



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

Online Seminar on Merchant Shipping Act 2025

Transforming India's Maritime Regulatory Framework
for a globally competitive Shipping Industry



Directorate General of Maritime Administration

24th July 2025 | Mumbai

Global Competitiveness (2014-2024)



2

Indian Ports in Global top 30 Ports (Mundra & Visakhapatnam), 2023

(No Indian Port in Top 30 in 2015)

0.9 days

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

(4 days in 2015)

Top 3

In trained manpower, 2025 with >3.18 Lakh Indian Seafarers

(1.2 lakh Seafarers in 2014)

2nd

Rank in global ship recycling, 2024

(3rd rank in 2017)

16th

Largest ship building sector globally with rapid capability expansion, 2024

(23rd Rank in 2016)

41st

Rank in World Competitiveness Index, 2025

(71st Rank in FY 2015)

14th

Rank in Liner Shipping Connectivity Index, 2024

(30th Rank in 2014)

38th

Rank in Logistics Performance Index, 2023

(54th Rank in 2014)

India's Vision for the Maritime Sector



MARITIME INDIA VISION 2030



Maritime India Vision (MIV) 2030

- Position India Globally in the Top 10 Shipbuilding, repair nations
- Production Targets: Increase from current 30k GT to 500k+ GT annually by 2030
- Investment: INR 20,000+ Crores
- Employment Generation: 1,00,000+ additional jobs (direct and indirect)



Maritime Amrit Kaal Vision 2047

- Advanced phase targeting Top 5 global position in shipbuilding and maintaining 1 position in ship recycling
- 69% Indian-Built Ships Share (up from current 5%)
- 300+ Strategic Initiatives across 11 key maritime areas
- Financial Assistance: 20-30% assistance for green vessels (including retrofitting)



Blue Economy

Contribution of the Blue Economy



Towards Viksit Bharat 2047

India and its Blue Economy

95%

By trade
volume

65%

By trade value

India's Infrastructure Leverages

12

Major Ports

200+

Non-major
Ports

11,098 km

Total length of
India's coastline

India's Vessel Advantage



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



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

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

Port-led
Development

Ports for
Prosperity

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

DIRECTORATE GENERAL OF SHIPPING

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



Protect and advance India's maritime interests



Ensure the welfare and safety of over 500,000 seafarers



Safeguard the marine environment and prevent pollution

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

Promote international cooperation in maritime affairs



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

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



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



Maintain navigational standards and promote maritime domain awareness for commercial vessels



MERCHANT SHIPPING ACT 2025



vessel registration

ownership

seafarer welfare

digital regulatory framework

CARRIAGE OF GOODS BY SEA ACT 2025



modern liability

dispute resolution

international conventions alignment

INDIAN PORTS ACT 2025



port governance

safety compliance

disaster management

COASTAL SHIPPING ACT 2025

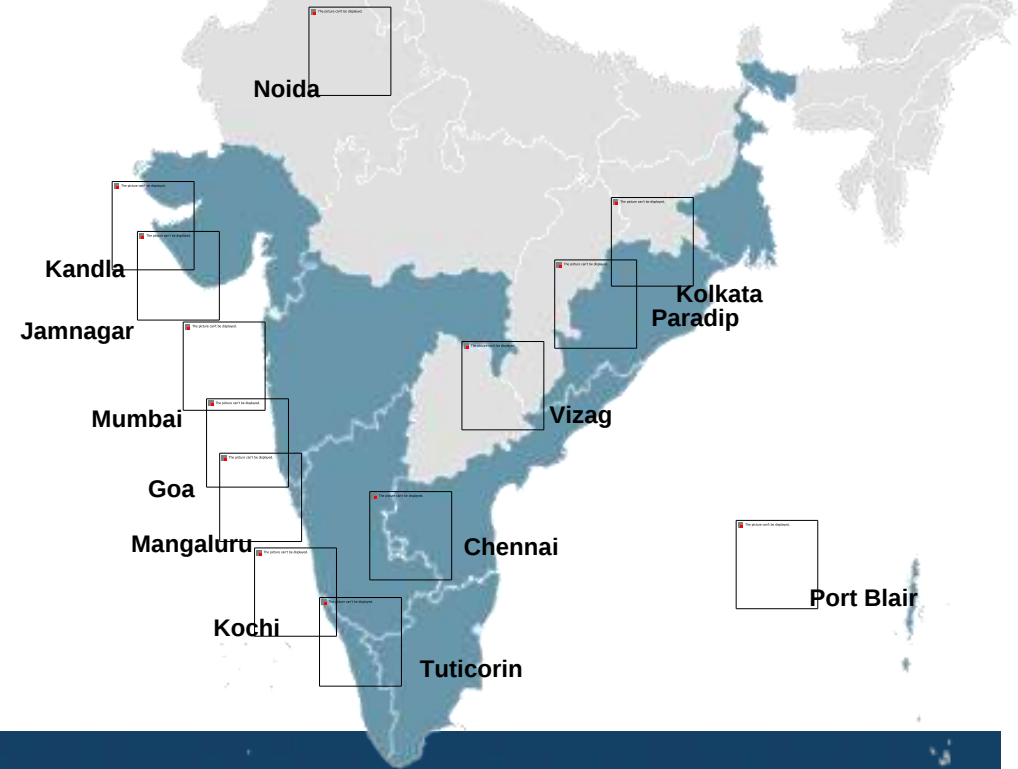


maritime transport

coastal trade

port efficiency

Directorate General of Shipping



MARITIME MERCANTILE DEPARTMENTS (MMD) ACROSS INDIA

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

Merchant Shipping Act, 2025



Earlier Position	Reform under MS Act, 2025	Benefit
Physical presence in India mandatory before registration	Registration without calling at Indian port	Faster and easier registration
Ownership restricted to specified Indian categories	Ownership base expanded; Central Government may notify thresholds	Greater investment and Indian tonnage growth
BBCD registration unavailable	BBCD registration enabled	Capital-light fleet expansion
No statutory framework for electronic filing / digital transactions	Electronic filing, certificates, licences, approvals, payments and records recognised	Digitalisation, reduced physical interface and improved EoDB
Survey and certification provisions scattered	Consolidated dedicated Part for survey, audit and certification	Simpler compliance and harmonisation
Minor contraventions primarily through criminal prosecution	Civil penalty, adjudication and compounding mechanism	Decriminalisation and reduced compliance burden

Coastal Shipping Act, 2025



Earlier Position	Reform under CS Act, 2025	Expected Outcome
Indian flag vessels required licence for coastal trade	Licence requirement for Indian flag vessels dispensed with	Improved EoDB and promotion of coastal shipping
No comprehensive foreign vessel licensing framework	Separate framework for foreign vessels in coastal trade and foreign vessels chartered by Indian entities	Simplified regulatory framework and reduced burden for Indian vessels
No statutory mechanism for inland vessels at sea	DG empowered to permit inland vessels subject to safety requirements	Integration of inland and coastal shipping
No national database of coastal shipping	National Database of Coastal Shipping established	Improved transparency, digital governance and information sharing
Contraventions dealt with through criminal prosecution	Civil penalty mechanism with adjudication	Decriminalisation of procedural violations

Jan Vishwas & Decriminalisation



Earlier Position	Reform	Expected Outcome
Criminal prosecution for procedural / technical contraventions	Civil penalties for minor procedural and technical contraventions	Reduced fear of prosecution and business-friendly enforcement
Dependence on criminal courts	Adjudicating Officers and appellate framework	Faster and specialised resolution
Limited scope for non-adversarial resolution	Compounding of specified offences	Expeditious settlement and reduced litigation
Criminal sanctions generally applied	Criminal sanctions retained only for serious offences affecting safety, security, environment or public interest	Balanced approach: EoDB without compromising safety
Manual enforcement records	Digital mechanisms proposed for complaints, payment, recovery and adjudication records	Transparency and monitoring

DGMA Response during Security Concerns in Strait of Hormuz



09

INDIAN VESSELS

Within the Persian Gulf
Region West of Strait of
Hormuz



47

**INDIAN + FOREIGN
FLAGGED VESSELS**

Have been successfully
evacuated from high-risk
zone.



3819

**INDIAN SEAFARERS
EVACUATED**

Have been safely repatriated
by DGMA

Note: Status as ofn 02 July 2026

Maritime Single Window



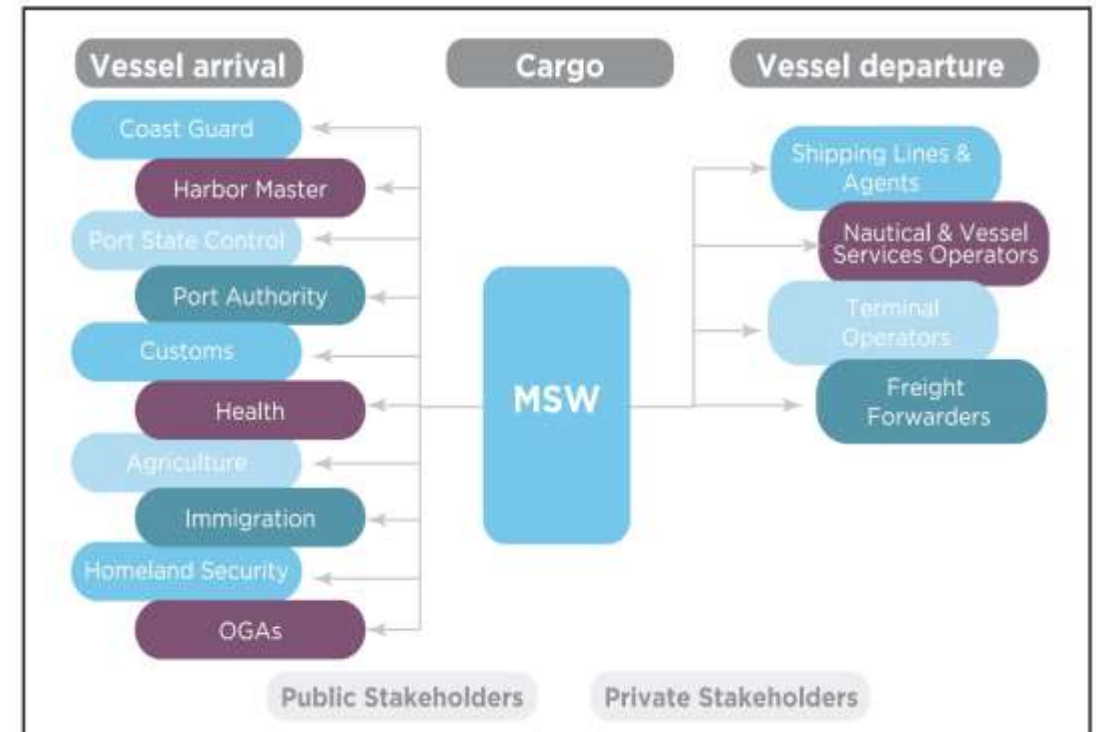
The Maritime Single Window (MSW) is a digital platform designed to streamline and simplify the submission of maritime-related documentation for ships arriving at or departing from ports, as per IMO's mandate.

It serves as a single-entry point where ship-owners, operators, and agents can electronically submit all the required information (FAL forms) to various authorities involved in maritime operations.

Maritime single window came into force from 01.01.2024. The implementation of the MSW aligns with the international maritime organization (IMO) and its facilitation (FAL) convention, which mandates the electronic exchange of information related to ship arrivals, departures, and cargo movements.

By digitalizing the submission and processing of regulatory documents, MSW significantly reduces manual intervention, thereby increasing the speed and accuracy of port clearances and promotes ease of doing business.

Upgradation is being pursued and has been mentioned in the upcoming slides.





India's Seafaring Scenario

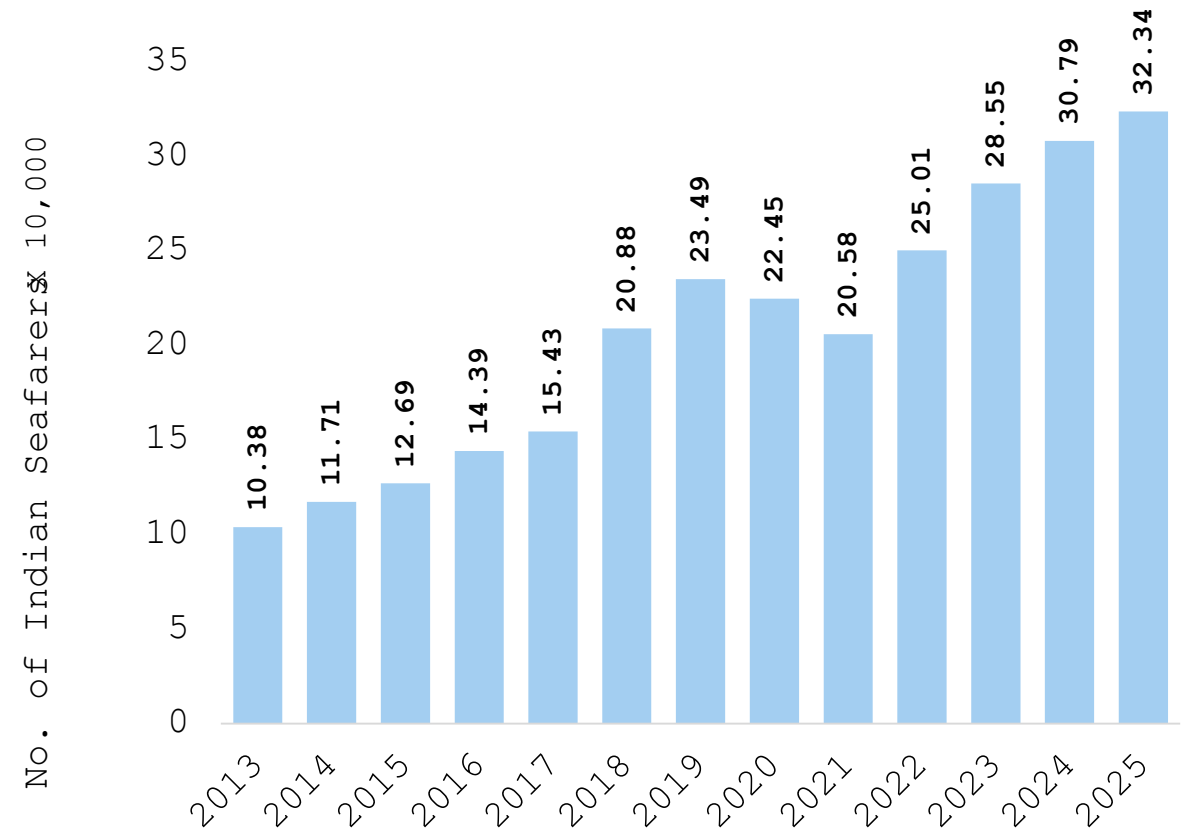


- **India among top 5 maritime nations** in seafarer supply
- **Contributes ~ 12%** of the global seafarer workforce
- **MIV 2030 target:** Increase India's share to **20%** by 2030

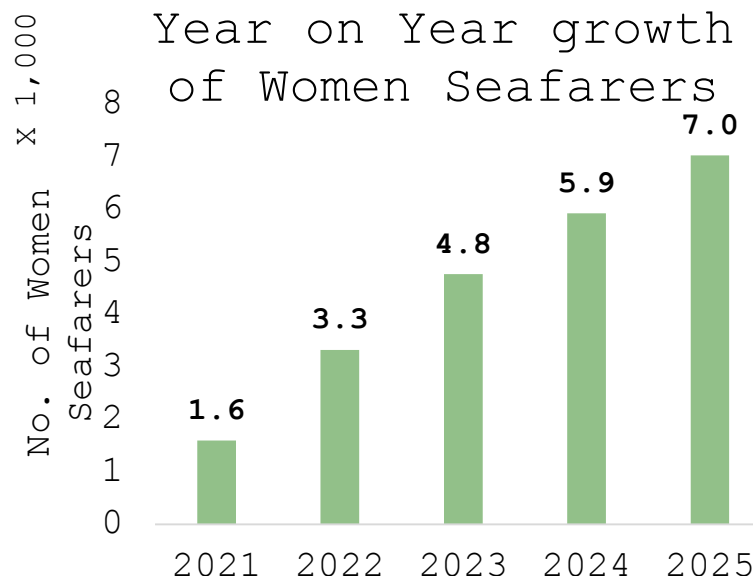
Current share of women seafarers in India: **< 0.5%**

- **MIV 2030 target:** Raise women participation to **2-3%** by 2030
- **Growth achieved: 339%** rise since 2021

Year on Year growth of Seafarers



Seafarers' Welfare Initiatives



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



Sagar Mein Yog, a flagship DGMA initiative, promotes seafarers' holistic well-being by integrating standardized wellness modules across Pre-Sea, At-Sea, and Post-Sea stages, with a pilot three-day ToT programme conducted in December involving about 50

Sagar Mein Samman strengthens India's maritime regulatory framework by establishing structured, policy-backed standards for inclusivity of women seafarers, aligned with DGMA Order 18 of 2024, MIV 2030, and UN SDGMA 5 & 8, with a target of 2-3% women participation by 2030, implemented in collaboration

The Pranaam Helpdesk Counter was successfully inaugurated on 21 January 2026 at Chhatrapati Shivaji Maharaj International Airport, Terminal 2, Mumbai, providing on-ground support to seafarers for documentation and immigration, while helping reduce fraud, legal issues, and emergencies and ensuring a smooth airport

E-Navik Modules



24 x7 Grievance Redressal Module

1. Dedicated platform for stakeholder grievances (seafarers, shipping companies, etc.)
2. Automated logging, tracking, and resolution of complaints
3. Ensures transparency, accountability, and swift response

Crisis Response Module

1. Critical tool for handling maritime emergencies
2. Real-time registration and management of crises by authorized officials
3. Coordination with relevant agencies for a unified response
4. Enhances readiness, minimizes risks, and ensures safety

Maritime Training Institute (MTI) Module

1. Centralized system for MTI approvals, seafarer profile generation, and certification updates
2. Ensures compliance with the latest training regulations
3. Improves the quality of seafarer education and certification

Recruitment and Placement Services License (RPSL) Module

1. Oversees licensing and regulation of seafarer recruitment and placement agencies
2. Streamlines the application and renewal process for RPS licenses
3. Monitors and enforces compliance to prevent malpractices

Digital Initiatives in Training



**Examination
Reforms**



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



**Learning
Management
System**



**Web based
simulation**



**Digitization of
Training and
Assessment
Record (TAR)**



**Centralized
Attendance
system CAS 2.0**



**Online Maritime
Certificate
Validation
System**



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



**Dynamic
Batch sizing**



**Placement
portal and
authentic job
portal**



**Artificial Reality
& Virtual Reality**



**Faculty
development
Program**

Green Shipping Initiatives



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

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



Structured Roadmap for decarbonization

- **Green Ships**
- **Green Ports**
- **Green Fuels**
- **Green Technology**
- **Green Recycling**
- **Green Financing**
- **Green Skill Development & Capacity Building**

Guidelines for LNG, Biofuels, Methanol, Ammonia

Structure to rate ships on their environmental performance, linked to age norms.

Use of clean shore electricity by ships while berthed at port, reducing fuel burning.



सागराः सुपन्थानः सन्तु।

*“Let the oceans have
safe passages”*