DETAILED NOTE

Inauguration of NUSI Navik Sadan 2026

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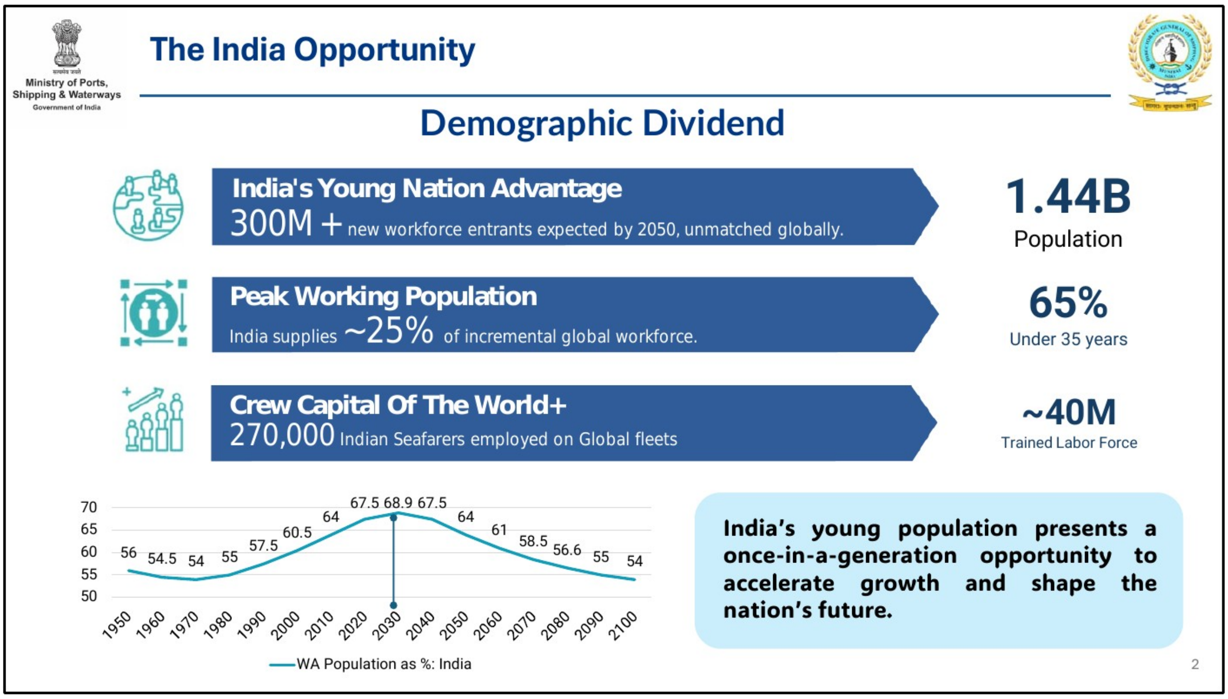


India’s Demographic Dividend

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.

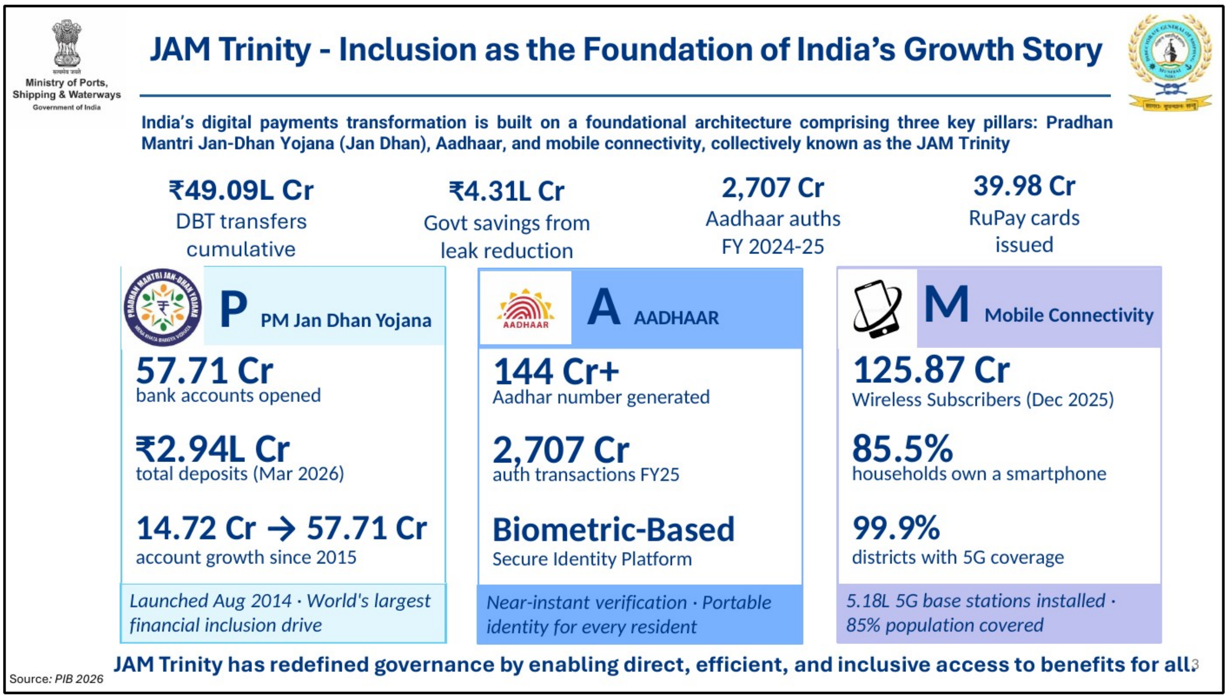
India is expected to add **over 300 million new entrants to the workforce by 2050**, representing one of the largest additions to the global labour supply.

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.



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.

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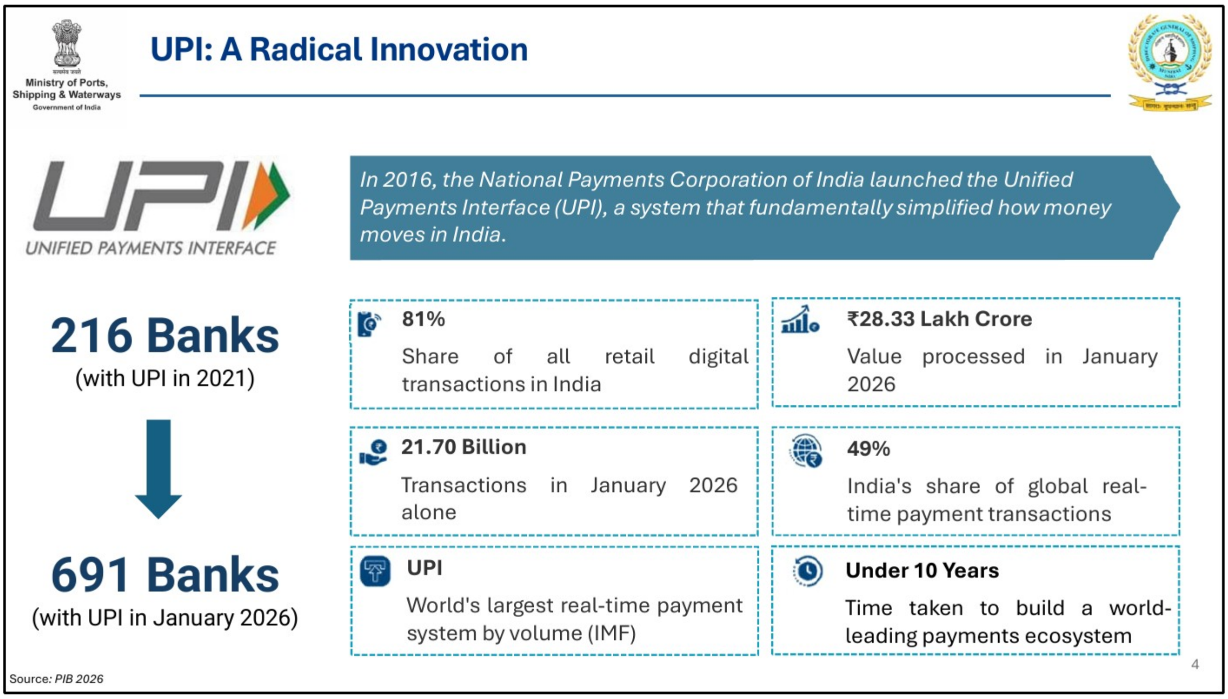

UPI: A Radical Innovation

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.

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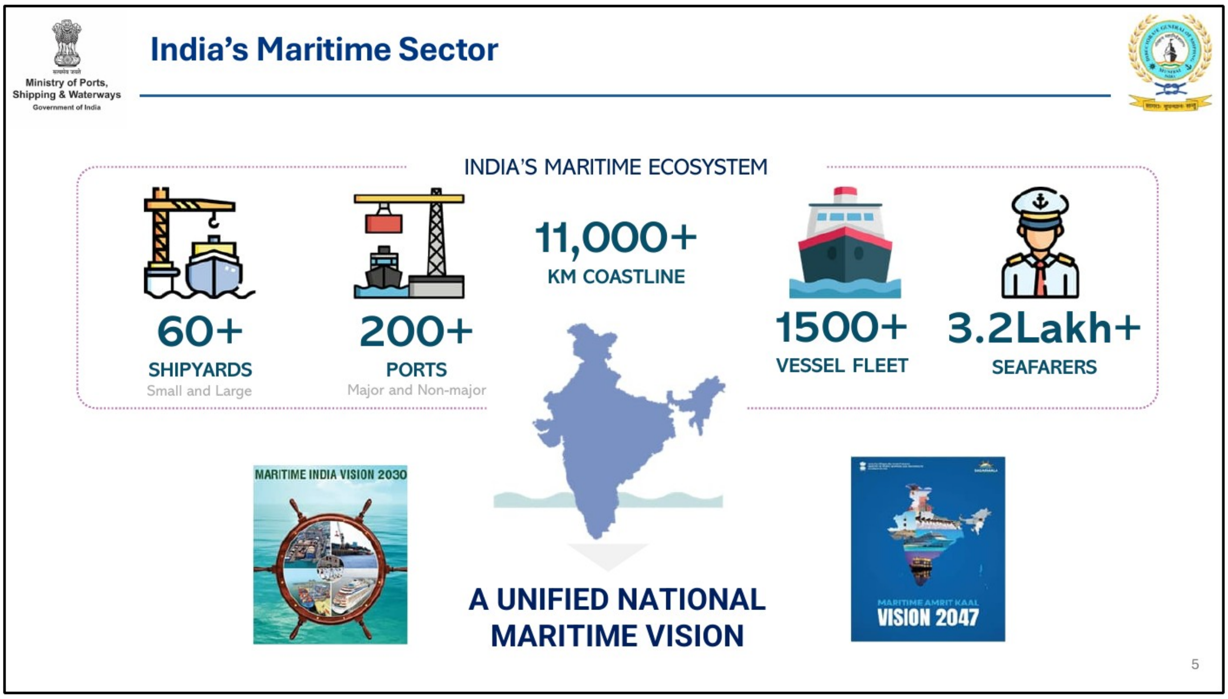


Indian Maritime Sector

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

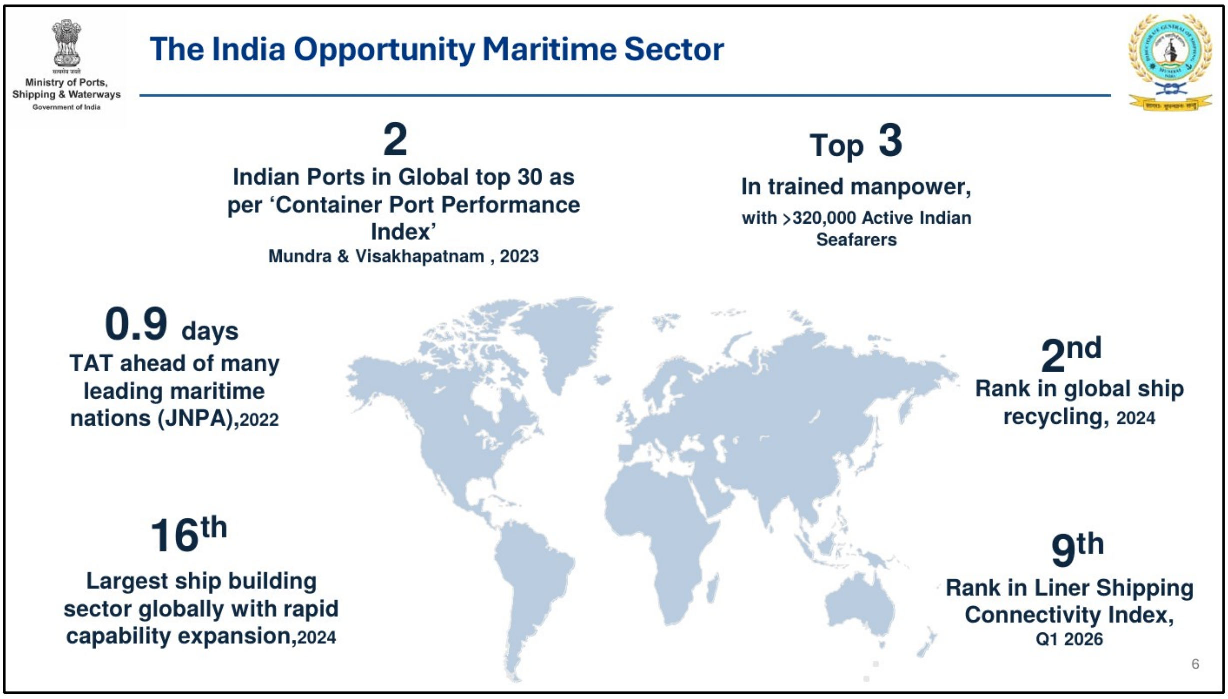
India has a vessel fleet of more than 1500 ships, demonstrating a substantial maritime transport capacity. This fleet enables India to actively participate in global shipping, facilitating trade and strengthening economic ties with other countries. A strong fleet enhances India's ability to transport 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: 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

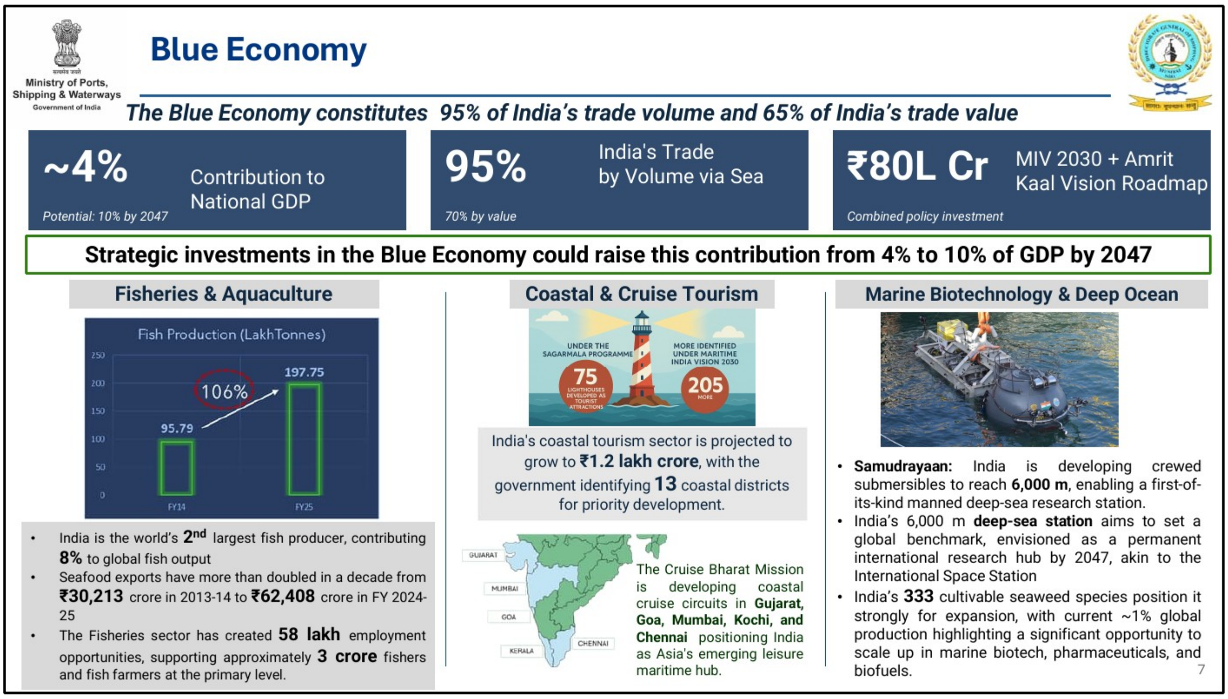
India is steadily expanding its capabilities in shipbuilding and recycling: It ranks 16th globally in shipbuilding, with rapid growth and increasing infrastructure investments. India holds the 2nd position globally in ship recycling (2024), demonstrating its leadership in dismantling and reprocessing 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.

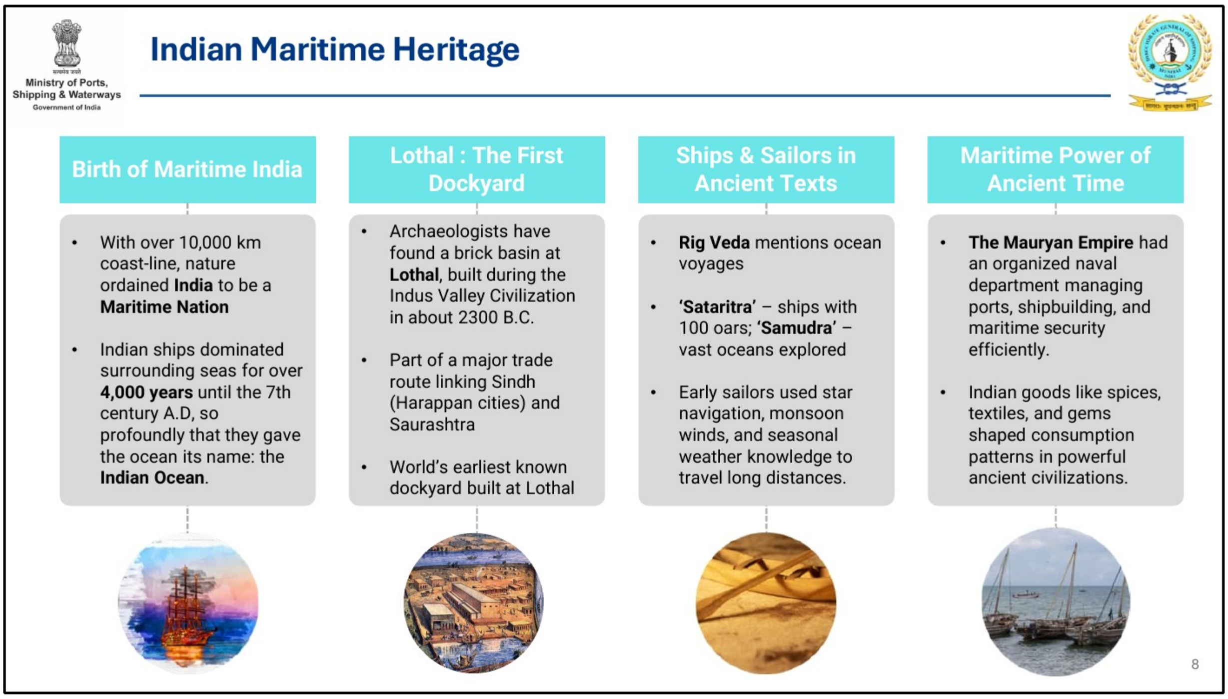
The fisheries sector highlights India's global strength, as the country is the second-largest fish producer, contributing 8% of global output. Exports have more than doubled, and the sector supports 58 lakh jobs and nearly 3 crore livelihoods, strengthening both economic and social foundations.

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.

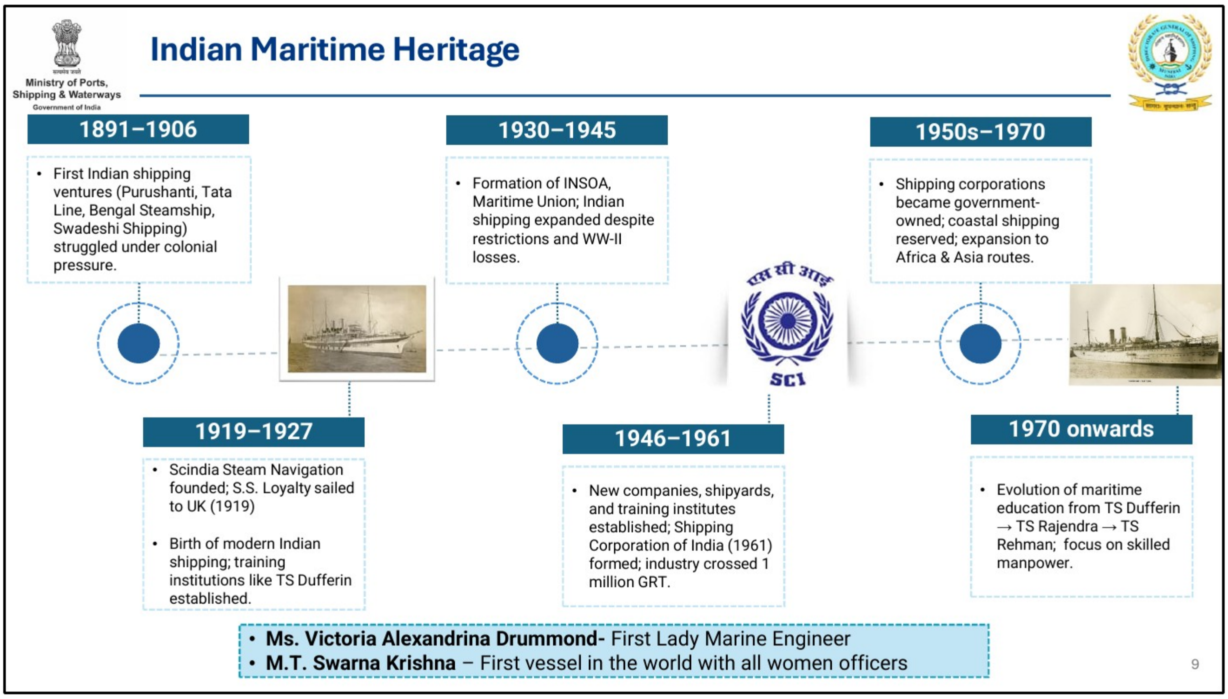
Maritime Power in Ancient Times

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

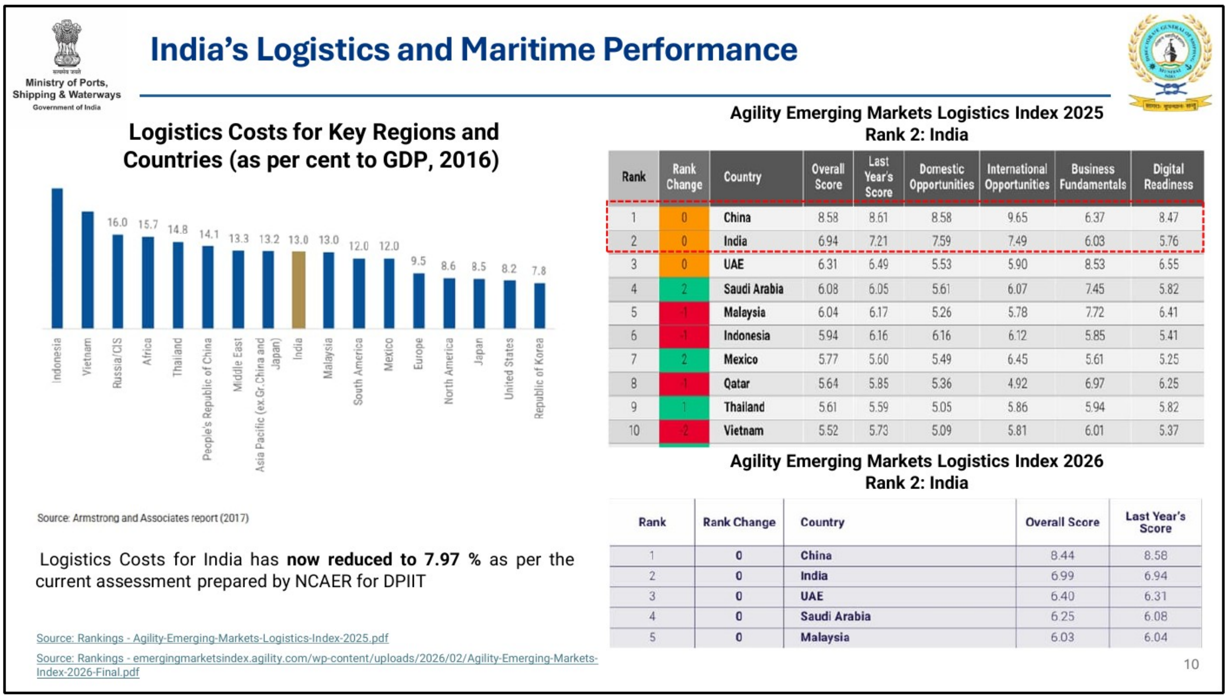
During the mid-20th century, the government played a central role in shaping the maritime sector: Shipping corporations became government-owned entities. Coastal shipping was reserved for Indian operators. Trade routes expanded to Africa and Asia, strengthening India's global maritime presence. This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

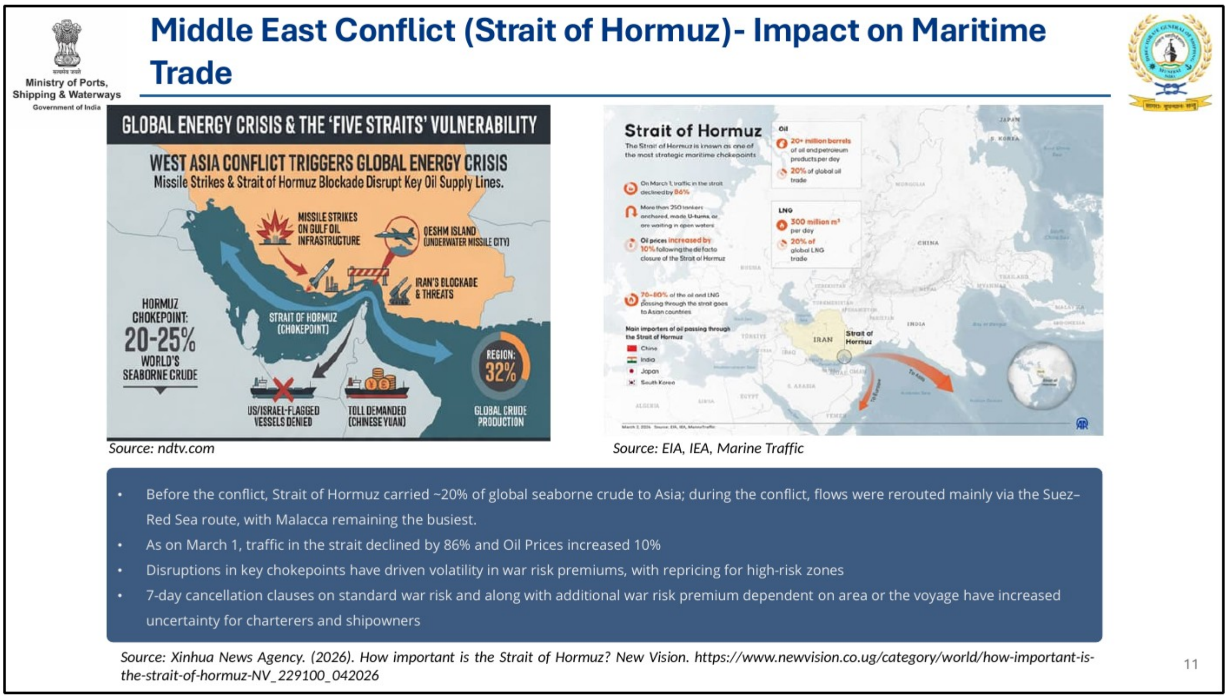
High ranking in global indices reflects **investor confidence and market**

attractiveness

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

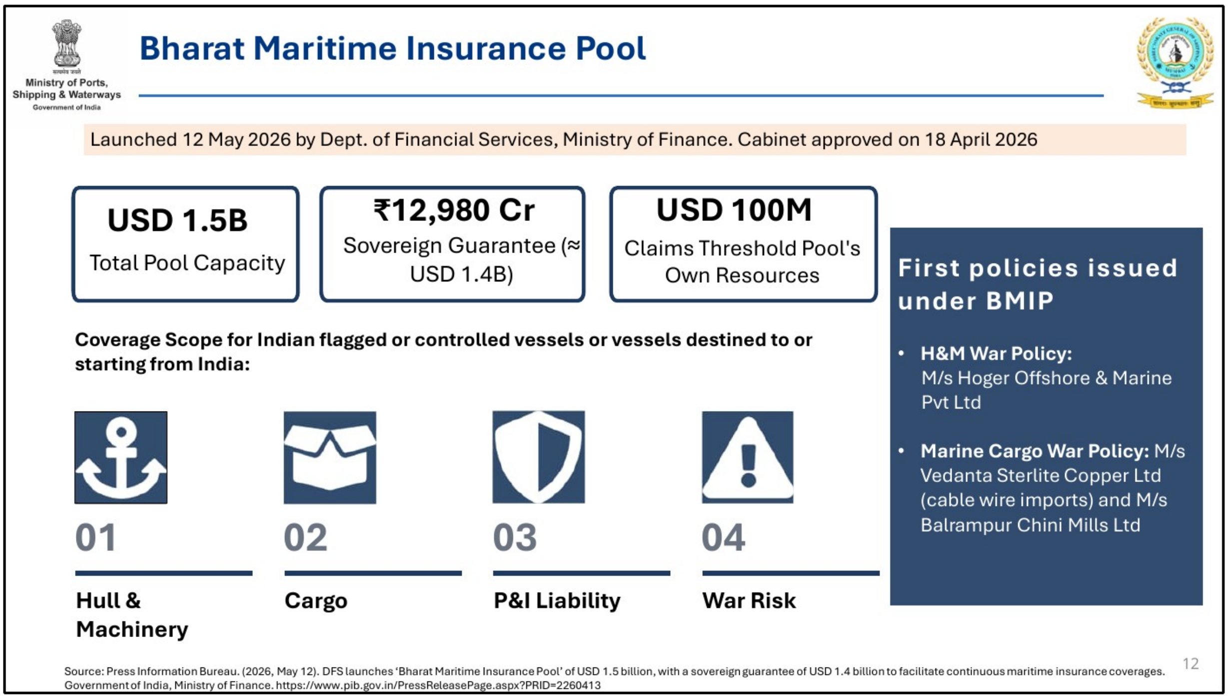
Conclusion:

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.



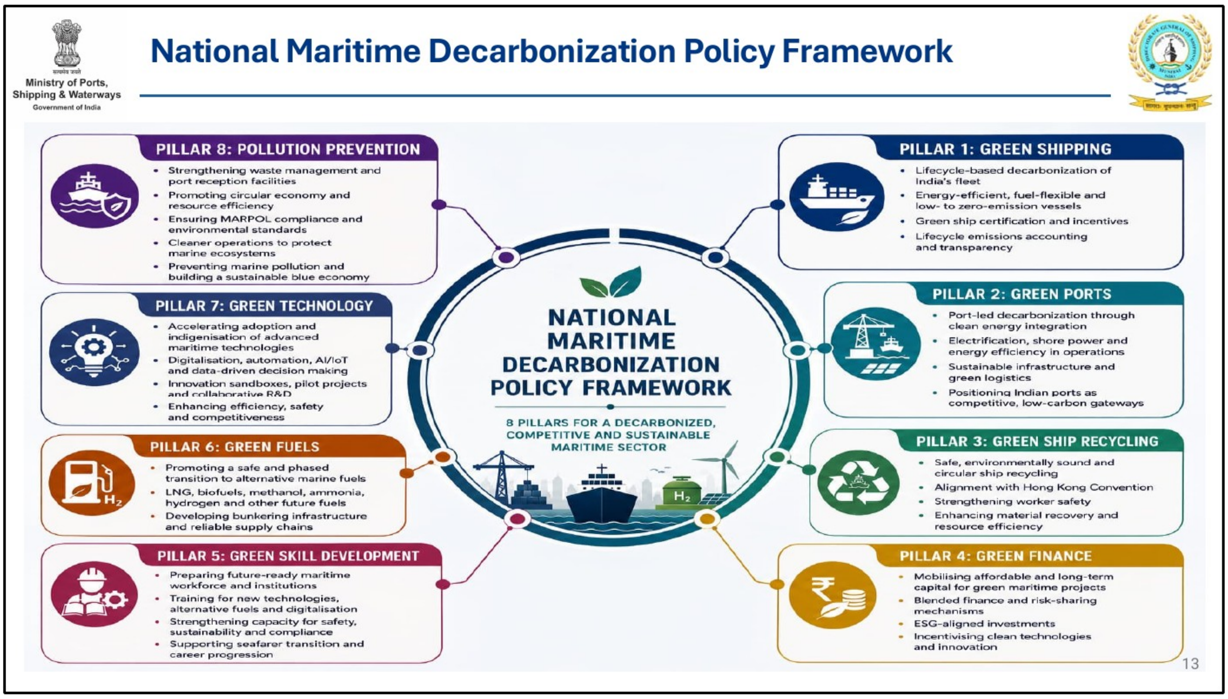
Middle East Conflict (Strait of Hormuz): Impact on Maritime Trade

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.



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.

Ship Recycling

Ship recycling forms the terminal stage of a vessel's operational life and has historically been treated as a downstream industrial activity. However, in the present regulatory and sustainability environment, it has evolved into a strategically important maritime segment with implications for industrial policy, environmental governance and international compliance. Ships typically operate for 25 to 30 years. At the end of this lifecycle, dismantling must be carried out in a manner that ensures safe handling of hazardous materials, recovery of recyclable components and minimal environmental impact. A modern ocean-going vessel contains large quantities of high-grade steel along with non-ferrous metals, machinery, electrical systems and reusable equipment. When dismantled under controlled conditions, a significant proportion of this material re-enters the industrial supply chain. The global regulatory framework governing this activity changed materially with the entry into force of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships on 26 June 2025. Post-HKC, ship recycling is no longer a loosely regulated industrial activity; it is now a structured compliance-based system requiring lifecycle documentation, certification and facility authorisation.

India has aligned its domestic legal framework accordingly through the Recycling of Ships Act, 2019 and related Rules, positioning itself as an early mover in the post-HKC regime.

India's Leadership

India today occupies a central position in global ship recycling. The Alang– Sosiya ship recycling cluster in Bhavnagar, Gujarat is the largest such cluster in the world. Current status of the Alang cluster: 150 total plots 128 operational plots 115 HKC compliant yards The fact that 115 yards are HKC compliant is significant. It reflects not only infrastructure upgradation but a conscious regulatory transition over the past decade. No other recycling nation currently has over 100 HKC compliant facilities concentrated in a single cluster. In volume terms, India handles approximately 30–35% of global ship recycling tonnage annually At the national level, the sector supplies around 20–25% of India's ferrous scrap requirement Given India's steel production expansion targets, this contribution is strategically relevant. The sector provides direct employment to more than 15,000 workers and sustains a broader ecosystem involving logistics operators, re-rolling mills, scrap traders and ancillary service providers. India's leadership is therefore based on scale, regulatory alignment and economic integration.

Strategic Importance

Ship recycling intersects with India’s priorities in steel production, maritime manufacturing and sustainability commitments. First, it strengthens domestic scrap availability. Scrap-based steel production is less energy intensive compared to primary steelmaking and reduces dependence on iron ore extraction and coal usage. In the context of decarbonisation and resource efficiency, this is important. Second, it supports maritime industrial integration. The introduction of the Ship Recycling Credit Note under SBFA 2.0 has created a policy linkage between dismantling and new shipbuilding. This ensures that economic value generated from recycling remains within the domestic maritime ecosystem. Third, post-HKC, shipowners assess recycling destinations on compliance credentials. India’s compliance depth strengthens its credibility and reduces the risk of business diversion to alternative jurisdictions.

Hong Kong Convention (HKC)

The Hong Kong Convention establishes binding obligations for both ships and recycling facilities. For ships: New ships are required to comply from 26 June 2025. Existing ships must comply by 26 June 2030. Ships proceeding for recycling after 26 June 2025 must carry: A valid Inventory of Hazardous Materials (IHM). Updated IHM Parts II and III. A ship-specific Recycling Plan. An International Ready for Recycling Certificate (valid for three months). For recycling facilities: An approved Ship Recycling Facility Plan is mandatory. Authorisation by the competent authority is required. A valid Document of Authorisation for Ship Recycling (DASR) must be held. India’s Recycling of Ships Act, 2019 operationalises these requirements domestically, ensuring harmonisation between international obligations and national enforcement.

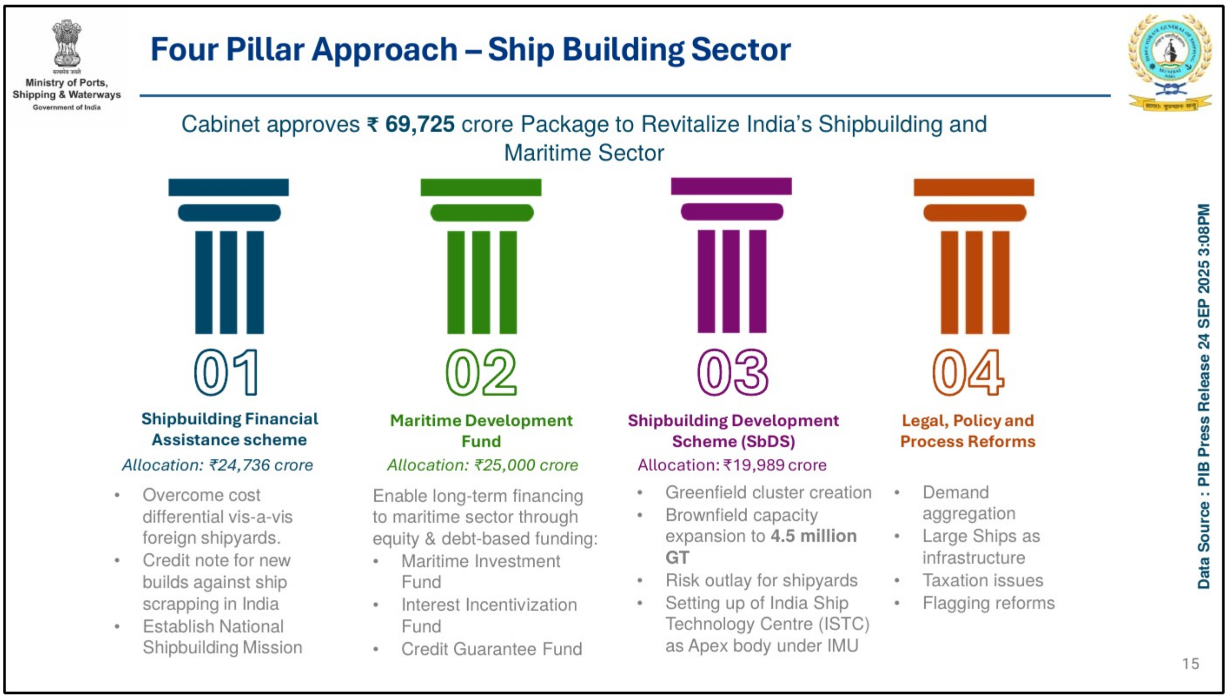
Compliance and Risk

In the current regime, compliance gaps carry both regulatory and commercial consequences. Improper handling of hazardous materials such as asbestos, PCBs, oils or sludge can result in environmental contamination and worker safety incidents. Documentation deficiencies in IHM or recycling plans can undermine international confidence. Reputational risk is particularly relevant in the post-HKC environment, where shipowners and flag administrations are expected to exercise due diligence in selecting recycling destinations. India’s approach has therefore emphasised: Yard infrastructure upgradation. Adoption of internationally recognised management systems. Structured inspection and oversight. Progressive digitalisation of compliance processes. The objective is to institutionalise compliance rather than rely solely on periodic enforcement.

Inventory of Hazardous Materials (IHM)

The IHM framework is central to safe and environmentally sound recycling. The IHM consists of three parts: Part I – Hazardous materials present in ship structure and equipment.

Part II – Operational wastes. Part III – Stores. Ships must maintain a valid IHM certificate, generally with a five-year validity. Prior to recycling, Parts II and III must be completed and verified. The IHM enables: Identification of hazardous substances. Planning of removal and segregation. Safe disposal pathways. Worker safety during dismantling. In practical terms, effective IHM governance reduces uncertainty at the yard stage and supports structured dismantling.



Four Pillar Approach for Strengthening

India's Shipbuilding Ecosystem

To achieve the ambitious national targets set out under Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047, the Government of India has adopted a **Four Pillar Approach** for holistic development of the shipbuilding and ship repair sector. This approach recognises that shipbuilding is a capital-intensive, long-gestation industry requiring coordinated financial support, institutional mechanisms, capacity augmentation and regulatory reforms. Accordingly, a total allocation of **₹ 69,725 crore** has been earmarked to support the sector through four mutually reinforcing pillars. **Pillar I: Shipbuilding Financial Assistance Scheme (Allocation: ₹ 24,736 crore)**

The Shipbuilding Financial Assistance (SFA) Scheme is designed to enhance the global competitiveness of Indian shipyards by addressing cost disadvantages vis-à- vis leading international shipbuilding nations. The scheme provides direct financial support to shipyards for the construction of vessels, thereby reducing the effective cost of production and encouraging domestic as well as export-oriented shipbuilding. A key component under this pillar is the **Shipbreaking Credit Note** mechanism, with an allocation of **₹ 4,001 crore**, which incentivises environmentally compliant ship recycling and links shipbreaking activity with new ship construction. This creates a circular economy within the maritime sector, promotes sustainable practices and supports domestic yards through credit offsets. Overall, Pillar I plays a critical role in stimulating demand, improving order books of Indian shipyards and attracting private investment into the sector.

Pillar II: Maritime Development Fund (Allocation: ₹ 25,000 crore)

The Maritime Development Fund (MDF) addresses one of the most persistent challenges faced by the shipbuilding industry, **access to affordable and long- term finance**. Under this pillar, a dedicated **Maritime Investment Fund of ₹ 20,000 crore** has been envisaged to catalyse investments in shipbuilding, ship repair, ports and allied maritime infrastructure. In addition, an **Interest Incentivisation Fund of ₹ 5,000 crore** has been provided to reduce borrowing costs for shipyards and maritime enterprises. By lowering financial risk and improving credit availability, this pillar aims to crowd in private capital, encourage large-scale infrastructure creation and support technology- intensive investments such as automation, advanced dry docks and green ship technologies. Pillar II thus strengthens the financial backbone of the maritime sector and ensures sustained investment momentum.

Pillar III: Shipbuilding Development Scheme (Allocation: ₹ 19,989 crore)

Pillar III focuses on **capacity and capability development** across the shipbuilding value chain. This includes support for the creation of **mega shipbuilding clusters**, modernisation and expansion of existing shipyards, development of common infrastructure and enhancement of ancillary and supplier ecosystems. A significant emphasis is placed on **credit risk coverage mechanisms**, which reduce lender exposure and enable shipyards to undertake large and complex vessel construction projects. This pillar also supports technology upgradation, skill development and adoption of global best practices in design, production and quality assurance. By addressing structural and operational gaps, Pillar III aims to transform Indian shipyards into globally competitive facilities capable of building large, sophisticated vessels.

Pillar IV: Legal, Policy and Process Reforms

The fourth pillar underpins the entire framework by focusing on **systemic reforms** required to improve ease of doing business and long-term sectoral sustainability. This includes streamlining approval processes, simplifying contracting and procurement norms, harmonising regulatory frameworks and aligning policies across central and state governments. Pillar IV also emphasises rationalisation of taxation, standardisation of contracts, dispute resolution mechanisms and greater clarity in land acquisition and environmental clearances. These reforms are essential to reduce project delays, improve investor confidence and ensure efficient implementation of shipbuilding projects. By creating a predictable and transparent policy environment, this pillar enables the effective functioning of the financial and developmental instruments introduced under the other pillars.

Integrated Impact of the Four Pillars

Together, the Four Pillar Approach provides a comprehensive and balanced framework that addresses financial viability, institutional support, physical capacity creation and regulatory efficiency. The integrated design ensures that short-term demand stimulation is complemented by long-term structural reforms, positioning India to emerge as a globally competitive shipbuilding hub while advancing the national objectives of Atmanirbhar Bharat, employment generation and maritime self-reliance.

Shipbuilding Financial Assistance Scheme (SFAS): Structure, Incentives and

State-Level Relevance

The **Shipbuilding Financial Assistance Scheme (SFAS)** constitutes a critical component of the Four-Pillar Approach under Pillar 2 – Shipbuilding, with a total allocation of **₹ 24,736 crore**. The scheme is designed to enhance the cost competitiveness of Indian shipyards, stimulate domestic shipbuilding demand, promote circular economy practices through ship recycling and establish robust institutional mechanisms for sectoral coordination. For coastal States, SFAS provides a direct lever to attract shipbuilding investments and accelerate the development of shipbuilding clusters.

Key Components of the Scheme

The total allocation under SFAS is distributed across three major components:

- **Extension of Shipbuilding Financial Assistance Scheme – ₹ 20,554 crore:** This component extends the existing financial assistance framework to new shipbuilding contracts. Assistance is linked to the actual contract value of vessels constructed in Indian shipyards and is aimed at offsetting cost disadvantages arising from higher capital costs, taxation and input prices compared to global competitors.
- **Shipbreaking Credit Note – ₹ 4,001 crore:** To promote integration between shipbreaking and shipbuilding, a credit note equivalent to **40% of the scrap value** of a vessel is issued to the ship-owner when the ship is scrapped at an Indian yard. This credit note can be reimbursed against the cost of constructing a new vessel at an Indian shipyard. This mechanism encourages recycling of end-of-life vessels within India while creating a direct pipeline for new ship orders.
- **Establishment of National Shipbuilding Mission – ₹ 181 crore:** This component supports the creation of a dedicated institutional framework to coordinate policy implementation, monitor outcomes and align central and State-level initiatives related to shipbuilding.

Assistance Rate Structure

The scheme provides differentiated assistance based on vessel type and contract value:

- **Non-specialised Small Vessels (up to ₹ 100 crore)**
  - Assistance of **15% of actual contract value**
- **Non-specialised Large Vessels**
  - First ₹ 100 crore: **15% assistance**
  - Value above ₹ 100 crore: **20% assistance**
- **Specialised Vessels** (such as LNG carriers, dredgers, offshore vessels)
  - First ₹ 100 crore: **15% assistance**
  - Value above ₹ 100 crore: **25% assistance** This graded structure incentivises construction of larger and more technologically complex vessels in Indian yards.

Domestic Content Requirement (DCR)

SFAS strongly promotes localisation and domestic manufacturing through a defined Domestic Content Requirement:

- **Less than 30% domestic content**: No SFAS support
- **30% to less than 40% domestic content**: Pro-rata assistance
- **40% or more domestic content**: Full assistance This provision encourages the development of indigenous component manufacturing, vendor ecosystems and MSME participation around shipyards.

Implications for Coastal States

For coastal States, SFAS presents an opportunity to position their shipyards as preferred destinations for new vessel orders. States can play a facilitative role by ensuring timely approvals, supporting vendor park development, enabling ship recycling facilities and aligning skilling initiatives with specialised vessel requirements. Effective State-level implementation will be essential to fully leverage the financial incentives under SFAS and translate them into sustained industrial and employment growth. **Shipbuilding Development Scheme (SBDS): Relevance and Opportunities for**

Coastal States

The Shipbuilding Development Scheme (SBDS) is a critical pillar of India's shipbuilding strategy, designed to address structural gaps in capacity, capability, technology and risk mitigation within the domestic shipbuilding ecosystem. With a total outlay of **₹ 19,989 crore**, SBDS directly supports the creation and expansion of shipbuilding infrastructure while reducing financial and operational risks for investors. For coastal states, the scheme presents a strategic opportunity to anchor maritime-led industrial growth, employment generation and regional economic diversification. **Capital support for greenfield shipbuilding capacity (₹ 9,930 crore)** is a core component of SBDS and is particularly relevant for coastal states with available waterfront land, deep-draft access and proximity to ports. This support enables states to attract private investment for establishing new shipyards, including facilities capable of building large commercial vessels, specialised ships and future-ready green vessels. Coastal states can leverage this component to develop maritime industrial clusters aligned with port-led development and Sagarmala objectives. **Capital assistance for existing and brownfield shipyards (₹ 8,261 crore)** allows coastal states with legacy shipbuilding facilities to modernise and expand production capacity. This includes investments in advanced fabrication infrastructure, dry docks, automation and digital shipbuilding technologies. By supporting upgradation, SBDS helps coastal states revive underutilised assets, enhance productivity and improve the global competitiveness of existing yards, while retaining skilled local workforces. A forward-looking element of the scheme is the **capability development initiative through the India Ship Technology Centre (ISTC) (₹ 305 crore)**. ISTC is envisioned as a national hub for ship design, engineering, technology standardisation and R&D. Coastal states stand to benefit from access to advanced design capabilities, technology transfer and skilling support, enabling local shipyards and MSMEs to move up the value chain and participate in complex vessel construction. To address risk perceptions in shipbuilding, SBDS provides **shipbuilding risk coverage (₹ 1,443 crore)** through pre-shipment insurance, post-shipment insurance and vendor default insurance. This component is especially significant for coastal states seeking to attract first-time investors or expand MSME participation, as it lowers financial risks across the supply chain and improves access to institutional finance. Finally, **administrative support (₹ 50 crore)** ensures effective scheme implementation, monitoring and coordination between the Centre, states and industry stakeholders. Overall, SBDS empowers coastal states to play a proactive role in India's shipbuilding resurgence by providing targeted financial support, technology access and risk mitigation, enabling them to position shipbuilding as a cornerstone of coastal economic development. **Brownfield and Greenfield Expansion under the Shipbuilding Development**

Scheme

The Shipbuilding Development Scheme (SBDS) adopts a dual-track approach to capacity creation by supporting both **brownfield expansion of existing shipyards** and **greenfield development of new shipbuilding clusters**. This balanced framework ensures rapid scale-up of India's shipbuilding capacity while simultaneously building long-term, world-class infrastructure aligned with global standards.

Brownfield Expansion: Modernising Existing Shipyards

Brownfield expansion focuses on strengthening and upgrading **existing Indian shipyards** to enhance efficiency, productivity and competitiveness. The objective is to enable operational shipyards to scale up capacity, adopt modern technologies and handle more complex and higher-value vessel construction. Eligibility under the brownfield component is limited to Indian shipyards that have been **operational for a minimum of three years**, with expansion undertaken under the same legal entity. Capital assistance is provided up to **25% of the fair assessed project cost**, based on duly appraised DPRs, IEAs, or CA-certified estimates. This ensures fiscal discipline while supporting genuine capacity augmentation. The scheme supports a wide range of critical infrastructure components, including:

- Channel and basin development to improve navigability and vessel access
- Construction and upgradation of dry docks and slipways
- Installation of ship lifts and floating docks
- Development of piers, jetties and material handling systems
- Procurement of heavy cranes and yard equipment
- Creation of block and modular fabrication facilities For coastal states with legacy shipyards, this component provides a pathway to **revitalise underperforming assets**, attract new orders, retain skilled manpower and integrate local MSMEs into the shipbuilding value chain. **Greenfield Expansion: Creating World-Class Shipbuilding Clusters** The greenfield component of SBDS is aimed at developing **integrated shipbuilding clusters** with shared infrastructure and advanced technologies. These clusters are envisioned as large-scale, globally competitive ecosystems capable of constructing large commercial vessels, specialised ships and next-generation green vessels. A key feature of greenfield development is the presence of an **Anchor Shipyard** with a **minimum annual capacity of 0.5 million GT**, ensuring scale, credibility and long-term viability. The scheme provides **100% upfront grant support for eligible common infrastructure components**, significantly reducing entry barriers for large investments. Supported components include:
- Breakwaters, wave breakers and tide-independent basins
- Channel and basin development
- Internal road, power, water and utility infrastructure
- Common maritime assets and shared facilities
- Regional Shipbuilding Capability Centres for design, skilling and technology support Greenfield clusters are implemented through an **SPV structure**, involving Central and State Government agencies along with shipyard and private partners. While the SPV develops trunk infrastructure, individual shipyards focus on core production facilities, ensuring efficient risk sharing and governance. For coastal states, greenfield

shipbuilding clusters offer a transformational opportunity to anchor **port-led industrialisation**, generate large-scale employment and position themselves as global shipbuilding hubs. Together, brownfield and greenfield expansion under SBDS provide a comprehensive framework for accelerating India's shipbuilding growth while enabling coastal states to align infrastructure development with national maritime priorities.

Cluster-Based Approach: Concept, Relevance and Governance Imperatives

Concept and Rationale of a Maritime Industrial Cluster

A maritime industrial cluster is a geographically co-located ecosystem comprising **anchor shipyards**, **ancillary and supplier units**, **shared infrastructure** and **supporting social and urban facilities**, planned and operated as an integrated whole. The core idea of the cluster approach is to move away from fragmented, stand- alone facilities towards a **shared-capacity, network-driven model** that enhances productivity, reduces costs and accelerates capability development. In the context of greenfield capacity creation, clustering allows multiple shipyards and ancillary units to leverage **common maritime frontage, breakwaters, dredging, utilities, testing facilities and logistics infrastructure**, thereby improving capital efficiency and operational viability. **Relevance of Clusters in Achieving Capacity and Capability Targets** The cluster-based approach is critical for achieving national targets related to **shipbuilding, ship repair and maritime industrial expansion** due to the following reasons:

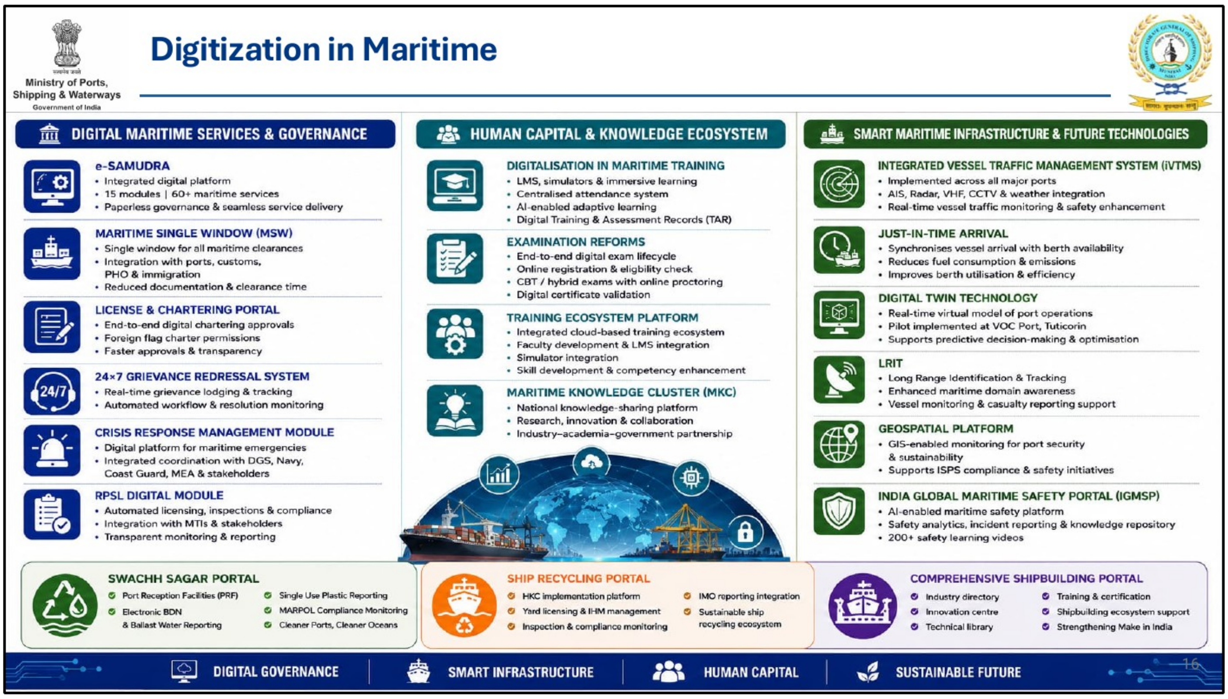
- **Optimised Asset Utilisation:** High-cost marine infrastructure such as dry docks, heavy-lift cranes, waterfront access and testing facilities can be shared across multiple players, improving utilisation and reducing duplication.
- **Scalable Capacity Creation:** Clusters allow phased expansion of yards and ancillaries, enabling rapid scaling of capacity in response to market demand.
- **Strengthening Domestic Value Chains:** Proximity of Tier 1, Tier 2 and Tier 3 suppliers supports localisation of components, reduces lead times and enhances self-reliance.
- **Technology and Skill Upgradation:** Shared R&D centres, training institutes and testing facilities accelerate technology absorption and workforce skilling.
- **Improved Global Competitiveness:** Integrated clusters reduce production costs, improve delivery timelines and enhance quality standards, positioning Indian yards competitively in global markets. By aggregating demand, skills and infrastructure, clusters serve as **multipliers**, enabling faster and more sustainable achievement of sectoral growth targets.

Idea and Key Components of a Maritime Cluster

A well-functioning maritime cluster typically comprises the following components:

- **Anchor Shipyard(s)** Large shipbuilding and/or ship repair yards that act as demand generators and technology anchors for the cluster.
- **Ancillary and Supplier Ecosystem** Tier 1, Tier 2 and Tier 3 suppliers providing hull fabrication, machinery, electrical systems, coatings, outfitting, logistics and specialised services.
- **Common Cluster Facilities**
    - Shared dry docks and wet berths
    - Testing and certification facilities
    - R&D and design centres
    - Skill development and training institutes
    - Warehousing and logistics hubs
- **Maritime and Connectivity Infrastructure**
    - Breakwaters, dredging and navigational channels
    - Road, rail and utility connectivity

    - Digital and communication infrastructure
- **Trunk and Social Infrastructure**
    - Housing, healthcare, education and urban amenities
    - Worker accommodation and transport systems The integration of these elements ensures **operational efficiency, workforce stability and long-term sustainability** of the cluster. **Importance of State Collaboration and Institutional Coordination** State collaboration is a **foundational requirement** for the success of maritime clusters, given the scale, complexity and cross-sectoral nature of interventions involved. Effective cluster development requires:
- **Land Assembly and Zoning Support:** States play a key role in providing contiguous land parcels, coastal zoning approvals and environmental clearances.
- **Infrastructure Provisioning:** Development of external connectivity, utilities and social infrastructure largely falls within the State's mandate.
- **Policy Alignment and Incentives:** Harmonisation of central and state policies, fiscal incentives and regulatory frameworks to improve investor confidence.
- **Single-Window Governance Mechanisms:** Coordinated approvals across departments to reduce timelines and transaction costs.
- **Public–Private Collaboration:** States act as facilitators, enabling private investment while ensuring long-term regional development objectives are met. Strong Centre–State coordination ensures that clusters evolve not merely as industrial enclaves, but as **integrated maritime growth hubs** aligned with national strategic and economic priorities.



Digitalization in Maritime

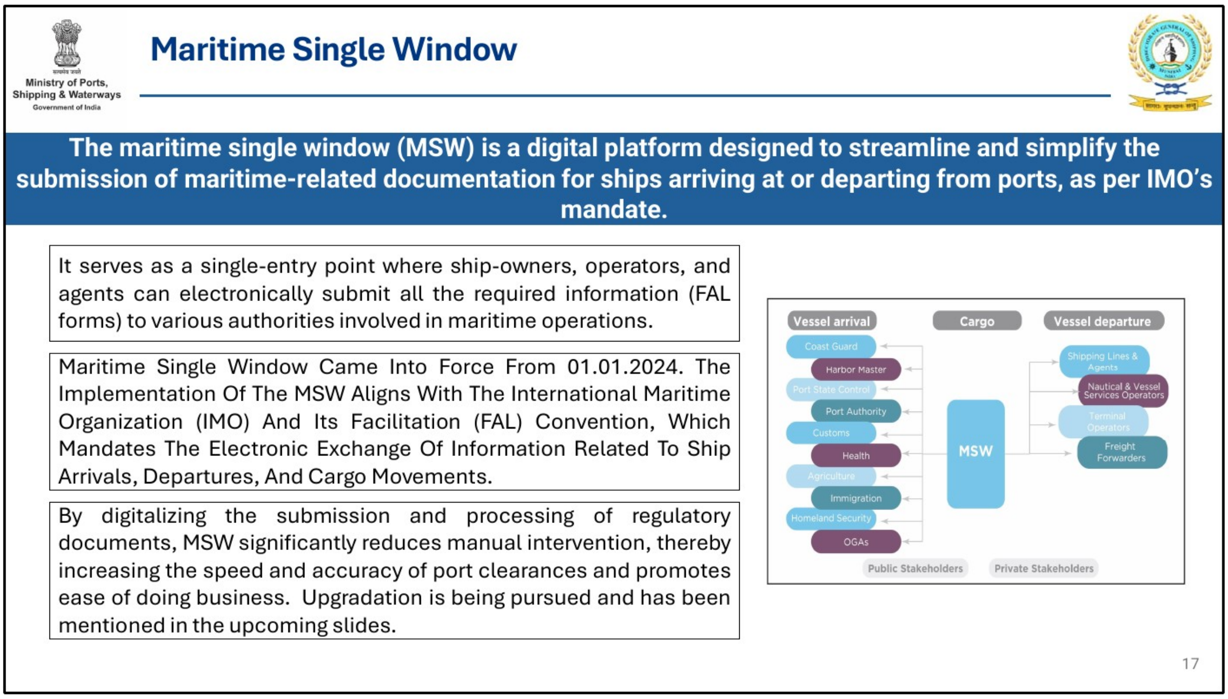
India is undertaking a comprehensive transformation of its maritime sector through digitalization, focusing on improving governance, infrastructure, human capital, and sustainability.

- **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.



Maritime Single Window

The Maritime Single Window, or MSW, is a transformative digital initiative aligned with the IMO's facilitation convention, aimed at streamlining maritime documentation. This platform, operational since 1 January 2024, acts as a single electronic entry point for ship owners, operators, and agents to submit all required information to the various authorities involved in port operations.

The MSW covers every aspect of a vessel's journey, arrival, cargo operations, and departure, integrating inputs from stakeholders such as the Coast Guard, customs, immigration, and port authorities, as well as shipping lines and terminal operators. By digitizing the submission and processing of regulatory documents, it significantly reduces manual intervention, accelerates port clearances, and promotes ease of doing business.

Most importantly, MSW marks a major leap forward for Indian maritime administration, enabling more accurate, efficient, and transparent port operations. Continuous upgradation is underway, reinforcing India's aspirations to meet international best practices and facilitate seamless global maritime trade.

Seafarers as Key Workers

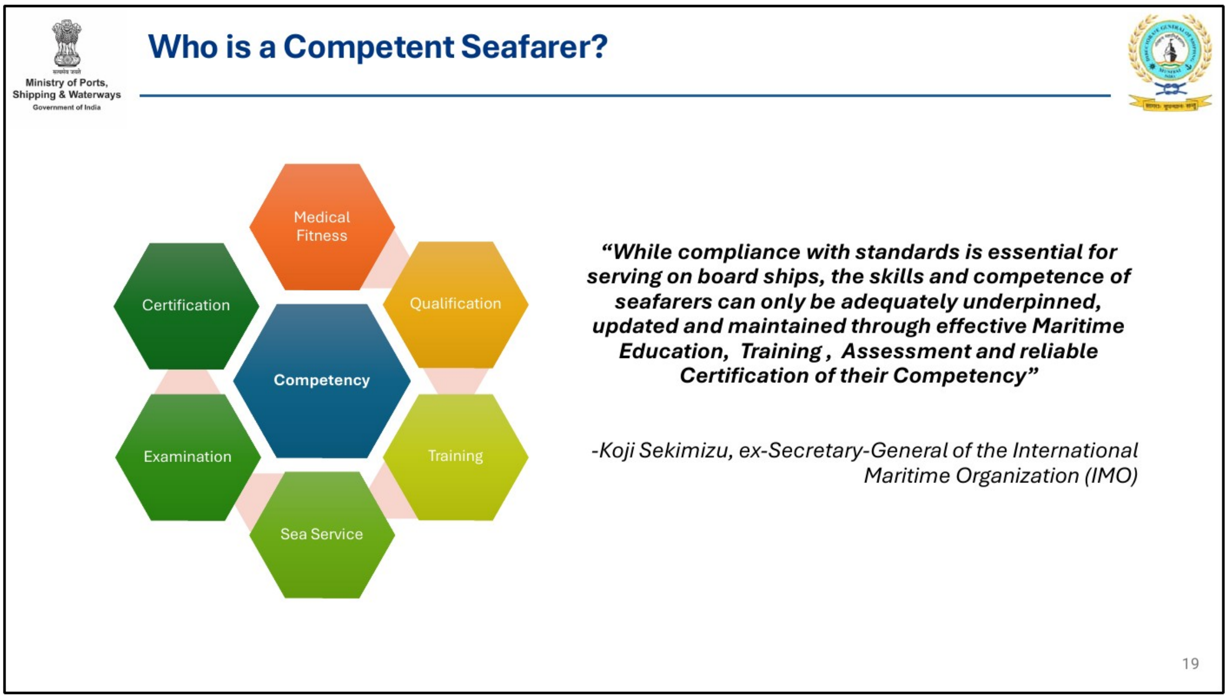
The seafaring profession continues to serve as a critical backbone of global trade and economic stability. Over 90 percent of world trade is transported by sea, underscoring the indispensable role played by seafarers in ensuring the uninterrupted movement of essential commodities, including food, fuel, 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.

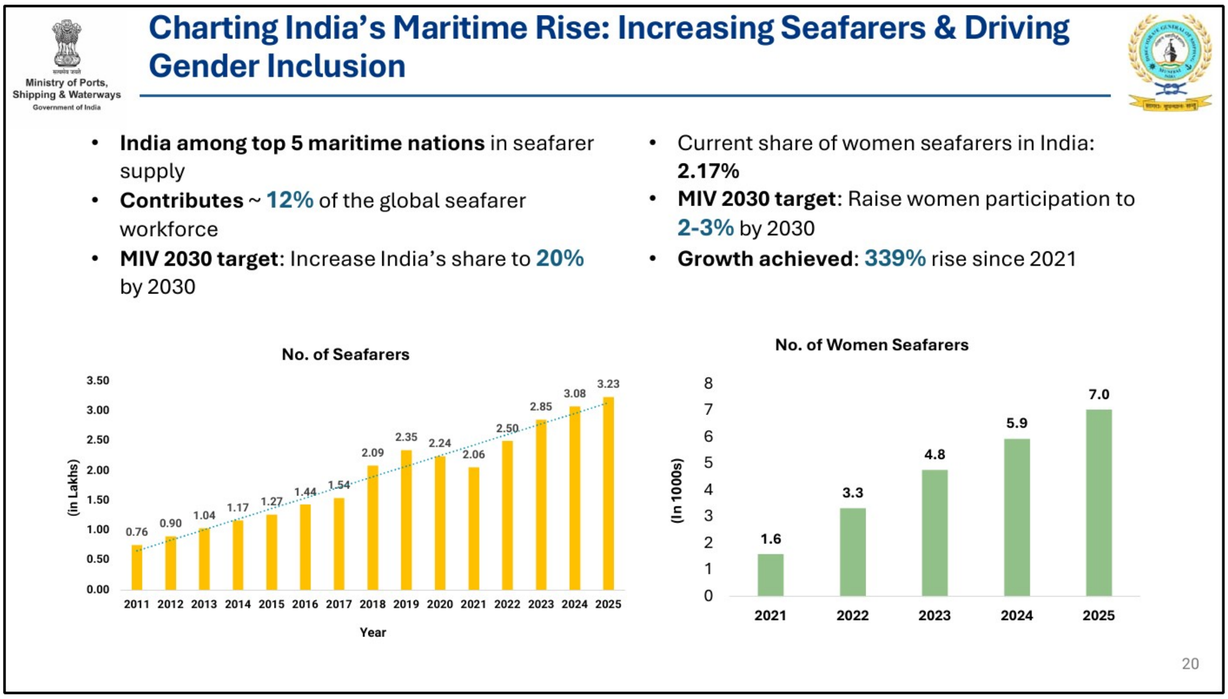
At the foundation lies formal certification and qualification, which establish that an individual meets the prescribed international standards required to serve onboard. These are supported by structured examinations that validate theoretical knowledge and technical understanding in line with global 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 Inclusivity

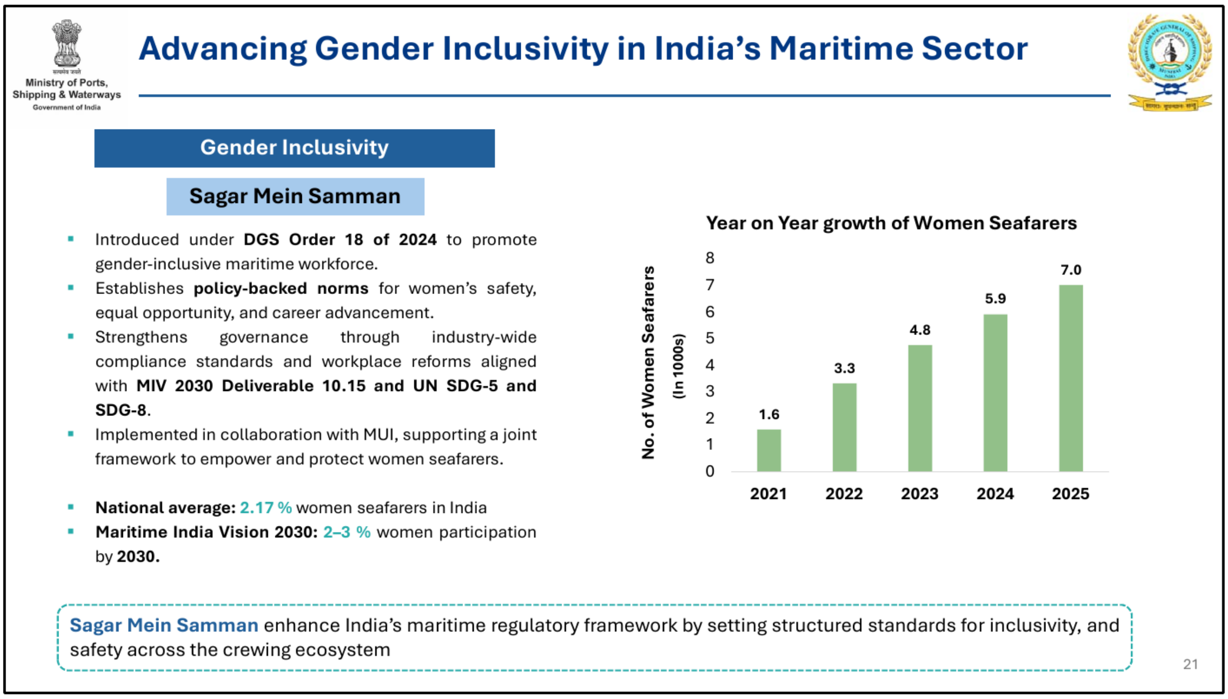
India is currently positioned among the **top five maritime nations** in terms of supplying seafarers to the global shipping workforce. The country contributes nearly **12%** of the world's seafarers, and under the **Maritime India Vision (MIV) 2030**, the target is to further increase this share to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

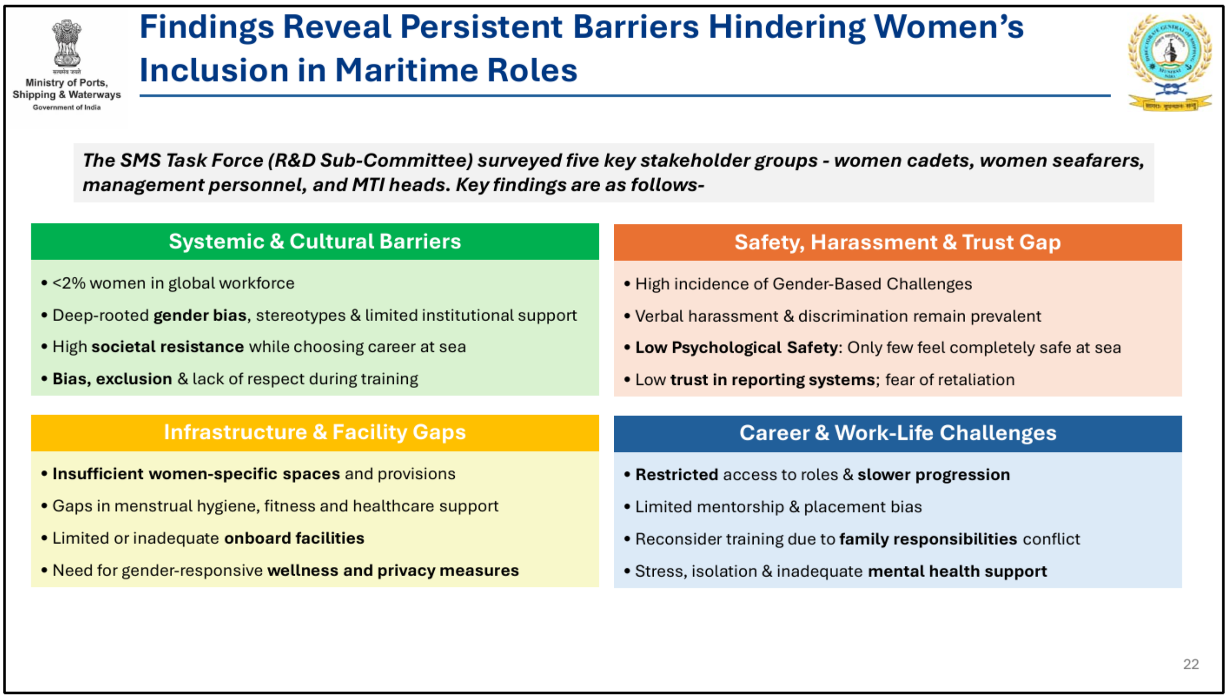
One of the most significant shifts taking place in India's maritime landscape today is the growing focus on empowering women across a field long viewed as male dominated. For many years, women have represented over 2% of the seafaring workforce, and this imbalance has held back both individual potential 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

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.

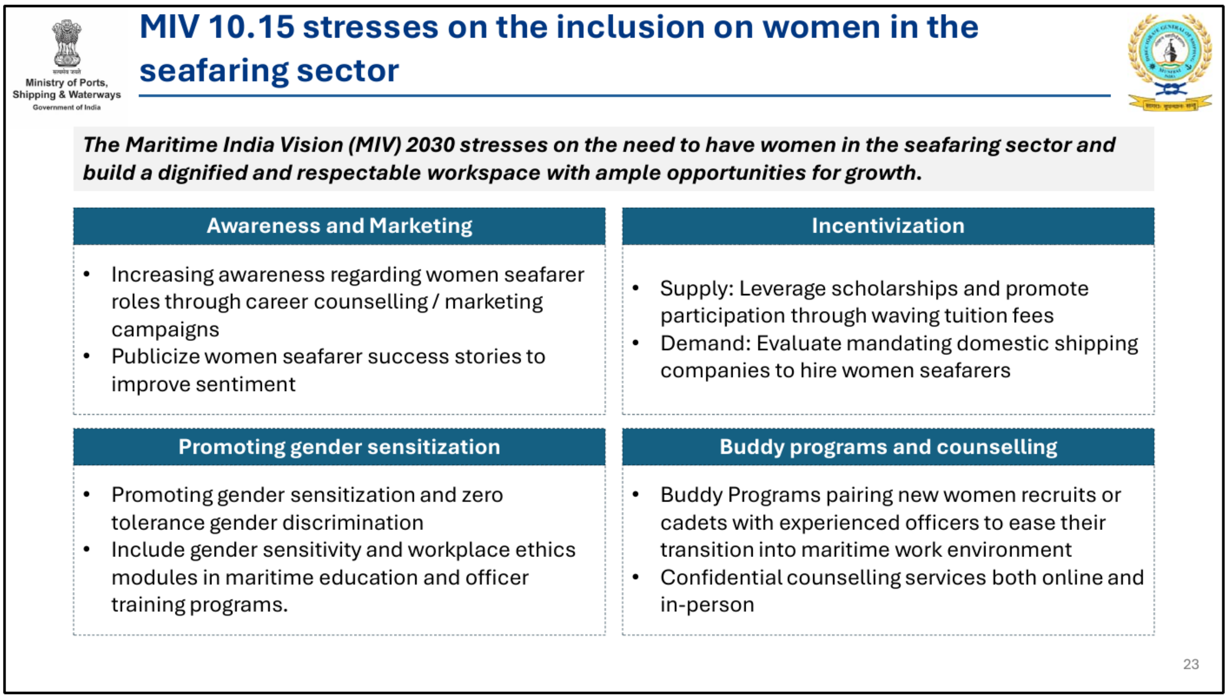
Women account for less than 2 percent of the global maritime workforce, indicating a long-standing imbalance in representation. This is shaped by deep-rooted gender biases and stereotypes that influence entry, training, and employment opportunities across the sector. Societal resistance remains a significant 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.



Inclusion of Women in the Seafaring Sector (MIV 10.15)

The Maritime India Vision 2030 places clear emphasis on improving women's participation in the seafaring sector, not only as a matter of inclusion but also as a step towards building a more progressive, equitable, and future-ready maritime workforce. The focus is on creating an ecosystem that offers dignity, respect, and equal opportunity for growth.

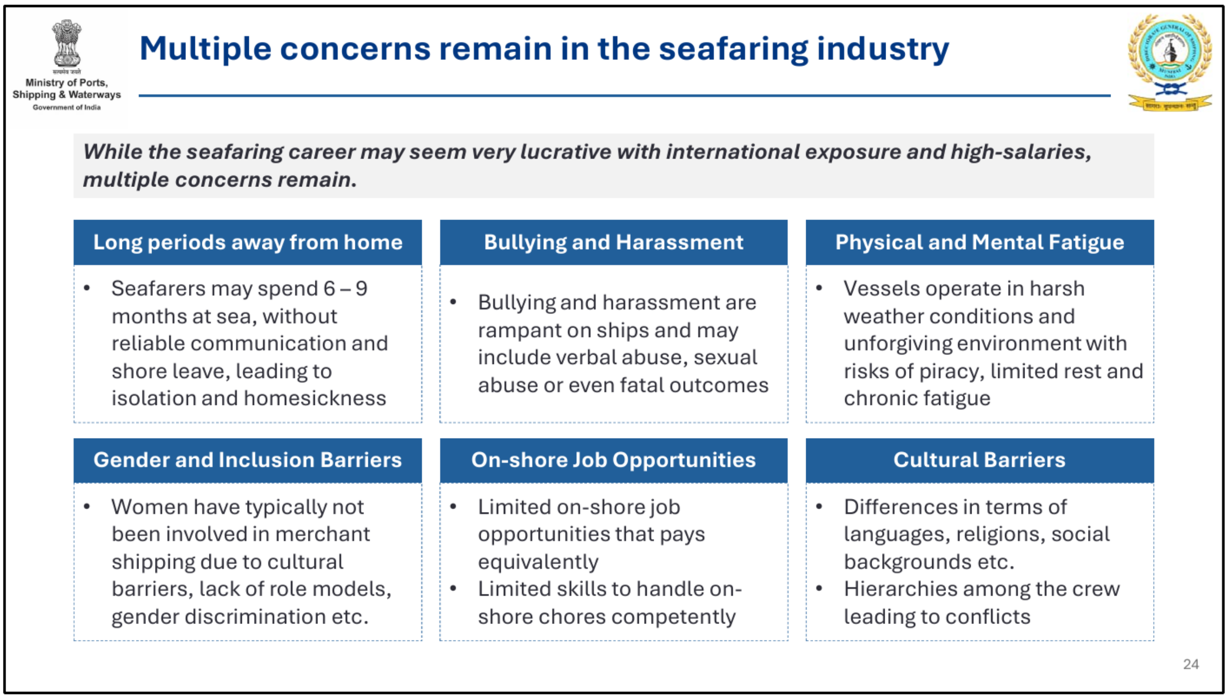
A key priority identified is strengthening awareness and outreach. There is a need to actively promote maritime careers for women through structured career counselling initiatives and targeted marketing campaigns. Increasing visibility of opportunities helps address perception gaps at an early stage. In addition, showcasing success stories of women seafarers can play an important role in shaping positive sentiment, breaking stereotypes, and building confidence among aspiring candidates and their families.

Incentivization is another important lever to address both supply and demand-side constraints. On the supply side, financial barriers can be reduced through scholarships and measures such as waiving tuition fees to encourage higher participation of women in maritime education and training. On the demand side, there is a need to explore policy measures that encourage or mandate domestic shipping companies to create more opportunities for women seafarers, ensuring that increased training participation translates into actual employment.

Promoting gender sensitization across the ecosystem is critical to ensure long-term cultural change. This includes establishing a zero- tolerance approach towards gender discrimination and embedding gender sensitivity into institutional practices. Introducing structured modules on gender awareness and workplace ethics within maritime education and officer training programs can help build a more inclusive mindset from the outset, influencing behavior both onshore and onboard.

Support systems such as buddy programs and counselling mechanisms are essential to improve retention and ease transition into the maritime work environment. Pairing new entrants, particularly women cadets, with experienced officers can provide guidance, build confidence, and help navigate challenges during the early stages of their careers. At the same time, access to confidential counselling services, both in-person and through digital platforms, can provide a safe avenue for addressing personal and professional concerns, thereby strengthening overall well- being and continuity in the sector.

Taken together, these measures reflect a balanced approach that addresses awareness, access, workplace culture, and ongoing support, with the objective of enabling greater and more sustainable participation of women in maritime roles.



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.

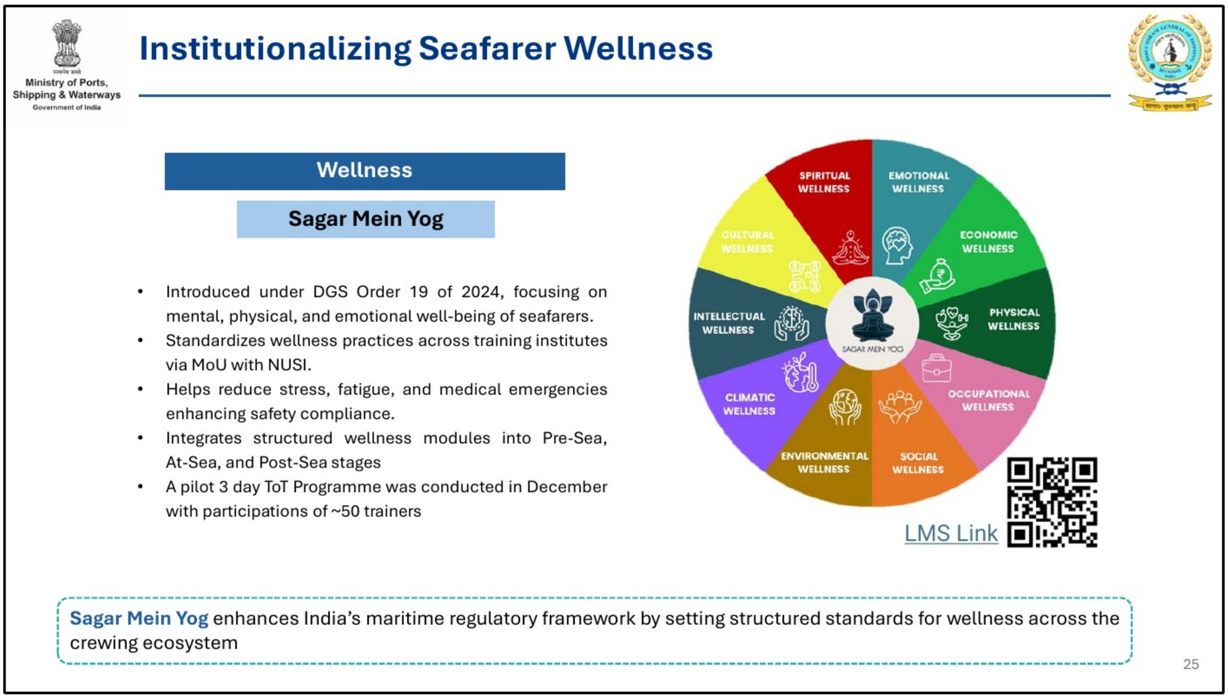
Third, **physical and mental fatigue**. Ships operate in demanding environments, harsh weather, operational pressures, piracy-prone areas, and constrained crew strength. Fatigue management and compliance with rest hour regulations are essential for both safety and welfare.

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	6	1	3	6	6	2	3	2	14	33	76
Settled	0	5	6	33	61	48	58	49	48	0	319
	6	**6**	**9**	**39**	**67**	**55**	**64**	**54**	**62**	**33**	**406**

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	23	0	0	43
Pending	0	6	0	6	3	11	13	4	4	9	56
Settled	18	6	10	6	10	16	9	15	11	0	101
	19	**14**	**18**	**14**	**18**	**29**	**24**	**48**	**16**	**9**	**209**

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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Death and Missing Cases at Sea

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 **406 death cases** have been recorded, of which **319 cases were settled** by shipowners or P&I clubs with compensation, while **76 cases remain pending**, and **11 cases were closed without compensation**. Similarly, from **2015 to 2026**, there have been **209 missing-seafarer cases**, including instances of desertion. Out of these, **101 cases have been settled**, **56 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 19.06.2026		Vessels (Nos.)	Seafarers (Nos.)
Cases Resolved (Seafarers Repatriated)	01.01.25 to 31.12.25	108	988
	01.01.26 to till date	49	407

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	23	85	1	5	0	0	2	3	7	32	13	45	0	0
TOTAL	**79**	**480**	**1**	**5**	**0**	**0**	**4**	**17**	**8**	**43**	**48**	**329**	**18**	**96**

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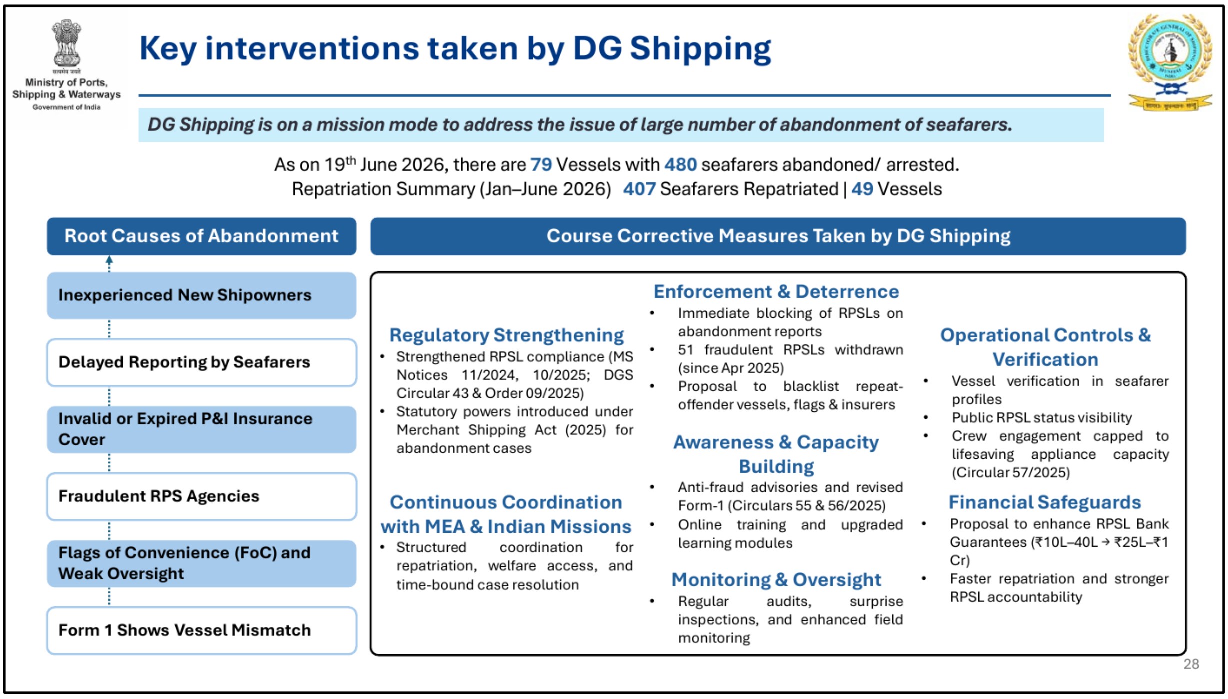
Abandonment Scenario in Indian Seafaring

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 **19 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 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.

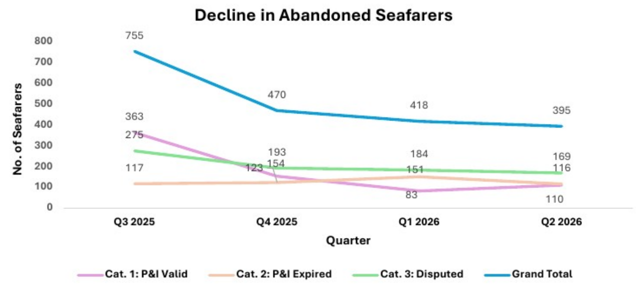
To address these challenges, the Directorate General of Shipping (DGS) has moved into mission mode with an expanded set of corrective measures. Regulatory frameworks have been tightened through strengthened RPSL compliance and new statutory provisions under the Merchant Shipping Act (2025). Enforcement 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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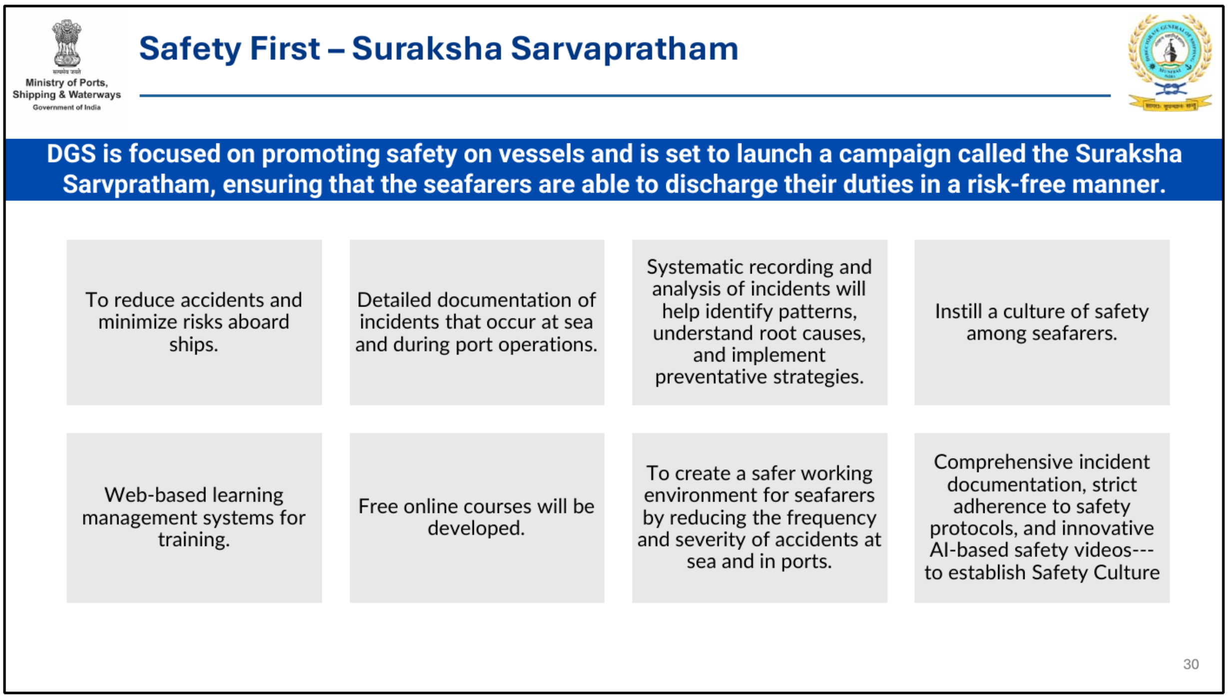
Declining Abandonment Cases

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.



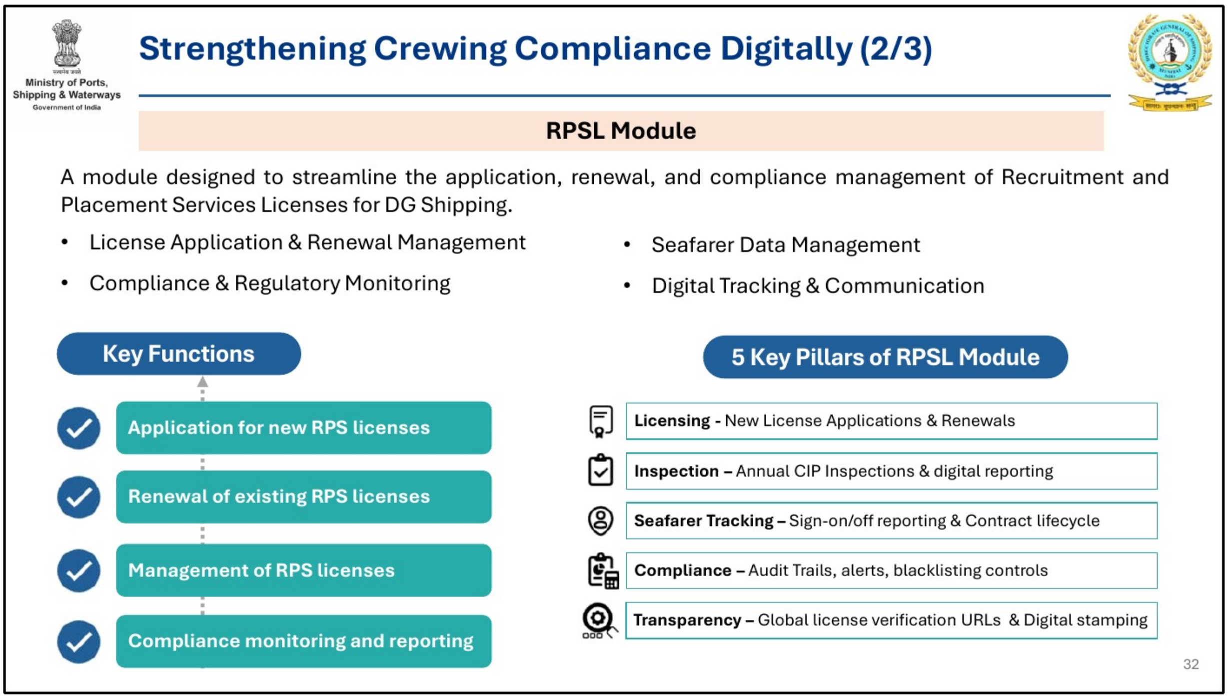
Suraksha Sarvapratham

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

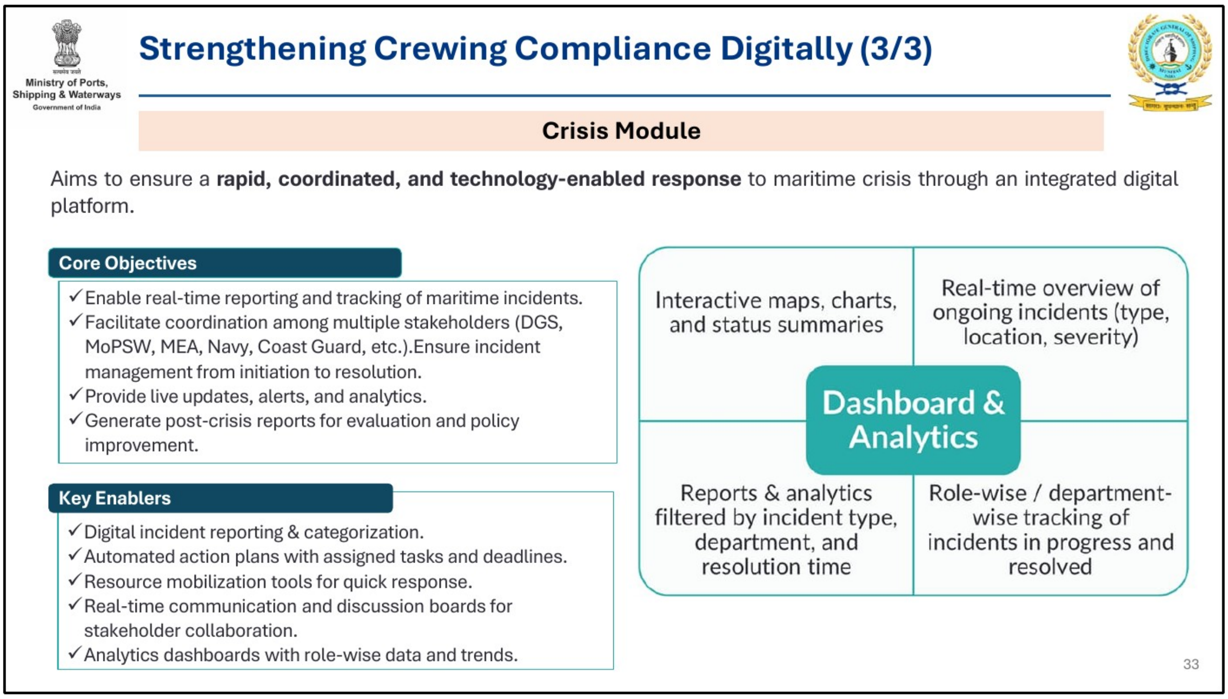
Strengthening Crewing Compliance Digitally (1/3)

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.



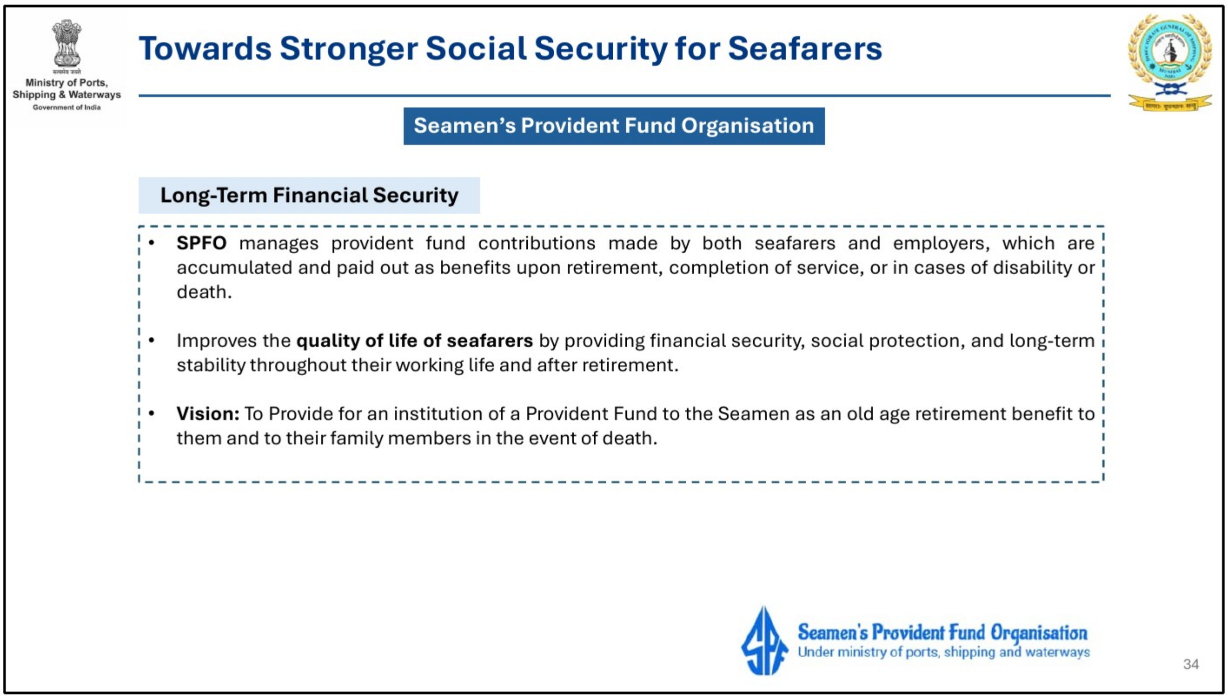
Strengthening Crewing Compliance Digitally (2/3)

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.



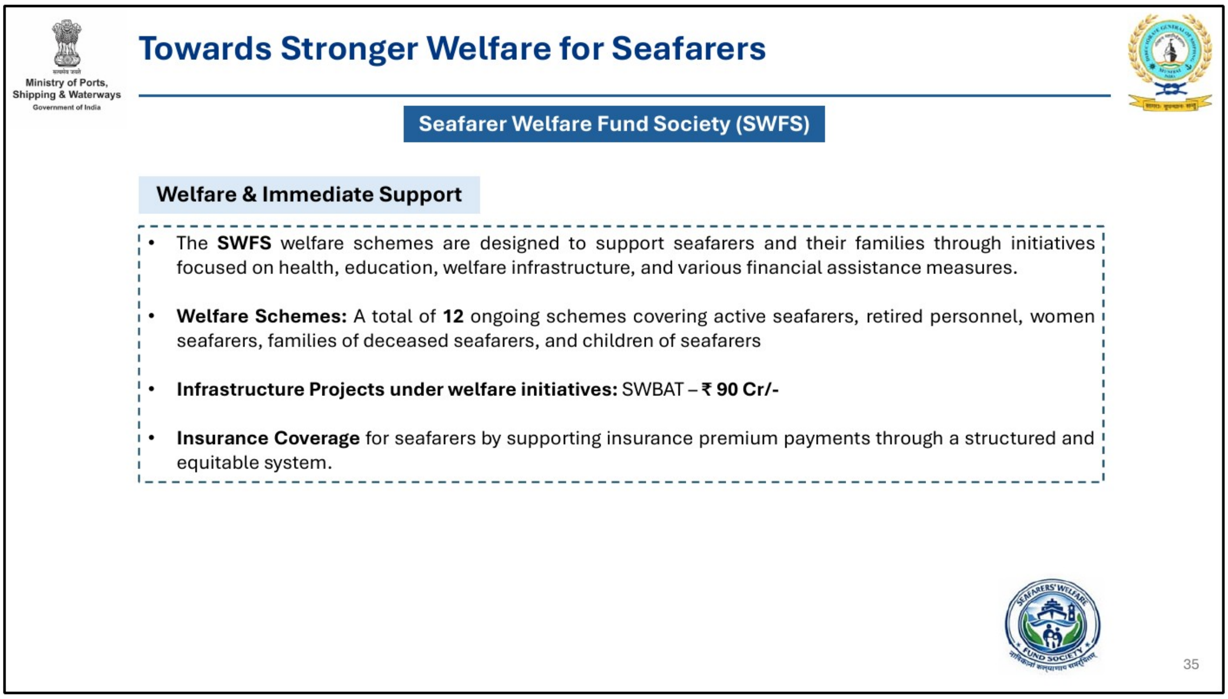
Strengthening Crewing Compliance Digitally (3/3)

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.



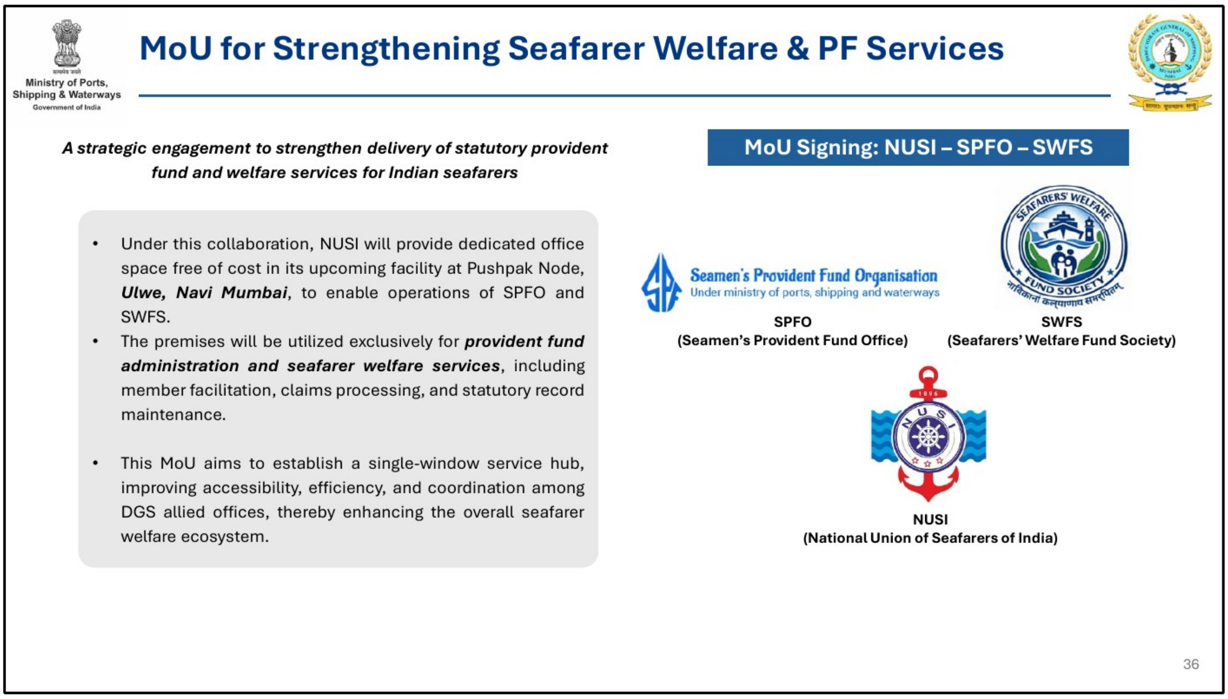
Seamen's Provident Fund Organisation (SPFO)

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.



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.



MoU for Strengthening Seafarer Welfare and PF Services

The Memorandum of Understanding (MoU) between the National Union of Seafarers of India (NUSI), Seamen's Provident Fund Office (SPFO), and Seafarers' Welfare Fund Society (SWFS) aims to strengthen the delivery of provident fund and welfare services for Indian seafarers under the Ministry of Ports, Shipping & Waterways. As part of this collaboration, NUSI will provide free office space at its facility in Ulwe, Navi Mumbai, enabling SPFO and SWFS to operate from a common location. The premises will be used exclusively for provident fund administration and welfare-related services, including member support, claims processing, and record management. A key objective of the MoU is to establish a single-window service hub that integrates multiple services in one place. This initiative is expected to improve accessibility, enhance operational efficiency, and ensure better coordination among maritime authorities. Overall, the MoU is a significant step toward improving service delivery and strengthening the welfare ecosystem for Indian seafarers.

Ministry of Ports, Shipping & Waterways
Government of India

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

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

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

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

4 new schemes: ->

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

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

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Insurance Support for 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.

Ministry of Ports, Shipping & Waterways
Government of India

Seafarer Welfare Schemes: Reach, Impact, and Disbursement Overview

Welfare Schemes are Effective When We Engage

No.	Welfare Schemes	No. of Benef.	Amt. (01.04.2025 - 19.06.2026)
1	Survivor's Benefit Scheme (SBS)	34	₹ 1,14,10,000
2	Invalidity Benefit Scheme (IBS)	1	₹ 6,00,000
3	Maternity Benefit Scheme (MBS)	1	₹ 25,000
4	Family Benefit Scheme (FBS)	44	₹ 23,00,000
5	Old Age Benefit Scheme 65 yrs (OABS)	42	₹ 21,00,000
6	Old Age Benefit Scheme 75 yrs (OABS)	39	₹ 39,00,000
7	Death/ Missing on Board Benefit Scheme	6	₹ 24,00,000
8	Azadi ka Amrut Kal Scheme	-	-
9	MEMA One time Lumpsum Closure Assistance	3	₹ 37,500
10	War Risk Death and Disability Scheme	11	₹ 1,10,00,000
11	Indian Certificate of Competency (CoC)	17	₹ 34,00,000
12	Ex-Gratia Support Benefit Scheme (EABS)	-	-
13	Medical & Term Insurance Premium Assistance	-	-
14	Medical Support (Critical/ Terminal Illness)	-	-
15	Award to Meritorious Child of Seafarers (AMCS)	-	-
	Total	**198**	**₹ 3,71,72,500**

Welfare Schemes

Be Informed. Be Empowered.

- *Seafarers are encouraged to actively explore the welfare schemes available to them through Seafarers Welfare Fund Society (SWFS).*
- *Greater awareness and participation will ensure that more eligible beneficiaries avail the support they deserve.*

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Seafarer Welfare Schemes: Reach, Impact and Disbursement

Continuing from the earlier overview of the various welfare schemes administered by the Seafarers' Welfare Fund Society, it is equally important to highlight how these schemes are translating into real impact through actual disbursement and beneficiary reach. The data clearly reflects that when seafarers engage with the welfare framework and are aware of the support available, the schemes effectively fulfil their intended purpose. During the period from **01.04.2025 to 19.06.2026**, the reach of different benefits across the community is visible.

Under the **Survivor's Benefit Scheme**, 34 beneficiaries received a total disbursement of **₹1,14,10,000**, demonstrating the critical role this scheme plays in supporting families of deceased seafarers. The **Invalidity Benefit Scheme** supported 1 beneficiary with **₹6,00,000**, reflecting its focused assistance for cases of permanent disability. The **Maternity Benefit Scheme** recorded 1 beneficiary with a disbursement of **₹25,000**, providing support to women seafarers during maternity.

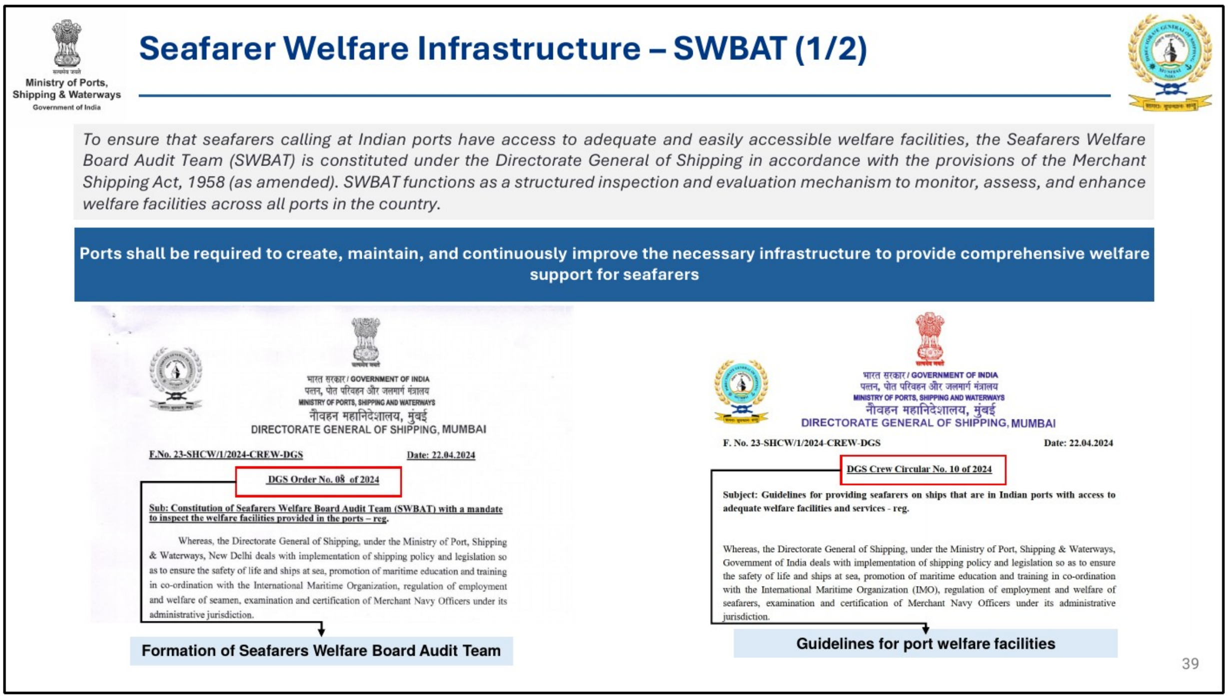
The **Family Benefit Scheme** reached 44 beneficiaries with a total disbursement of **₹23,00,000**, continuing its role in supporting dependents pursuing education or training. The **Old Age Benefit Scheme** was accessed through two categories: 42 beneficiaries under the 65 years category received **₹21,00,000**, while 39 beneficiaries under the 75 years category received **₹39,00,000**, highlighting its importance in supporting senior seafarers.

Under the **Death/Missing on Board Benefit Scheme**, 6 beneficiaries received **₹24,00,000**, reinforcing the support system available for such critical situations. The **War Risk Death and Disability Scheme** supported 11 beneficiaries with a total disbursement of **₹1,10,00,000**. Additionally, 17 beneficiaries under the **Indian Certificate of Competency (CoC)** support received **₹34,00,000**, contributing toward professional advancement.

The **MEMA One-Time Lump Sum Closure Assistance** scheme supported 3 beneficiaries with **₹37,500**. Other schemes such as Azadi ka Amrut Kal Scheme, Ex- Gratia Support, Medical Assistance, and Awards did not record disbursements during this period.

Altogether, **198 beneficiaries** were supported across these schemes, with a total disbursement of **₹3,71,72,500**. This demonstrates that when welfare initiatives are actively accessed, they provide meaningful financial and social protection to the seafaring community.

It also emphasizes the importance of awareness and engagement. Seafarers are encouraged to actively explore the schemes available through the Seafarers' Welfare Fund Society, as greater participation will ensure that more eligible beneficiaries receive the support they deserve. Continued outreach efforts, including awareness initiatives such as informational videos, play a crucial role in ensuring that every seafarer is informed and empowered to utilize these welfare measures effectively.



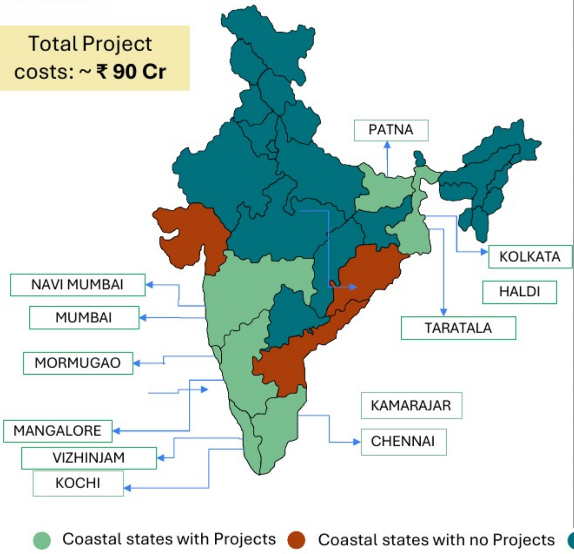
Seafarer Welfare Infrastructure: SWBAT (1/2)

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.

Ministry of Ports, Shipping & Waterways
Government of India

Seafarer Welfare Infrastructure – SWBAT (2/2)

Total Project costs: ~ ₹ **90 Cr**



SN	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	8.85 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	7.75 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

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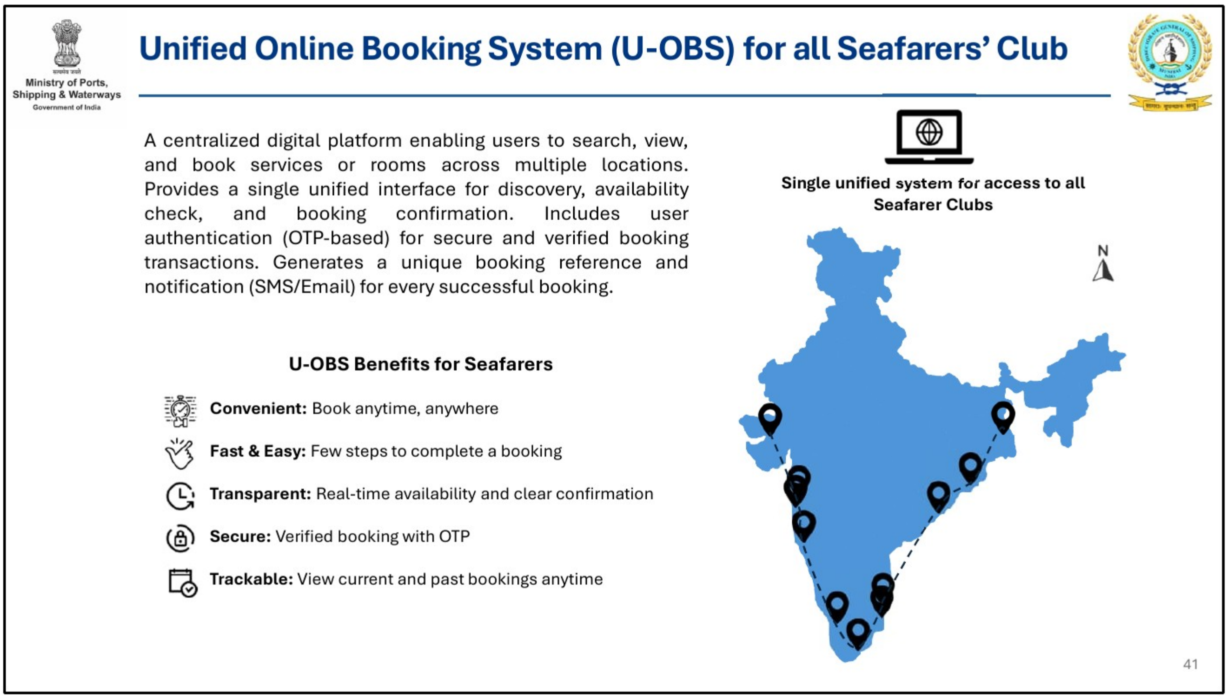
Seafarer Welfare Infrastructure: SWBAT (2/2)

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.

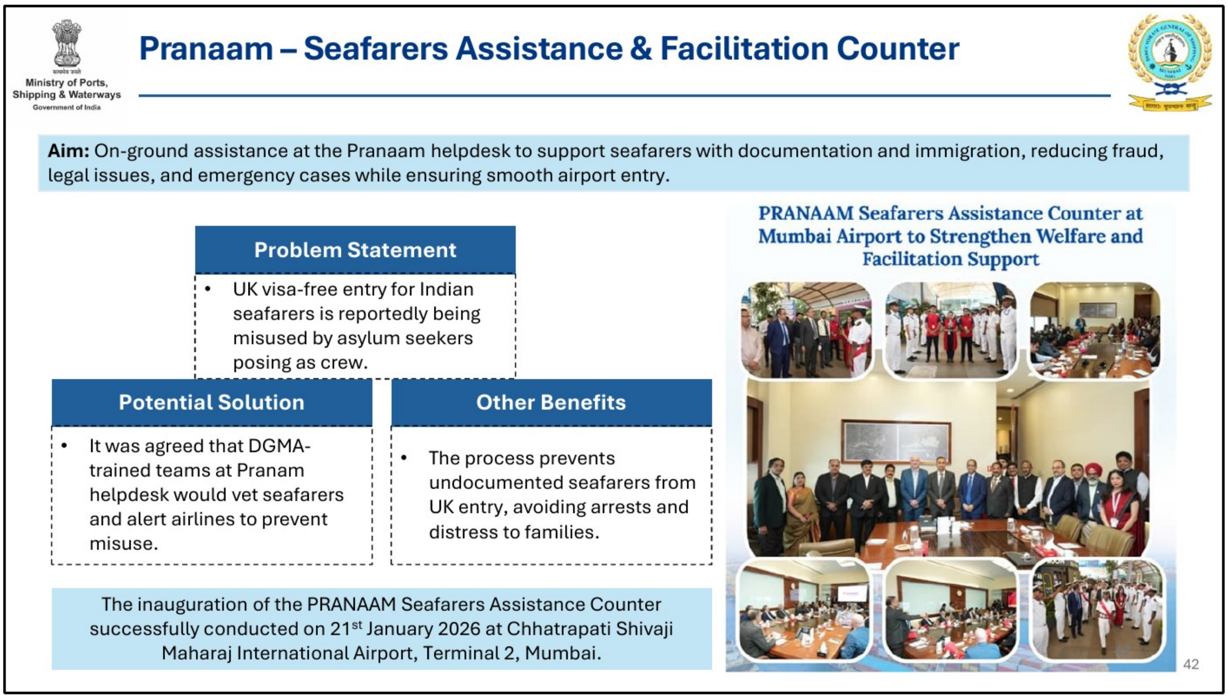


Unified Online Booking System (U-OBS) for Seafarers' Clubs

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.

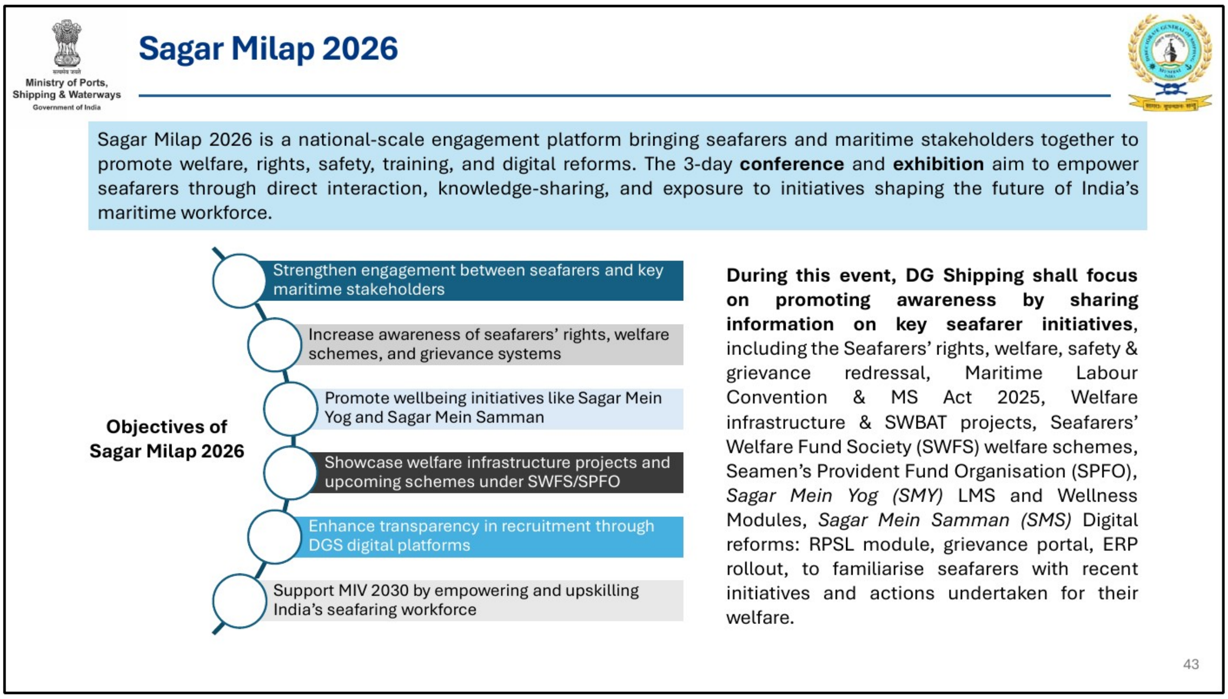


Pranaam: Seafarers Assistance and Facilitation Counter

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.



Sagar Milap 2026

Sagar Milap 2026 is envisaged as a national-scale engagement platform that brings together seafarers and the wider maritime ecosystem government, shipping companies, RPS agencies, unions, welfare bodies, and regulators to promote welfare, rights, safety, training, and digital reforms. Conceived as a 3-day conference-cum-exhibition, the event will enable direct interaction, practical awareness, and experience-sharing, helping seafarers understand the full spectrum of initiatives undertaken for their welfare and professional growth.

The format is designed to balance knowledge sessions with interactive exhibits, ensuring participants can both learn and experience how policies, schemes, technology modules, and welfare infrastructure translate into tangible benefits for the community.

Objectives:

- Strengthen engagement between seafarers and key maritime stakeholders for two-way feedback and collaboration.
- Increase awareness of seafarers' rights, welfare schemes, grievance mechanisms, and available support systems.
- Promote wellbeing initiatives such as Sagar Mein Yog (SMY) and Sagar Mein Samman (SMS), focusing on mental, physical, financial, cultural, and occupational wellbeing, and women's participation and safety.
- Showcase welfare infrastructure and SWBAT projects supported by SWFS, and explain how seafarers can access club facilities and related services.
- Enhance transparency in recruitment through DGS digital platforms (e.g., RPSL module, authentic job ecosystem), and familiarize attendees with digital grievance systems and ERP.
- Support MIV 2030 goals by empowering and upskilling India's seafaring workforce through knowledge-sharing and practical demonstrations.

Event Format & Structure

Duration: 3 days (Conference + Exhibition)

Core Components:

- Plenary and thematic sessions on rights, regulations, welfare, grievance redressal, and digital reforms.

- Parallel exhibition areas for live demonstrations, information desks, and interactive kiosks.
- Help counters for on-the-spot guidance on schemes, documentation, digital modules, and grievance process walk-throughs.
- Networking & community interactions to encourage collaboration between stakeholders and seafarers.

Awareness & Outreach Focus (What DG Shipping will emphasize) During the event, DG Shipping will prioritize **awareness and familiarization** on the following initiatives so that seafarers, cadets, and stakeholders gain clear, actionable understanding:

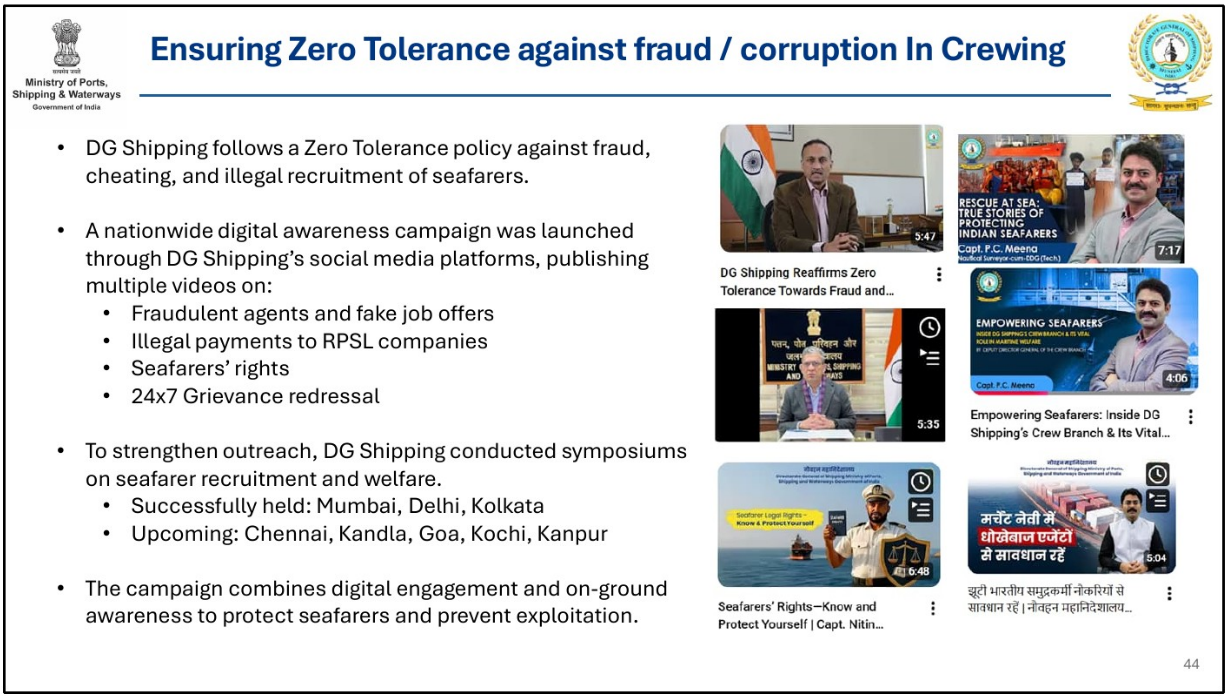
- **Seafarers' Rights, Welfare, Safety & Grievance Redressal -** What protections exist, where to seek help, grievance escalation paths, and time-bound resolution norms.
- **Regulatory Awareness: Maritime Labour Convention (MLC)** and **MS**

Act 2025

- Practical implications for contracts, repatriation, medical care, living/working conditions, and complaint mechanisms.
- **Welfare Infrastructure & SWBAT Projects**
- Status and access to recreational clubs, welfare centres, and other shore-based facilities funded through SWFS.
- **SWFS Welfare Schemes**
- Eligibility, benefits, application processes, and contact points.
- **Seamen's Provident Fund Organisation (SPFO)**
- Contributions, withdrawals, grievance processes, and nominee/legal heir procedures.
- **Sagar Mein Yog (SMY) LMS & Wellness Modules**
- Mindfulness, stress management, financial literacy, cultural tolerance, environmental awareness, and occupational wellbeing.
- **Sagar Mein Samman (SMS)**
- Safety, inclusion, participation of women seafarers, supportive policies, and reporting mechanisms.
- **Digital Reforms: RPSL module**, **Grievance Portal**, **ERP Rollout**
- How to verify recruiters, identify authentic jobs, file and track grievances, and benefit from system transparency and speed.

Target Audience

Primary: Seafarers (active and retired), cadets. **Secondary:** Maritime unions, shipping companies, RPS agencies, training institutes, welfare organizations, and government stakeholders.



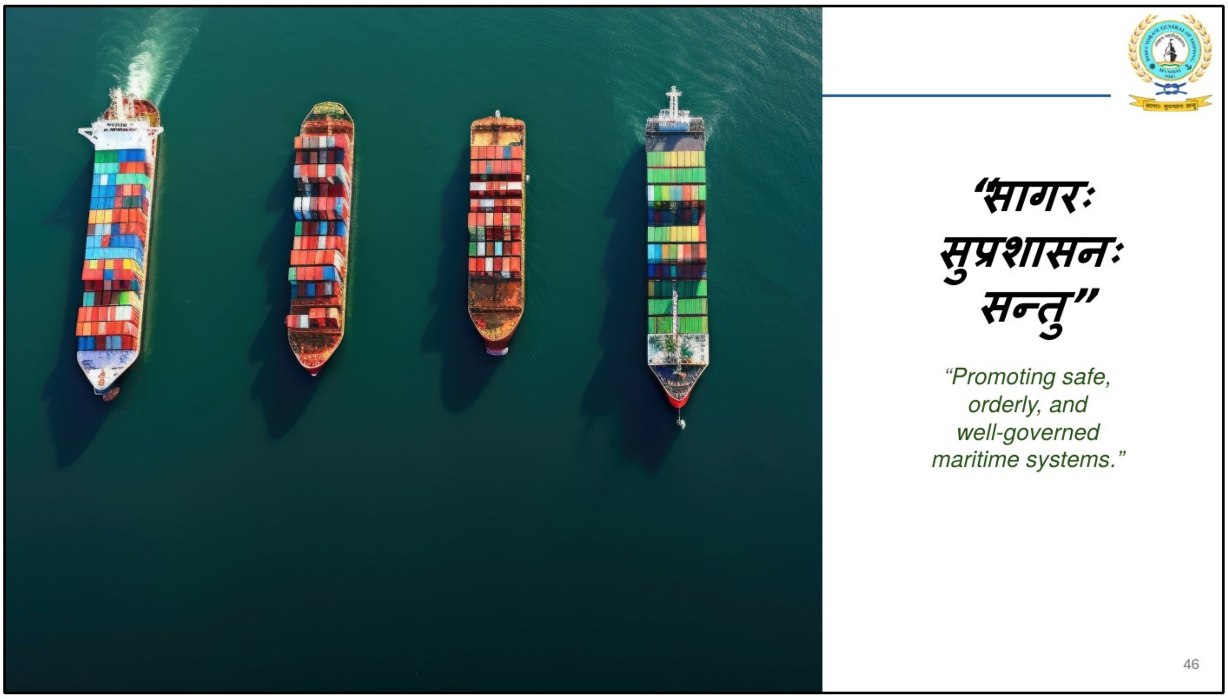
Ensuring Zero Tolerance Against Fraud and Corruption in Crewing

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.

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.


"सागरः सुप्रशासनः सन्तु"
"Promoting safe, orderly, and well-governed maritime systems."
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