intelligence, cybersecurity and the protection of jobs in the future of shipping. **Art. 8 –** To reaffirm that decarbonisation and digitalisation must be guided by the principle of just transition, with social dialogue, collective bargaining, employment protection, training, certification and improved safety standards. **Art. 9 –** To reject any attempt to use automation, digitalisation or environmental transition as a justification to reduce manning levels, intensify work, increase fatigue or weaken seafarers' rights. **Art. 10 –** To encourage the Coordination Network to prepare common positions, technical contributions and policy proposals for relevant international forums, including the ILO, IMO and global union structures, and to coordinate the work of thematic Working Groups established under this Resolution. **Art. 11 –** To establish a **BRICS Working Group on Collective Bargaining and Labour Standards**, with the mandate to: a) exchange information on national maritime labour legislation and collective bargaining systems in BRICS countries;

b) identify and compare best practices among BRICS countries in relation to collective bargaining, enforcement of maritime labour standards, cabotage, offshore operations and protection of seafarers; c) develop common principles for minimum acceptable labour standards applicable to Flags of Convenience vessels engaged in international trade involving BRICS countries; d) ensure that any future BRICS framework on collective bargaining or labour standards fully respects the principle that national legislation and collective bargaining agreements providing more favourable rights and conditions for seafarers shall always prevail; e) examine ways to promote the application of higher national labour standards, including through the extension of national labour protections to offshore and cabotage operations whenever permitted under national law; f) report its findings and recommendations to the BRICS Seafarers' Coordination Network before any political decision is taken on the possible development of a BRICS Seafarers' CBA or similar framework. **Art. 12 –** To invite unions from BRICS partner countries with organised seafarers to participate in the Forum, subject to consensus among national coordinators, in accordance with the principles and working methods established in Salvador. **Art. 13 –** To request the Coordination Network to prepare a progress report for the next BRICS Seafarers Forum, including actions taken, challenges identified and proposals for the following work cycle. **Adopted by consensus in Mumbai, India, on 13 July 2026.**


“सागरः
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