



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

सत्यमेव जयते

DOSTAS 2026

International Maritime Seminar



Directorate General of Maritime Administration

5th August 2026 | Kochi



Agenda

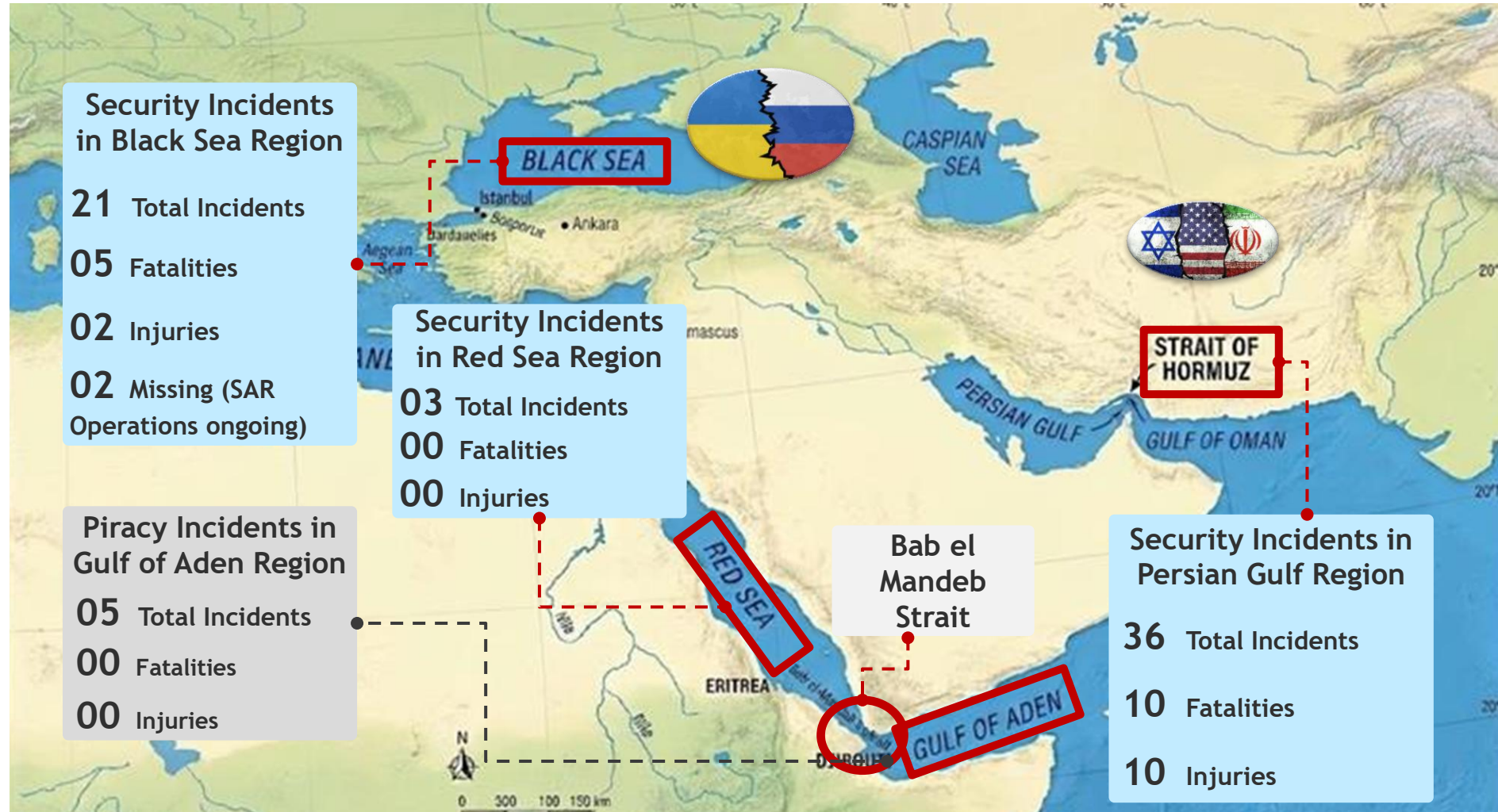
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Topic

- 1 Opening — MIV-2030 & MAKV 2047 Vision
- 2 Present Geopolitical Situation
- 3 Indian Maritime Law — Complete Transformation
- 4 Ship Building and Repairs
- 5 Human Element
- 6 Maritime Training and Ecosystem
- 7 Age Norms
- 8 Maritime Casualty
- 9 Digitalization
- 10 DGS to DGMA Transition
- 11 International Cooperation
- 12 Green Transition
- 13 Coastal State Workshops
- 14 Coastal Shipping
- 15 Offshore and Way Ahead
- 16 Ship Recycling
- 17 Security
- 18 Concluding Remarks



Maritime Security Incidents Across Key High-Risk Regions-2026





1. MIV-2030 & MAKV 2047 Vision

The India Opportunity Maritime Context



The India Opportunity Maritime Vision



Maritime India Vision (MIV) 2030

- Position India Globally in the Top 10 Shipbuilding & repair nations (from 30k GT to 500k + GT).
- Increase the share of renewable energy at Major Ports to >60%
- Promote Waste to Wealth through ship recycling & take India from #2 to #1 in ship recycling.
- Grow India's global seafarer share from ~12% to >20% by 2030
- Achieve global-benchmark port efficiency with average vessel turnaround time <20 hours and container dwell time <40 hours at all Major Ports.



Maritime Amrit Kaal Vision 2047

- Position India among the Top 5 global shipbuilding & repair nations, while sustaining the #1 global ranking in ship recycling.
- Transition all Major Ports to carbon-neutral, future-ready ports, anchored in green fuels, electrification, shore power and digital emissions monitoring.
- Make India a global hub for green bunkering and alternate fuels, with LNG, hydrogen and ammonia infrastructure across key ports.
- Institutionalize green shipping through incentives, including port-duty differentiation and 20-30% financial support for green and retrofitted vessels.
- Deliver long-term maritime leadership through 300+ strategic initiatives across 11 focus areas, aligned with global sustainability and trade growth.



Ambitious targets defined in MIV 2030 & MAKV 2047 to boost India's position in shipbuilding, repairs and Coastal & Inland waterways

Category	KPI metric	2025	Target (2030)	Target (2047)	
	Shipbuilding	Gross tonnage of ships built in India (GT)	30k	600k	4500 k
		World ranking in ship building	21 st	Top 10	Top 5
	Ship Repair	World ranking in ship repair	19 th	Top 10	Top 5
	Coastal & Inland waterways	# operational national waterways for ferry movements	16	23	50+
		Annual cargo moved on inland waterways (MTPA)	145	>200	>500
		Annual cargo moved in coastal waterways (MTPA)	165	230	1300



INR 75lakh Cr.+
(Investment)



1.5 Crore +
(Additional jobs in maritime ecosystem)

Current Indian Shipbuilding Ecosystem



80+

Shipyards with 8 major shipyards with total capacity of 1.2-1.5 Mn GT

152

Ship Recycling Yards with 115+ yards HKC compliant

200+

12 major ports and 200+ notified non-major ports

100+

MSMEs supporting naval shipbuilding with 25-30 Design houses

~14
Mn GT

1545 India owned vessels with ~14 Mn GT

7.4
Mn

Employees across Ports, Shipping & Waterways with 19k in Shipbuilding

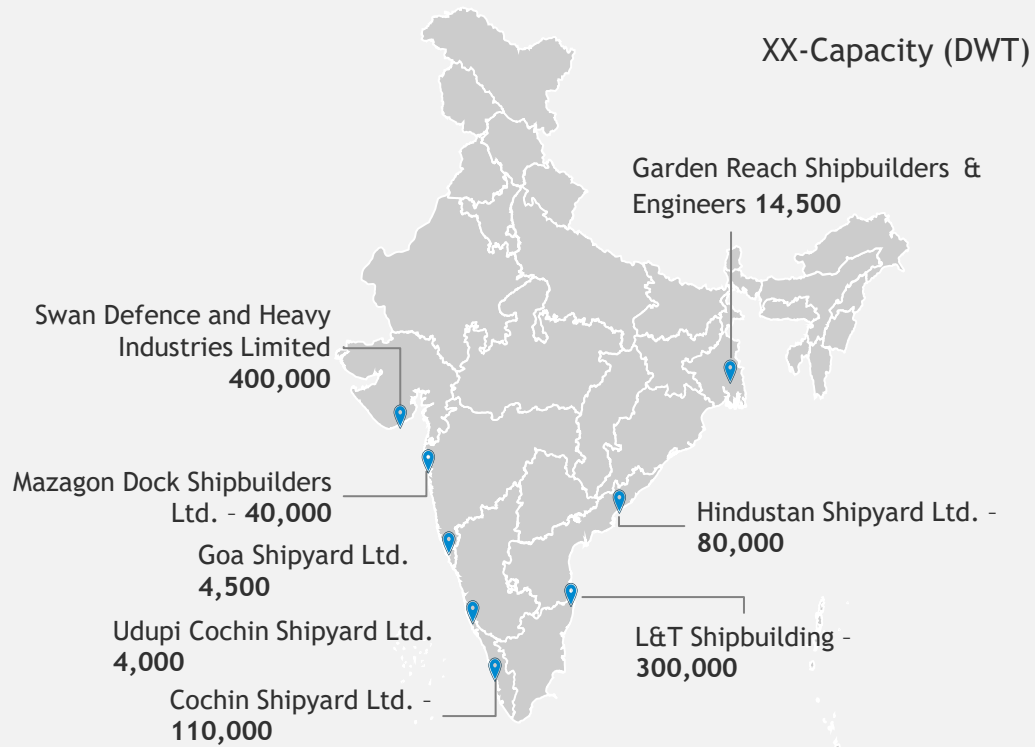
320k

Seafarers contributing to 12% of the global seafarer workforce

80+ shipyards in India across 9 coastal states

Total design capacity of 0.8-1.0 Mn GT

8 major Shipyards (DPSUs and private)



Throughput capacity of 1.2-1.5 Mn GT

State wise list of shipyards

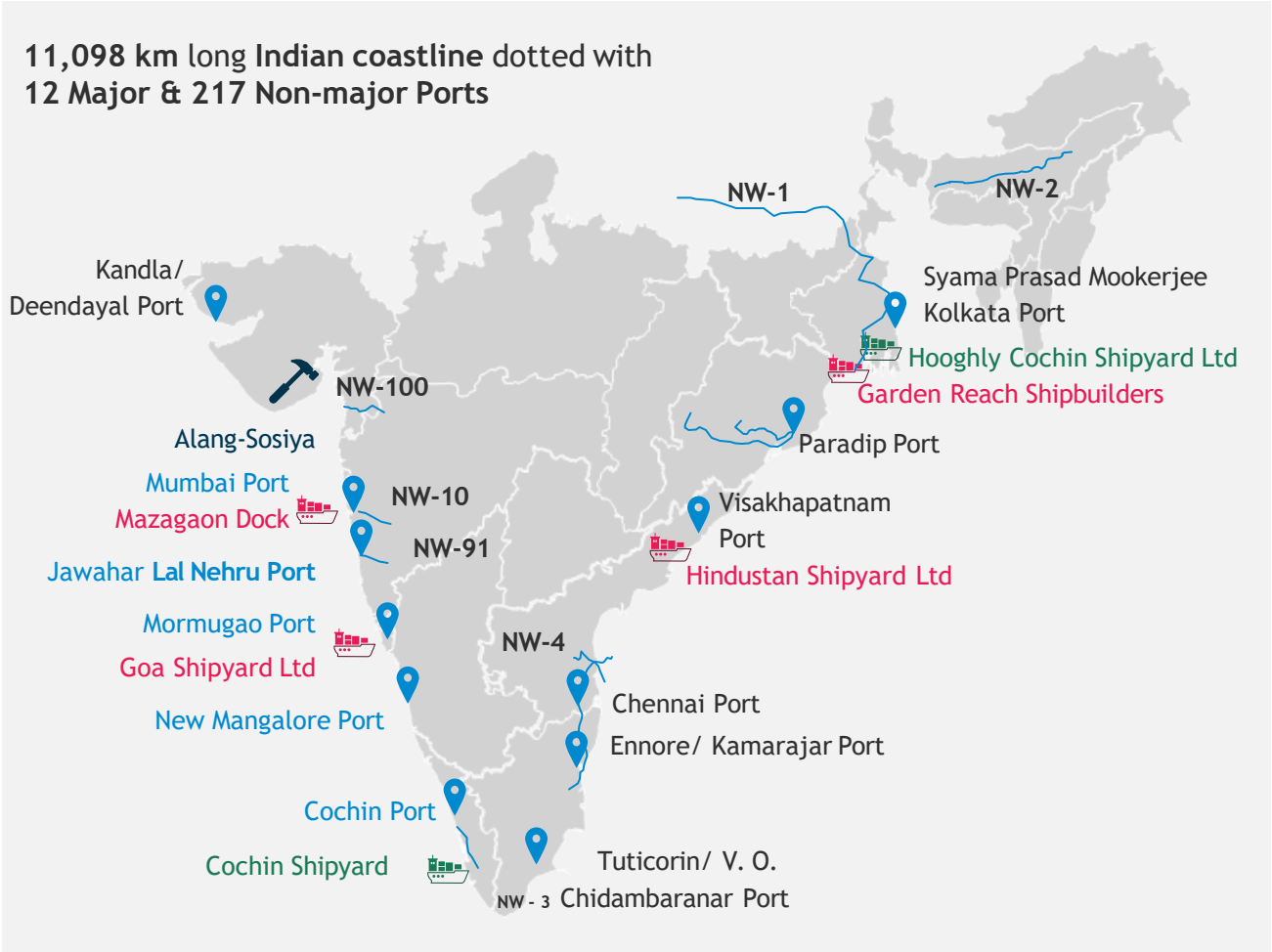
S No	State	Large & very large	Intermediate	Small	Boat yards	Small repair agencies
1	A&N	0	0	1	0	1
2	Andhra Pradesh	1	0	1	0	1
3	Goa	1	3	11	1	2
4	Gujarat	2	0	2	1	0
5	Karnataka	0	2	1	0	0
6	Kerala	1	0	3	3	0
7	Maharashtra	1	0	6	1	4
8	Tamil Nadu	1	0	0	0	1
9	West Bengal	1	1	3	0	3
Total		8	7	28	6	12

- Large and very large shipyards > 20,000 DWT capacity
- Intermediate shipyards, 10,000 - 20,000 DWT capacity
- Small shipyards, 1000 - 10,000 DWT capacity
- Boat yards < 1000 DWT capacity/
- Repair agencies - no full-time capacity

Commercial tonnage | 50+ shipyards in India contribute to about 1% of tonnage;
India secured Top10 spot in 2000s with 300k+ Tn throughput- strong skillsets exist

11,098 km coastline with 12 major & 217 non-major ports

1545 india owned vessels with 13.5 mn GT



Key components

PORTS

Ports	No. of ports	Cargo handled MMT (FY-25)
Major	12	854
Non-major	217	739
Total	229	1,593

SHIPPING

Ship type	Indian owned vessels	Capacity million GT (FY-24)
Coastal	1,056	1.6
Overseas	489	11.8
Total	1,545	13.5

Number of Seafarers	0.3million
Employment (Direct + Indirect) across Ports, Shipping and Waterways	~7.4 Million



2. Geopolitical Situation



Analysis of evolving SoH crisis on India's trade movement

Executive Summary (1/3)

Analysis of SoH crisis covers the following details

- Analysis of **Current trade** flow of crude, LPG and fertilizers, including **sea routes**
- **Alternative supply sources** India has tapped or can explore, and the impact of attacks and **widening sanctions on the Russian** crude fleet
- Impact on **Freight rates** and announcement by **Maersk**
- **Indian fleet, port policy** and actions by MoPNG

Crude Oil

- **Alternative sourcing** has held import **volumes steady** - ~20-21 MMT/month in Jan-Feb and 19-22 MMT/month post-war
- **Middle East share fell** from 50-60% pre-war to ~25-35%, **replaced by Russian** crude (rising ~23% to peak ~44%) and Latin America; however **Russian supply is now at risk** from attacks, shadow-fleet sanctions and enforcement
- **Venezuela and Brazil along with Canada** are potential alternative source options which can be further leveraged
- **SoH traffic has roughly halved** - Hormuz share of India crude fell from ~59% to 28%, shifting to the **Red Sea and Cape of Good Hope** routes
- **Brent surged above \$110/bbl** amid ME supply disruptions, but has since **retreated to \$77/bbl** as tensions eased

Executive Summary (2/3)

LPG

- LPG imports remain ~50% below pre-war levels declining to 0.8 - 1.2 MMT/month from 2.2 MMT in Jan'26
- Supplies from UAE, Qatar has fallen by 90%, while US imports have increased from 0.2-0.3 MMT to 0.4- 0.7 MMT/month
- The US is the only real alternate source, India has signed its first structured term deal- a 1yr, 2.2 MMT deal for 2026 covering ~10% of India's LPG imports

Fertilizers

- Fertilizers import fell by 45% post war, but have increased to 3+ MMT recently for Kharif season
- India has well diversified its supply source with supplies from Russia, China , North Africa and ME
- Diversion from SoH to the Red Sea and Cape of Good Hope routes has raised logistics cost & war-risk premium



Executive Summary (3/3)

India fleet, port policy and MoPNG action

- 30 crude and 25 LPG Indian-flagged vessels are engaged in imports (of 36 and 27 total India-flagged); ~90% of crude import capacity is foreign-flagged
- Port entry policy based valid Protection & Indemnity (P&I) Insurance Certificate for all vessels entering or transiting Indian waters
- MoPNG met the Hormuz shock on three fronts - securing supply, building buffers and shielding economy

Freight rate

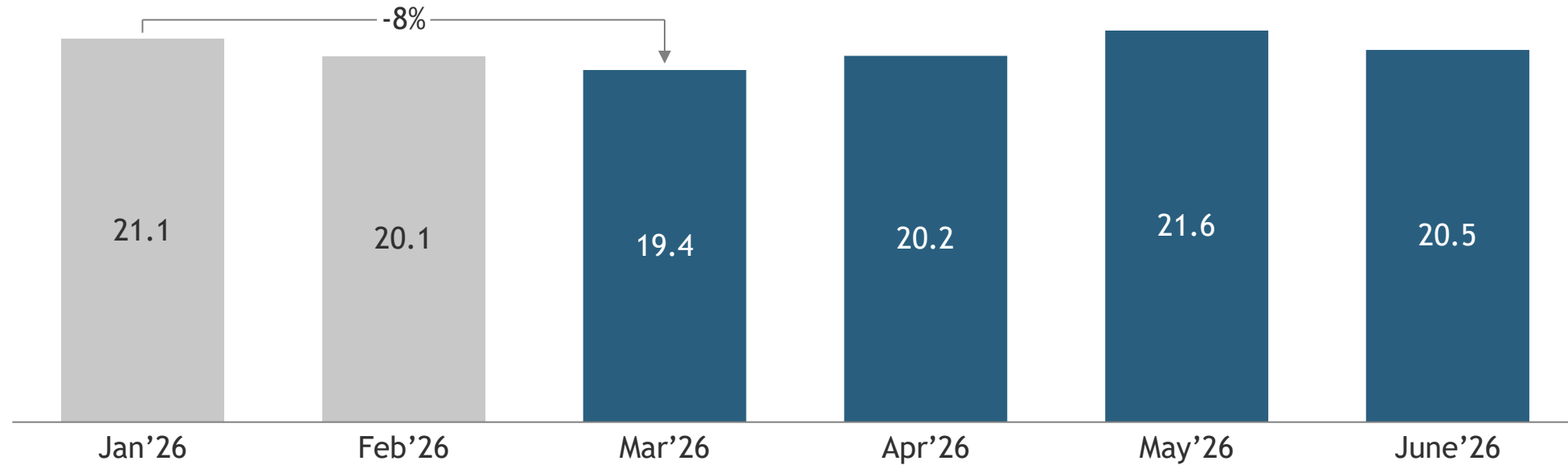
- Freight rates across key MEG-linked trade lanes have increased by 500%- 1700% across crude, container and other commodities
- Maersk has announced latest freight and vessel charges effective 1 August 2026 including increased SOH emergency rates (\$1800- \$3800), heavy load surcharge and other charges

Crude

Alternative sourcing has helped India maintain import volumes

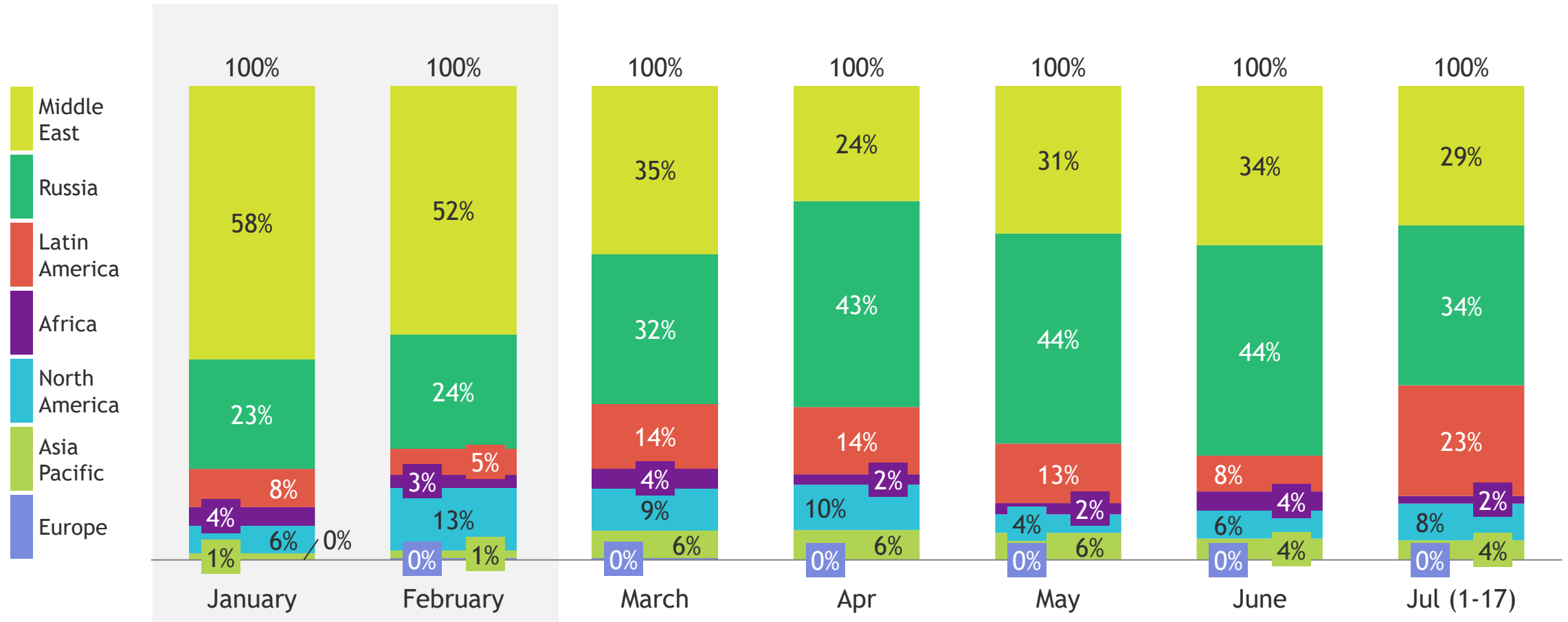
Crude Oil Imports (MMT/Month)

All units in MMT



India rapidly replaced disrupted Middle Eastern crude with Russian and other alternative supplies

All units in MMT



Source: S&P Commodity data, BCG analysis, All volumes based on load departure date
 Note: June data based on trades from 1-18 June

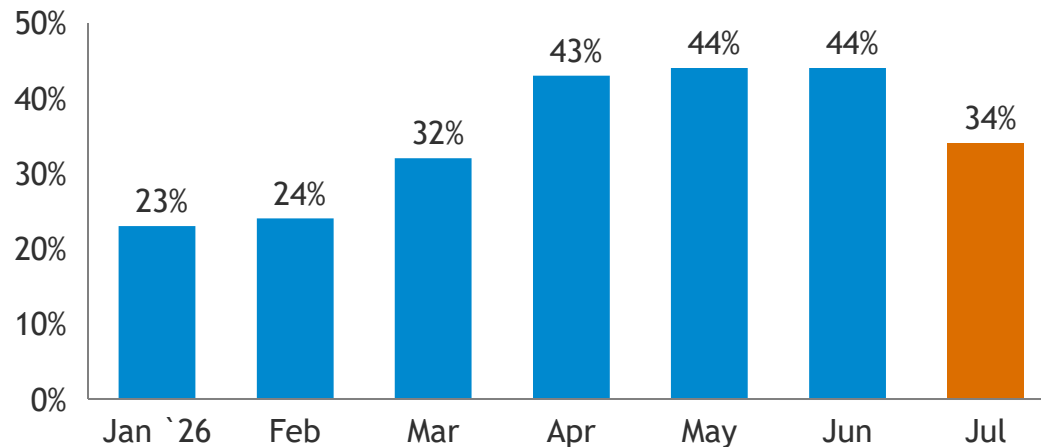
Dependence on Russian crude is squeezing with enforcement and sanctions



India's Russia dependence rose fast post ME crisis..

Russia share of India crude imports (%)

monthly 2026



Rise → peak → taper: Post-war; surged to 44% (May-Jun'26) backfilling disrupted Gulf crude; now easing to 34% as Smyrtos boarding & OFAC/EU enforcement bite



.. However now at risk amid attacks and sanctions enforcement

Ukrainian drone strikes on shadow-fleet tankers & terminals

By Jul'26, near-daily Ukrainian drone strikes on Russian oil terminals and shadow-fleet tankers - ~12 tankers hit in early July. Largest crude oil terminal ports (Primorsk and Ust-Luga) also faced multiple attacks in May'26

MV Smyrtos boarding — Enforcement escalates

14 Jun'26: UK Royal Marines boarded the shadow Aframax (700k bbl Ust-Luga crude); Indian-national captain charged. 6 tankers immediately turned back.

Shadow-fleet sanctions net widening

EU added 81 listings (15 Jun); Belgium, France, Germany, UK now seizing/boarding tankers. Baltic & Channel corridors no longer 'safe' — Kremlin threatens naval response.

Rising freight, insurance & route risk

Attacks + seizures push up war-risk insurance, re-routing and demurrage — narrowing the discount edge and making Russian barrels costlier and less certain to land.

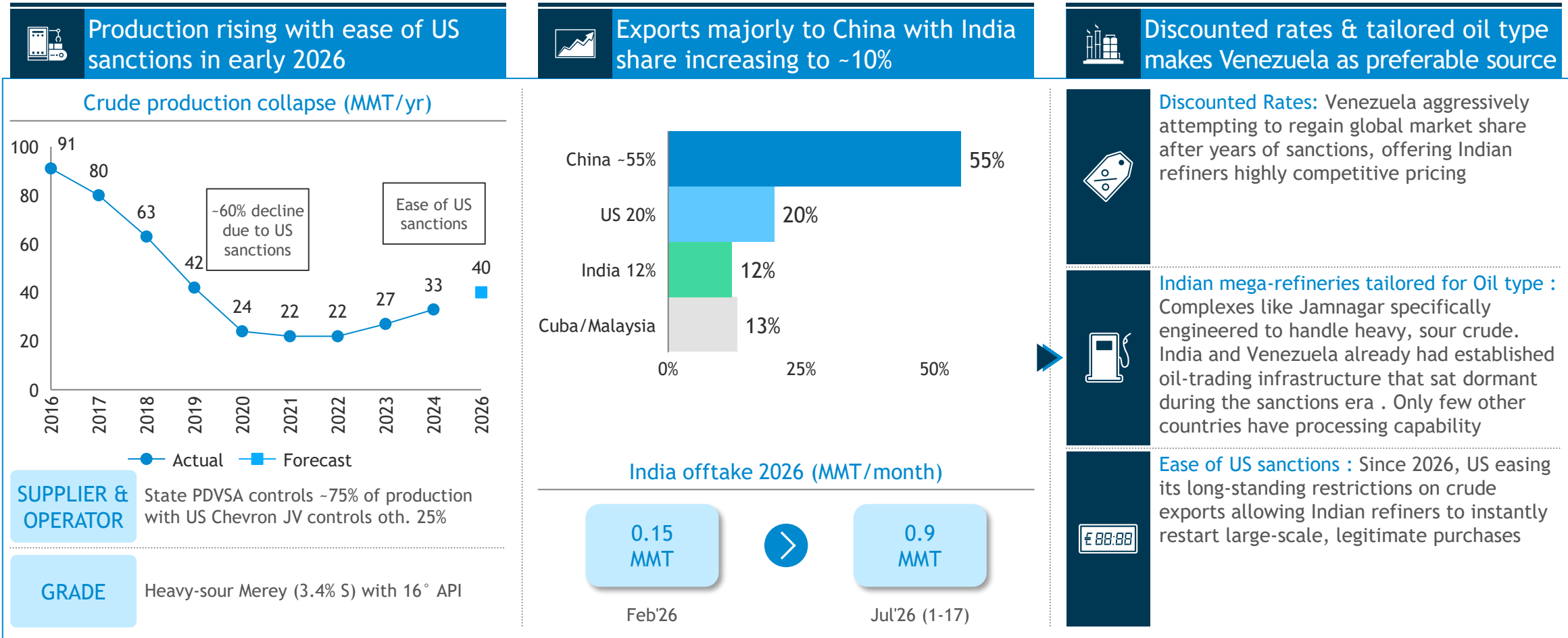
Beyond Russia and the Gulf, 3 Atlantic-basin sources give India real optionality

	BRAZIL	VENEZUELA	CANADA
	Reliable & scalable 110+ MMT/yr world export Latest-month India offtake (~10 MMT/yr)	Opportunistic deep discount, policy dependent 30+ MMT/yr world export Latest-month India offtake (~10 MMT/yr)	Big potential nascent shipping route 210+ MMT/yr world export 96% pipeline-locked to US
Source & grade	Petrobras control >90% of output. Grade medium-sweet, unsanctioned	State controlled PDVSA + US Chevron/Reliance JV - heavy-sour 16° Merey; US easing sanctions since early Jan'26	Oil-sands majors - heavy-sour 22° API Cold Lake; 96% pipeline-locked to US
Why it fits India	- Low-sulfur, refinery-ready and scalable - Dependable, sanction-free growth barrel	- Deeply discounted as attempting to regain MS lost due to US sanctions, now eased - Heavy crude Ideal for Reliance's complex Jamnagar refinery	- Cost-competitive heavy crude - TMX opens a direct Pacific route
Risk	⚠ Competes with China (44% of Brazil exports)	⚠ Easing is reversible & tilts to US; excludes China-linked buyers	⚠ 20 of 21 India cargoes routed via US Gulf

Brazil anchors the shift as a reliable, scalable barrel; Venezuela (US easing) and Canada add cheap heavy volume and future scale — but both hinge on reversible policy and shipping infrastructure India must actively de-risk.



Venezuela | Exports collapsed 67% since 2015, now recovering off the trough but sanctioned



Source: EIA, OPEC, Kpler, Reuters, OEC, Columbia CGEP, S&P vessel-tracking (Jan-Jul'26); sanctions status as of Jul'26, subject to change; sanctioned-trade volumes uncertain. BCG analysis

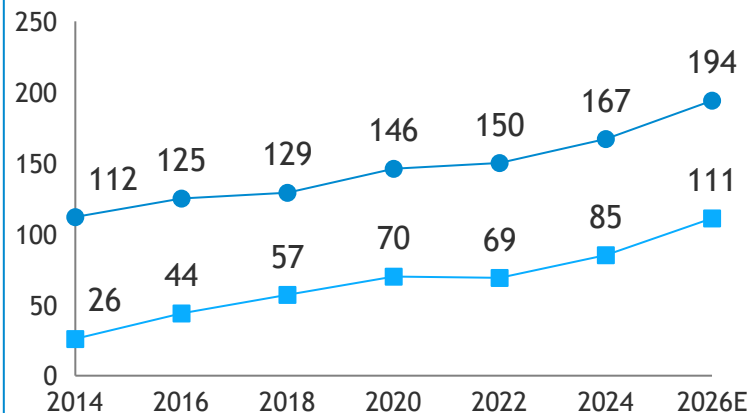


Brazil | reliable pre-salt supplier with exports up ~4x since 2014 – a natural hedge for India



Production & exports both surging through 2026

Production vs exports (MMT/yr)



● Production ■ Exports

SUPPLIER & OPERATOR

Petrobras >90% of output; unsanctioned, open commercial terms

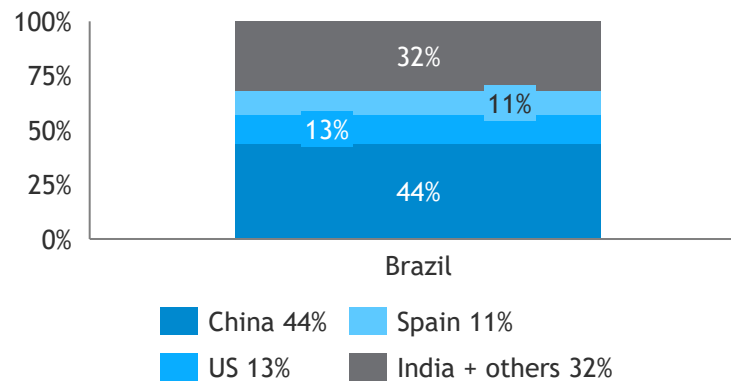
GRADE

Medium-sweet pre-salt (27° API) – Lula/Tupi, Buzios, Mero

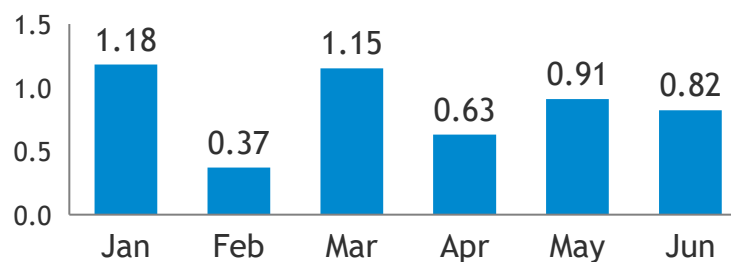


Sells mainly to China; India share rising

Where Brazil sells (2024, %)



India offtake 2026 (MMT/month)



Why Brazil is a natural fit for India



Refinery-ready grade: Brazil's low-sulfur medium-sweet pre-salt crude runs cleanly in Indian refineries, easing the shift away from disrupted Gulf barrels.



Scalable, growing supply: Output is racing toward a 4.2 Mb/d target by 2028 (OPEC+ member since 2025); exports rose 21% in 2025 alone – headroom India can tap without sanctions risk.



Unsanctioned & diversifying: Petrobras sells on open commercial terms; with China taking 44%, India is the clear next growth market – and India-Brazil ties are deepening post US-tariff friction.

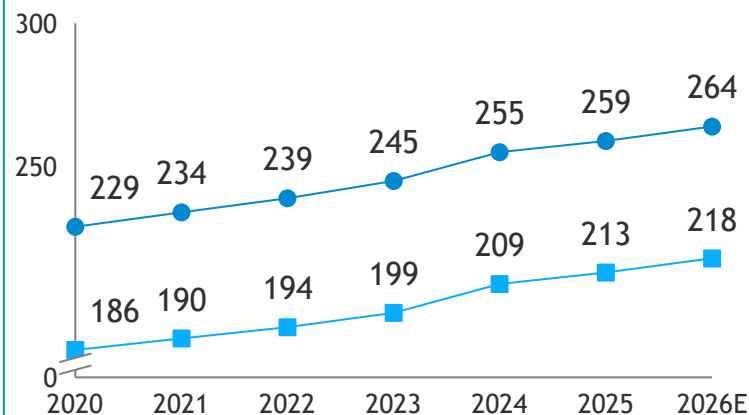


Canada | Vast heavy-crude volumes and a new Pacific route – but India access is only now opening



Production & exports steadily rising

Production vs exports (MMT/yr)



● Production ■ Exports

SUPPLIER & OPERATOR

Oil-sands majors; 81% of output exported, 96% pipeline-locked to US

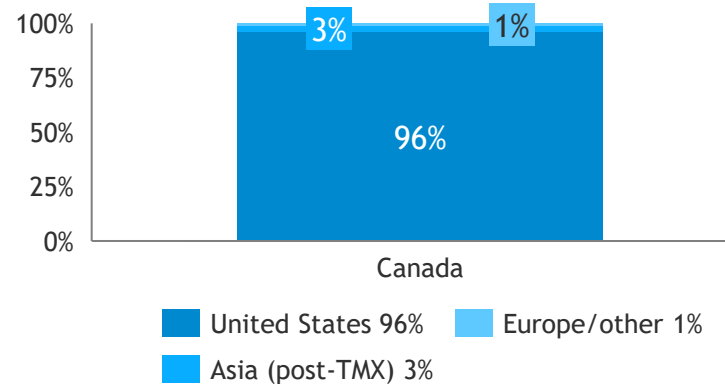
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Heavy-sour oil-sands (22° API) – Cold Lake / WCS

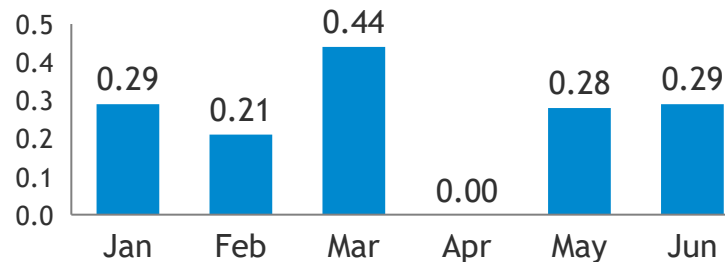


Sells almost entirely to the US

Where Canada sells (2024, %)



Cold Lake into India 2026 (MMT/mo)



Why Canada matters – and what India needs



Refinery-matched heavy crude: Cold Lake / WCS heavy-sour suits India's complex coastal refiners (e.g. Jamnagar) and trades ~\$10/bbl under Iraqi Basra – a cost-competitive heavy barrel.



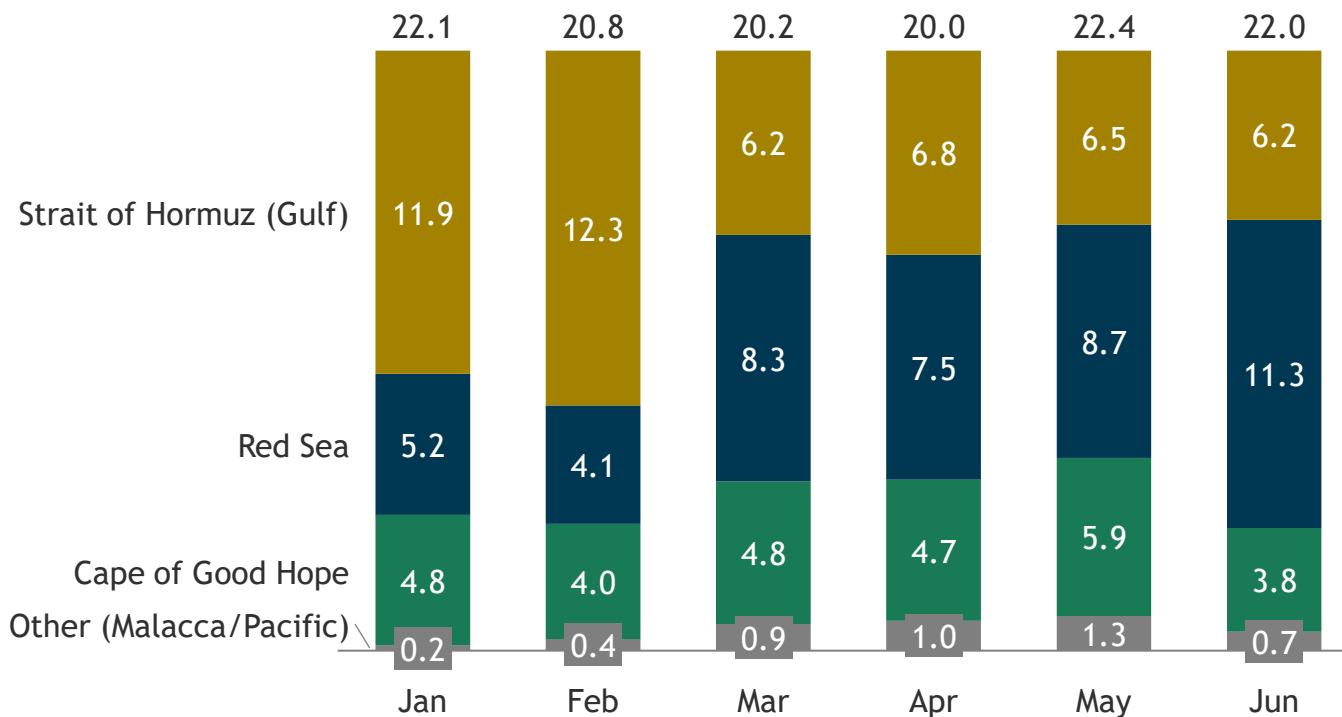
New Pacific route opening: TMX (2024) tripled Pacific capacity to 890 kb/d; Asia rose 32%→47% of TMX flows in 2025 – for the first time a direct, non-US path to India.



But shipping infra still nascent: 96% pipeline-locked to US Midwest/Gulf refiners. Of 21 India cargoes in 2026, only 1 sailed direct from Burnaby - the rest re-shipped via the US Gulf. Long haul, higher freight, and China competes for the same barrels.

Sea route | Hormuz reliance halved as Red Sea and Cape routes absorbed shift

India crude imports by sea corridor (MMT/month)



Key observations

Hormuz (Gulf) — halved

Saudi, Iraq, UAE, Kuwait, Qatar, Oman. Fell 12.3→6.2 MMT (Feb→Jun) as the strait was avoided.

Red Sea — the shock absorber

Russian crude via Baltic/Black Sea → Suez → Bab-el-Mandeb. Nearly tripled to carry the load.

Cape of Good Hope — the hedge

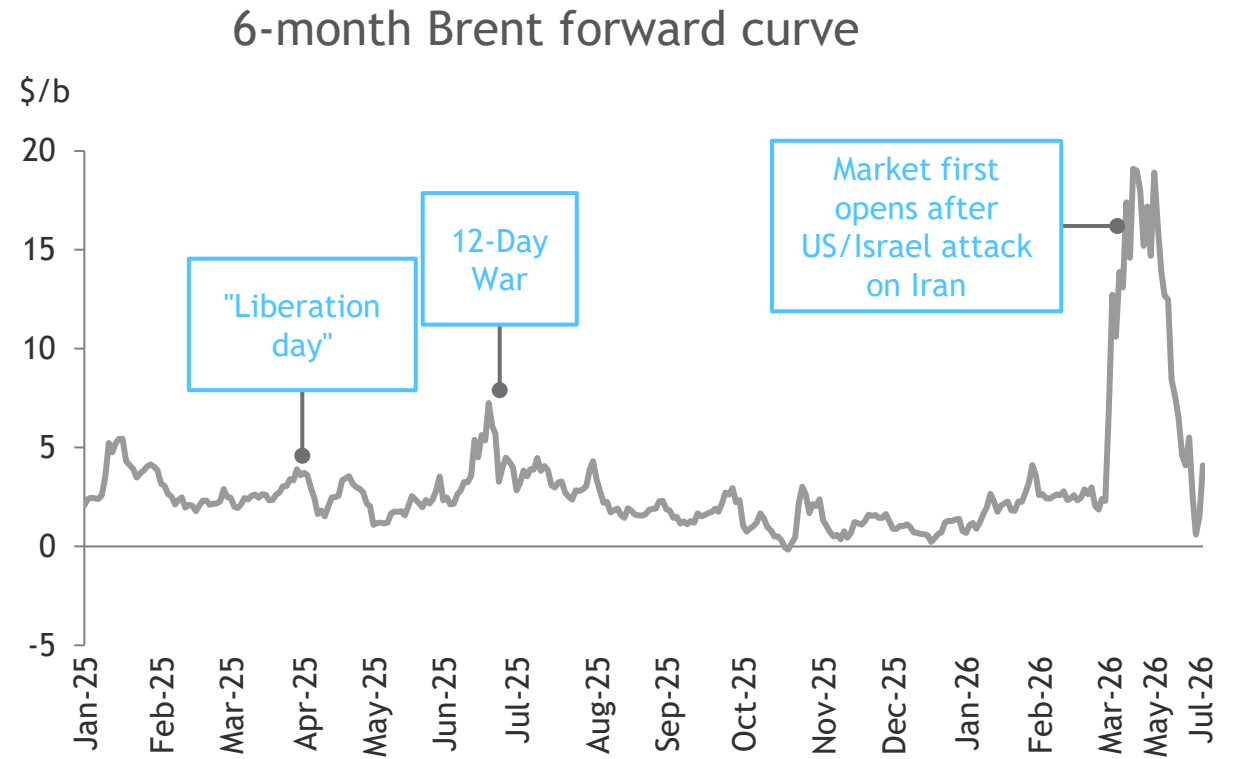
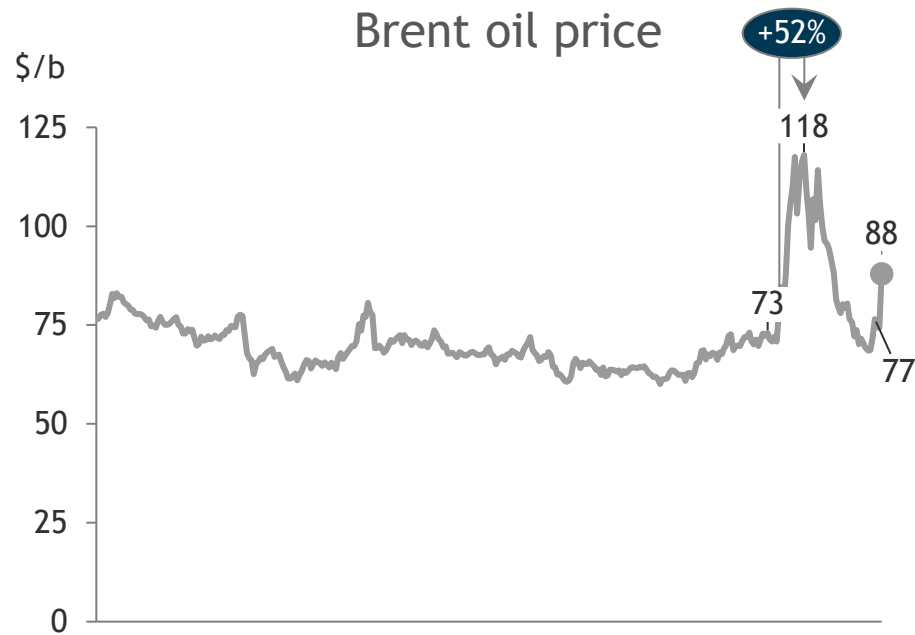
Brazil, Venezuela, US, W. Africa round Africa - bypassing BOTH Hormuz and Suez. Steady ~4.6 MMT/mo.

East & Pacific — marginal

Malacca (Far East, Malaysia) and one Canada Pacific cargo — nascent, <6% of volume.

The non-Hormuz load leans heavily on the Red Sea (Russian) corridor, itself now exposed to sanctions & tanker risk; the Cape route (Atlantic basin) is the more durable diversification lever

Brent surged above \$110/bbl amid Middle East supply disruptions, but has since retreated to \$80/bbl levels as tensions eased

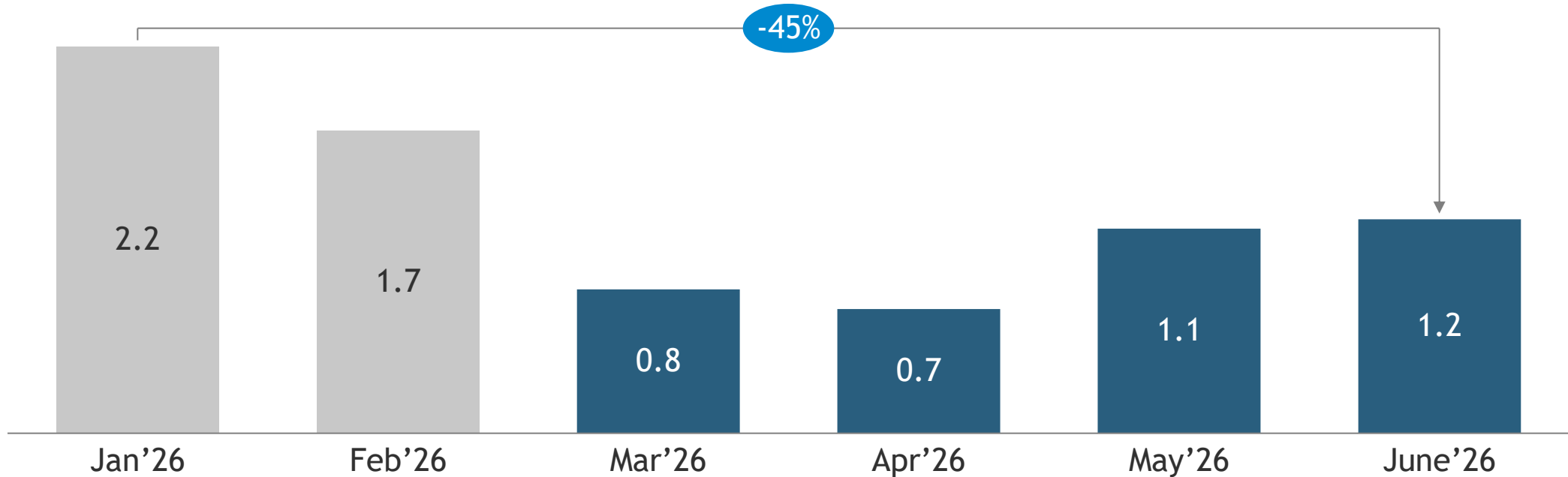


LPG

LPG imports remain ~50% below pre-war levels

LPG Imports (MMT/Month)

All units in MMT



Source: PPAC reports, press search

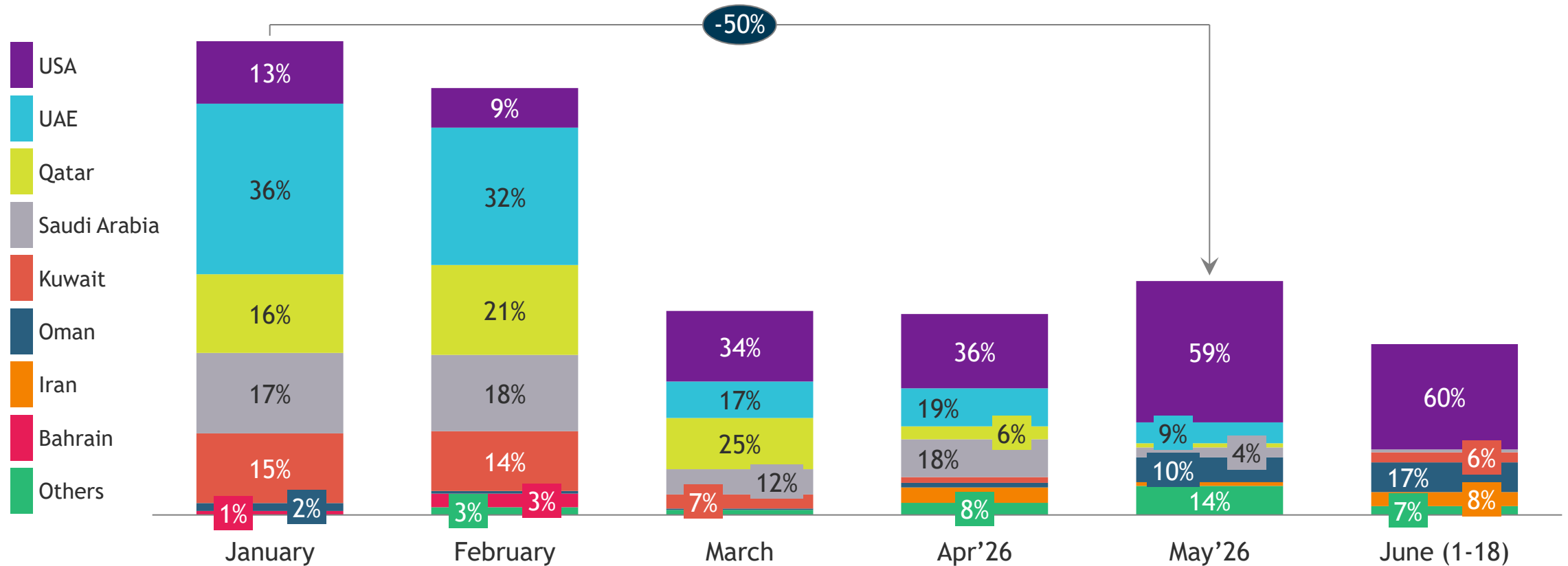
Note: June figures are provisional, subject to report release by PPAC



LPG movement to India has seen decline a of 50% from Jan'26 to May'26

Imports down to ~1 MMT from ~2 MMT, post war supplies coming from USA, Oman & Iran

All units in MMT



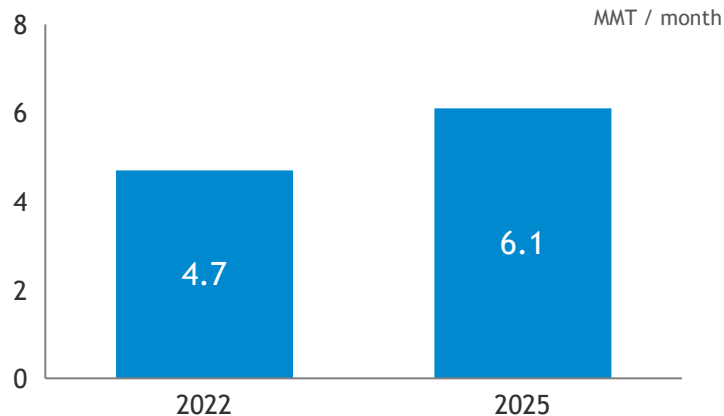
1. All volumes based on load departure date as mentioned in the S&P data file received
Note: June data based on trades from 1-18 June

US emerges as India's fastest-growing LPG source, backed by record shale supply



Production & exports steadily rising

US LPG Exports



Exports have risen every year since 2007

SUPPLIER & OPERATOR

Enterprise Products & Energy Transfer run the largest LPG terminals; India sources via Chevron, Phillips 66 & TotalEnergies

GRADE

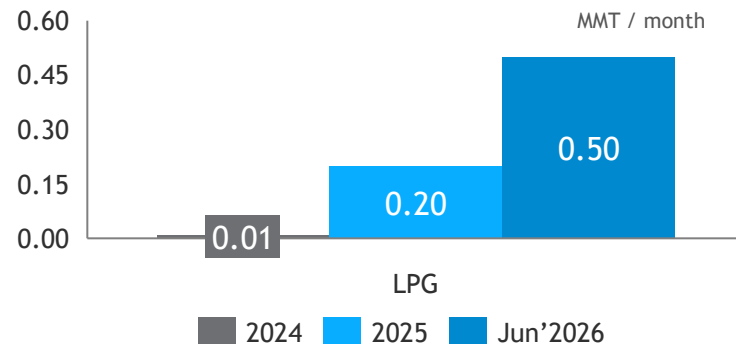
Propane/butane blend priced off Mont Belvieu; unsanctioned & freely tradable



India is the fastest-growing buyer

Avg. India LPG imports from US

China cut US propane purchases 29% and South Korea 20%; India helped absorb it



0.5 MT

India's LPG offtake increased from 0.29 MMT in Jan'26 to 0.5 MMT in Jun'26



Why US LPG fits India



First structured term deal

17 Indian OMCs signed a 1yr, 2.2 MMT deal for 2026 (~10% of India's LPG imports), via 48 VLGCs



Trade-rebalancing lever

Helps narrow India's \$40bn+ trade surplus with the US, easing the 50% tariff friction



Reliable & price-competitive

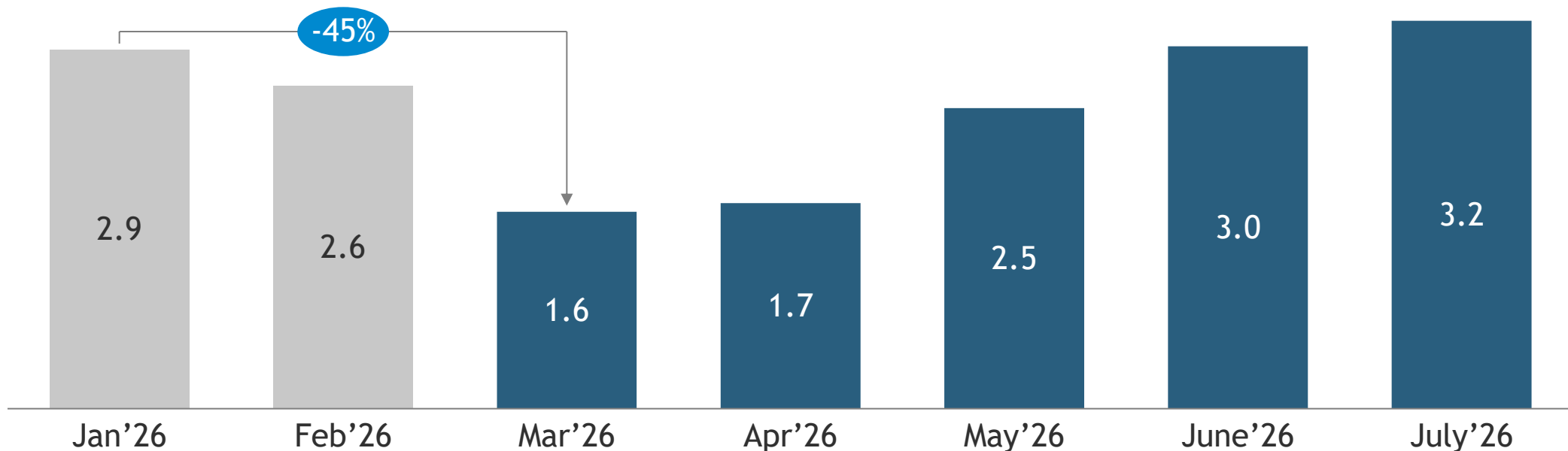
Shale oversupply keeps US propane cheaper than ME/Asia; Mont Belvieu enables transparent hedging

Fertilizers

Fertilizers import fell by 45% post war, but have increased to 3+ MMT recently to stock up for Kharif season

Fertilizers Imports (MMT/Month)

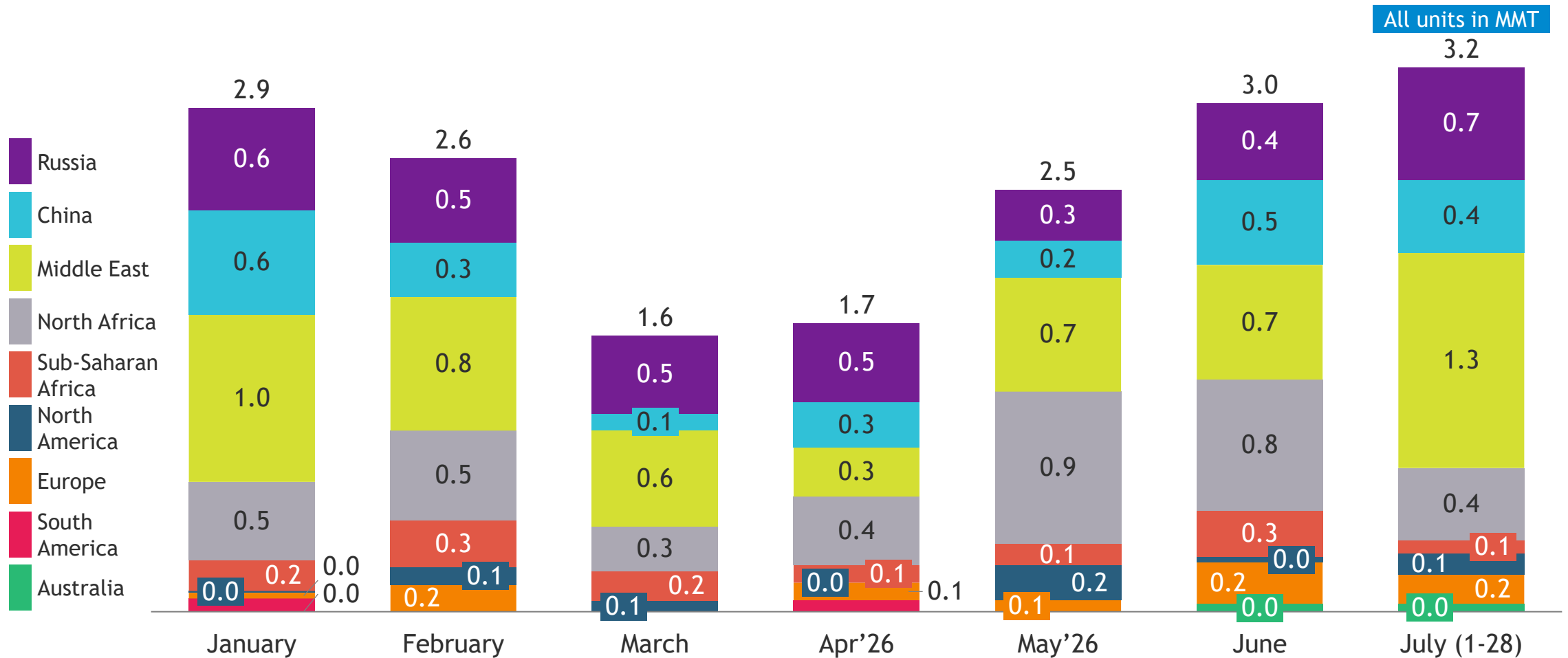
All units in MMT



Source: PPAC reports, press search

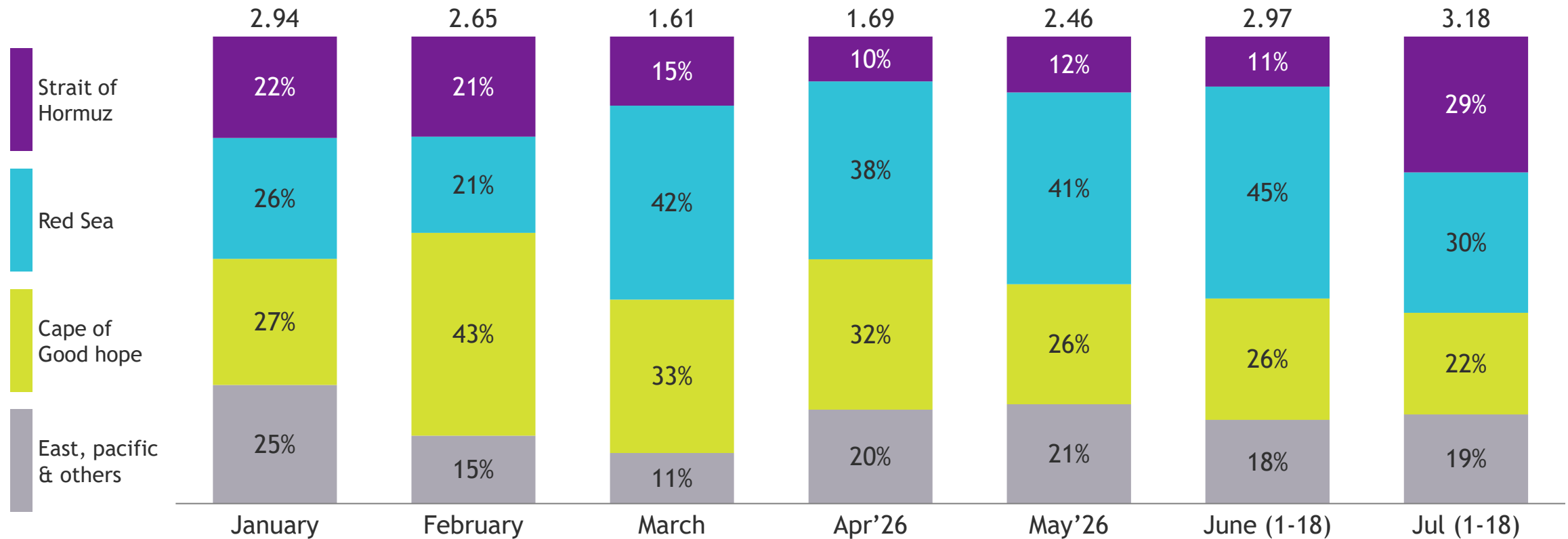
Note: June figures are provisional, subject to report release by PPAC

Imports fell due to reduced supply from Middle east and China post war



1. All volumes based on load departure date as mentioned in the S&P data file received
 Note: June data based on trades from 1-18 June

Diverging of freight from SOH to Red sea and Cape of Hope route amid ME disruptions lead to increase in logistics cost & war risk premium





Indian Fleet and Port Policy

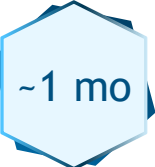


Fleet | Indian flagged vessels across Gas and Crude products

90%+ dependence on foreign flagged vessels for import of Crude Oil

Products	Avg Monthly India Import (MMT) (Mar' 26- Jun'26)	India flagged vessels			% share of Imports	
		# of Vessels	# of Vessels engaged in import	Avg cargo qty imported (MMT) (Mar' 26- Jun'26)	India flagged vessels (%)	Foreign flagged vessels (%)
Crude oil	20.4	36	30	1.7	8-10%	85-90%
LPG	1.0	27	25	0.2	~20%	80%
LNG	No Indian flagged LNG vessels				-	100%

MoPNG met the Hormuz shock on three fronts - securing supply, building buffers and shielding the economy

 SECURE SUPPLY Diversify sourcing away from Hormuz	 BUILD BUFFERS Expand strategic reserves & LPG stocks	 SHIELD ECONOMY Cushion prices & manage demand
 of imports now routed non-Hormuz — lifted from 55% pre-war	 reserve-cover target across crude + LPG + LNG (from ~8-9 days)	 excise cut on petrol & diesel (~₹1.7 lakh cr revenue forgone)
 source countries in the crude basket today (vs ~27 a decade ago)	 MMT Strategic Petroleum Reserve (SPR) fast-tracked - Chandikhol, Padur & ONGC Mangalore	 crore monthly Oil Marketing Companies under-recoveries absorbed at the peak
 Emergency spot buys from Angola, Congo, Gabon, Sudan	 MMT first ever US LPG term deal for 2026 covering ~10% of annual demand	 to invoke the LPG Control Order - bulk users curbed, households shielded



Freight Price Tracker



Evolution of freight rates across key India-linked trade lanes following the March disruption

Indicative spot freight benchmarks across major shipping segments

Vessel Type	Cargo Type	Trade Lane	Unit	Pre-War	Wk Ending Mar 22	Wk Ending Mar 29	Wk Ending Apr 5	Latest Available	Latest vs Pre-War	Benchmark Source
Container	General Cargo	India- Jebel Ali	USD/FEU	\$450	\$4,200	\$6,500	\$7,500	\$8,000+	+1,678%	Freightos Market Assessment
Container	General Cargo	India - Saudi Arabia	USD/FEU	\$500	\$4,000	\$6,000	\$7,000	\$7,500+	+1,400%	Carrier Market Assessments
Container	Retail / Mfg	India - N. Europe	USD/FEU	\$2,450	\$4,300	\$4,300	\$4,300	\$4,500	+83.7%	Drewry WCI
Container	Retail / Mfg	India - US East	USD/FEU	\$3,600	\$5,100	\$5,250	\$5,300	\$8,000	+122.2%	Freightos (FBX)
VLCC	Crude Oil	MEG - India	WS	WS 48	WS 195	WS 220	WS 235	WS 290	+504.2%	Baltic Exchange
Aframax	Crude Oil	Russia - India	WS	WS 115	WS 140	WS 143	WS 145	WS 140	+21.7%	Kpler / Platts
LNG Carrier	Natural Gas	US - India	USD/Day	\$52,000	\$260,000	\$285,000	\$300,000	\$115,000	+121.2%	Spark Commodities
Capesize	Iron Ore	Brazil - India	USD/Day	\$21,400	\$23,918	\$24,100	\$24,488	\$33,000	+54.2%	Baltic Dry (BADI)
Panamax	Coal	Indonesia - India	USD/Day	\$12,500	\$15,825	\$15,900	\$16,056	\$19,500	+56.0%	Baltic Panamax
Supramax	Fertilizer	SE Asia - India	USD/Day	\$10,800	\$12,050	\$12,180	\$12,240	\$17,500	+62.0%	Baltic Supramax

Note: Rates are indicative spot freight benchmarks or representative market assessments for major India-linked trade lanes. Reporting dates and methodologies differ across benchmark providers; therefore, values should be interpreted as directional indicators of freight market evolution rather than directly comparable price quotations. Container freight rates include applicable emergency bunker adjustment factors and war-risk surcharges where relevant. Actual freight paid varies by contract terms, vessel availability, cargo specifications and routing



Maersk's has a fresh wave of surcharges and tariff revisions - layered on the Strait-of-Hormuz emergency freight rate already in force

Effective 1 August 2026

IN FORCE ANCHOR	HEAVY LOAD (HWS)	PEAK SEASON (PSS)	CONTINGENCY (ECS)	TARIFF REVISION
Strait-of-Hormuz Emergency Freight rate	Heavy Load Surcharge - NW India → N. Europe & Israel	Peak Season Surcharge - Indian Subcont. & ME → US East Coast & Gulf	Emergency Contingency Surcharge — Oceania → Middle East	Demurrage & Detention revision — DE, NL, BE & PL
20' dry \$1,800	Trigger: 20' VGM > 22 T	From \$3,000	20' dry \$900	Scope Imp+Exp
40'/45' dry \$3,000	Bookings Contract	4 th August \$4,000	40'/45' dry \$1,500	Basis Per day
Reefer & special \$3,800	Method: applies when Verified Gross Mass (cargo + dunnage + tare) tops the 22-tonne threshold.	15 Aug-Dec \$5,000	20' reefer \$950	Method: higher per- container, per-day charges for container dwell beyond free time at destination.
+ New bookings suspended to Upper Gulf (UAE, Bahrain, Qatar, Iraq, Kuwait, Saudi Dammam/Jubail).		Peak dry to Houston \$5,800; reefer \$3,700- 4,000.	40' HC reefer \$1,900	

Other charges also running such as **Global Emergency Bunker Surcharge (14-day review)** , **Transit Disruption Surcharge** , weekly **Fuel Surcharge** (contract renewals w/o FSC → **15% of rate to fuel**). All charges per container in **USD** and subject to further adjustment

Source: Maersk rate announcements & Middle East Operational Update 39 (16 Jul 2026); Container News (Jul 2026); maersk.com. All figures per container unless noted; USD; subject to local & contingency charges and further adjustment

Key maritime zones in the Middle East Gulf and Red Sea



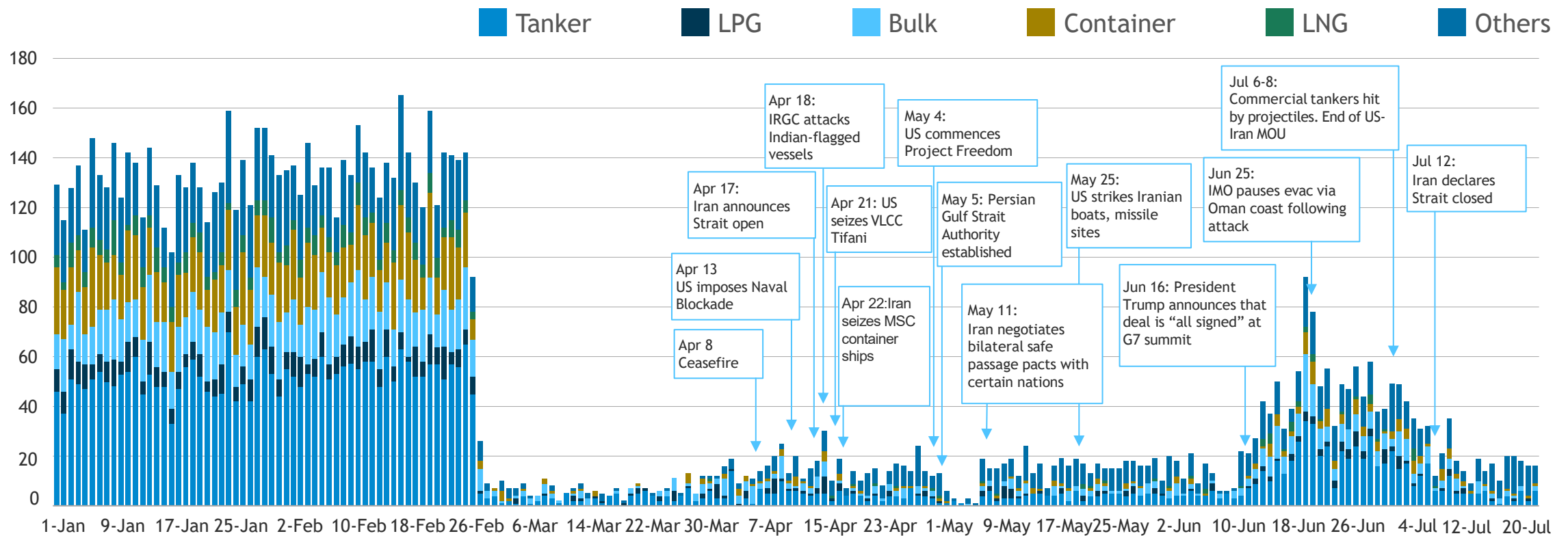
1 Strait of Hormuz

2 US Naval Blockade

3 Bab el-Mandeb

Strait of Hormuz transits count averaged 17 per day for week ending July 26, comprising mainly Iran-linked vessels

Vessels Crossing Strait of Hormuz, by Type, Unique Daily Count



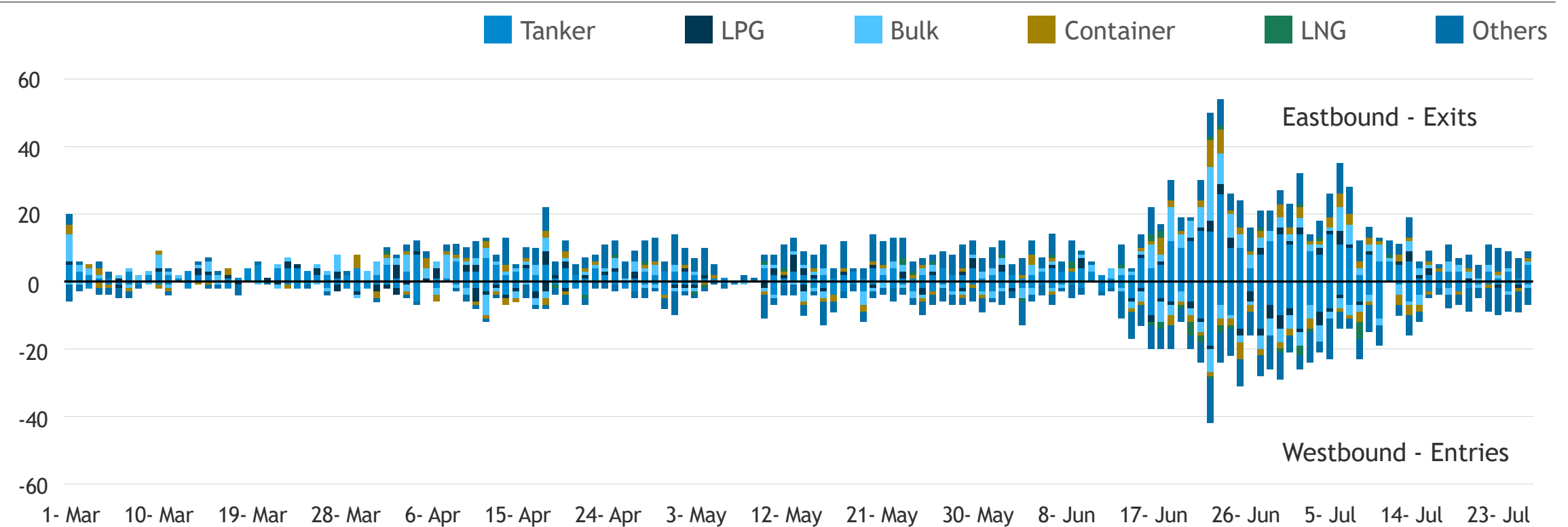
Data compiled Jul. 27, 2026

Note that increased AIS signal jamming in the Strait of Hormuz is causing vessel position anomalies. Counts include transits in both directions through the Strait; each vessel is counted once per day Source: S&P Global MINT, S&P Global Commodities at Sea

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Energy vessels transits have weakened amid recent escalation in tensions

Strait of Hormuz Daily Vessel Transits (Eastbound- Top, Westbound - Bottom), by vessel type



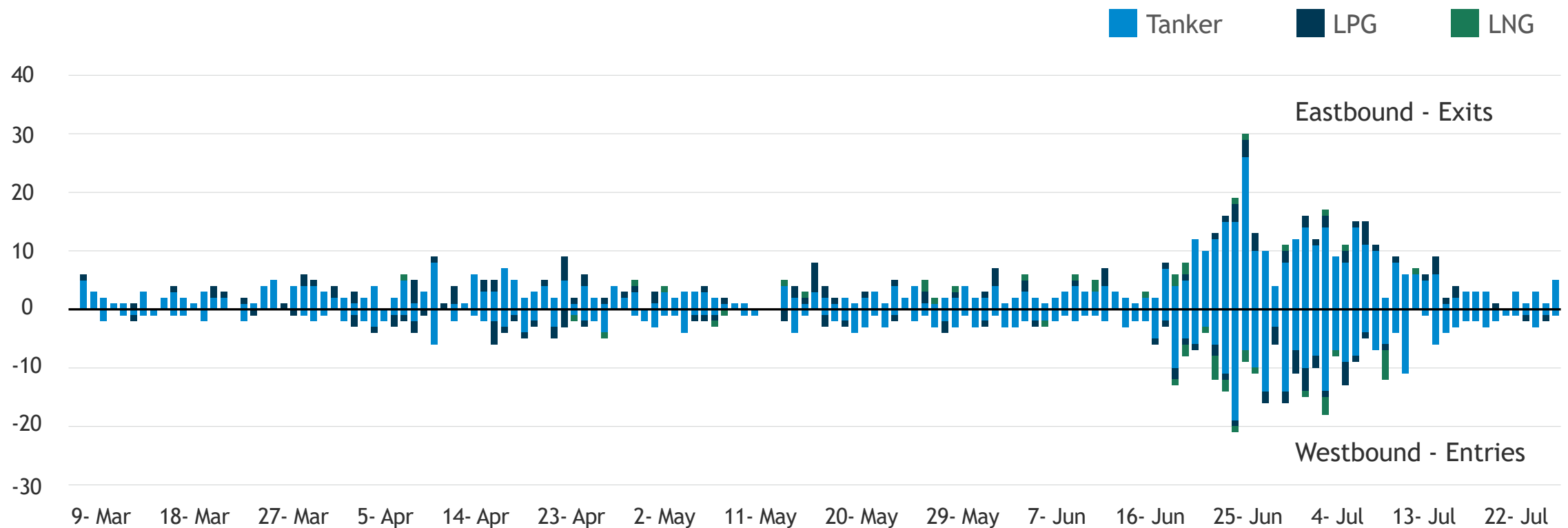
Data compiled Jul. 27, 2026

Note that increased AIS signal jamming in the Strait of Hormuz is causing vessel position anomalies. Counts include transits in both directions through the Strait; each vessel is counted once per day Source: S&P Global MINT, S&P Global Commodities at Sea

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With mainly energy vessel exits observed in the week ending July 26

Strait of Hormuz Daily Tanker Transits (Eastbound- Top, Westbound - Bottom), by Type



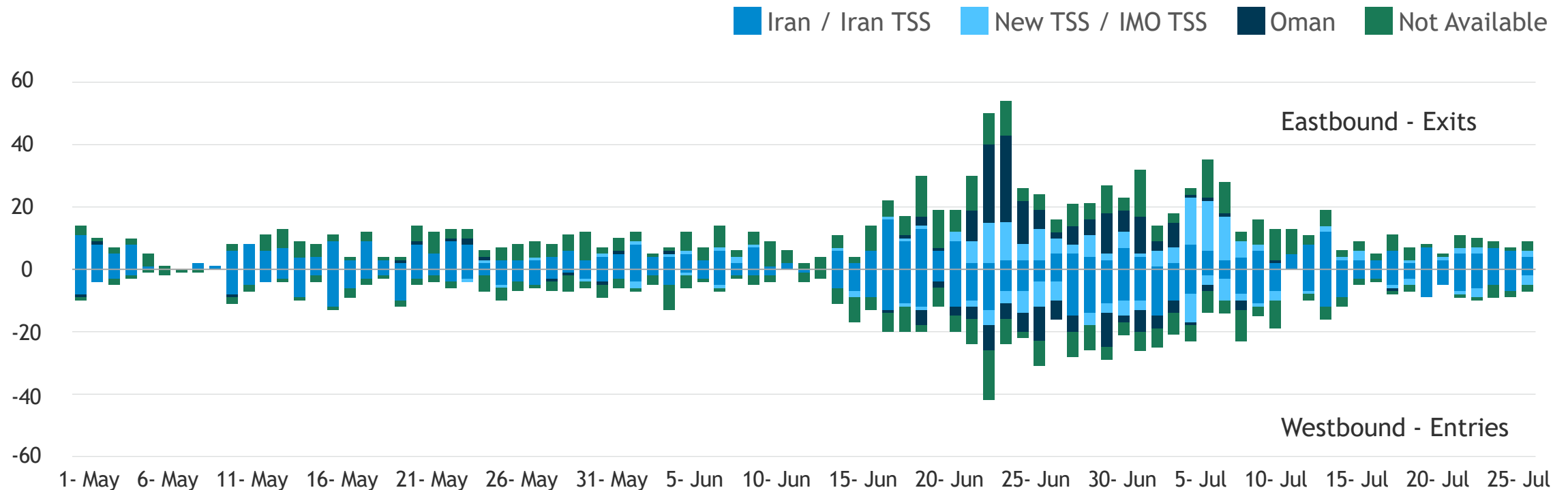
Data compiled Jul. 27, 2026

Note that increased AIS signal jamming in the Strait of Hormuz is causing vessel position anomalies. Counts include transits in both directions through the Strait; each vessel is counted once per day Source: S&P Global MINT, S&P Global Commodities at Sea

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Vessels transits via the Oman coast route has fizzled out, majority of recent crossings are either “dark” or through the Iranian prescribed route

Strait of Hormuz Daily Vessel Transits (Eastbound- Top, Westbound - Bottom), by Route



Data compiled Jul. 27, 2026

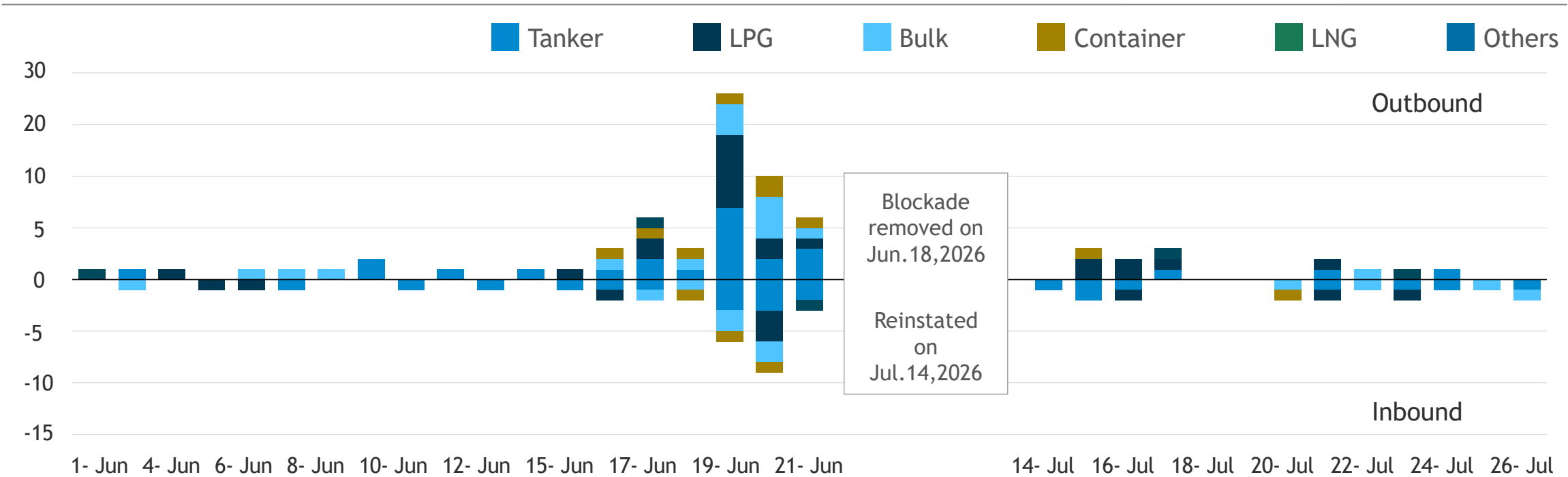
Routes : Iran is typically associated with vessels departing from Iranian coastal ports Bandar Abbas, Iran TSS transits occur close Iranian territory along Qeshm and/or Lark Island: New TSS (Traffic Separation Scheme) reflect a transit path inbetween Iran TSS and IMO TSS line: Oman routes refer to transits along Omani coast, other not visible crossings shown as Not Available.

Source: S&P Global MINT, S&P Global Commodities at Sea

© 2026 S&P Global.

Reinstated US naval blockade continues to be effective with very few observed Iran linked vessel transits after reinstatement

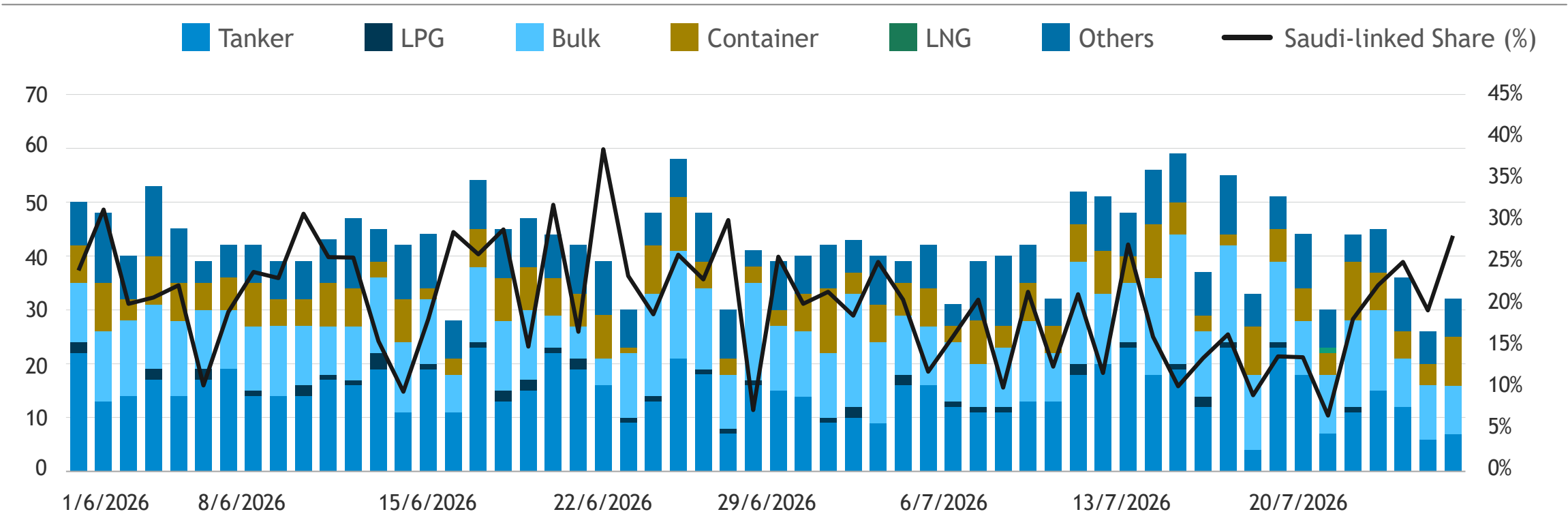
Iran-Linked Vessel Transits Through US Naval Blockade (Outbound leaving Gulf of Oman- Top; Inbound- Bottom),by Vessel Type



Data compiled Jul. 27, 2026
Iran linked refers to vessels designated by US OFAC sanctions, bearing Iran or false flag status, or having called at an Iranian port in 2026
Source: S&P Global MINT, S&P Global Commodities at Sea
© 2026 S&P Global.

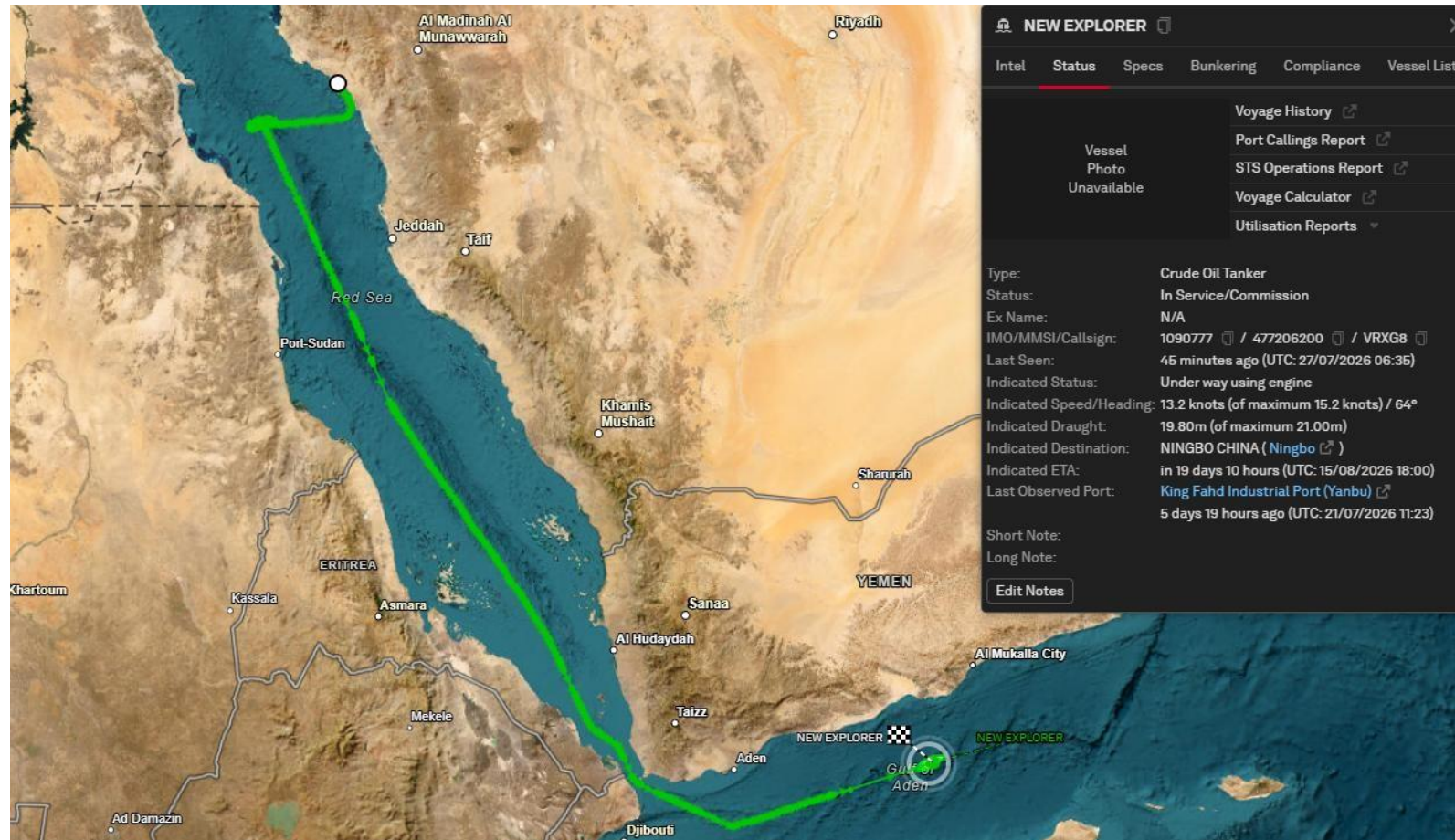
Vessel crossings through the Bab el-Mandeb strait averaged 31 in last three days, down from an average 43 per day in the first half of July

Vessels Crossing Bab el Mandeb, by Type, Unique Daily Count vs. Saudi-linked Share (%)

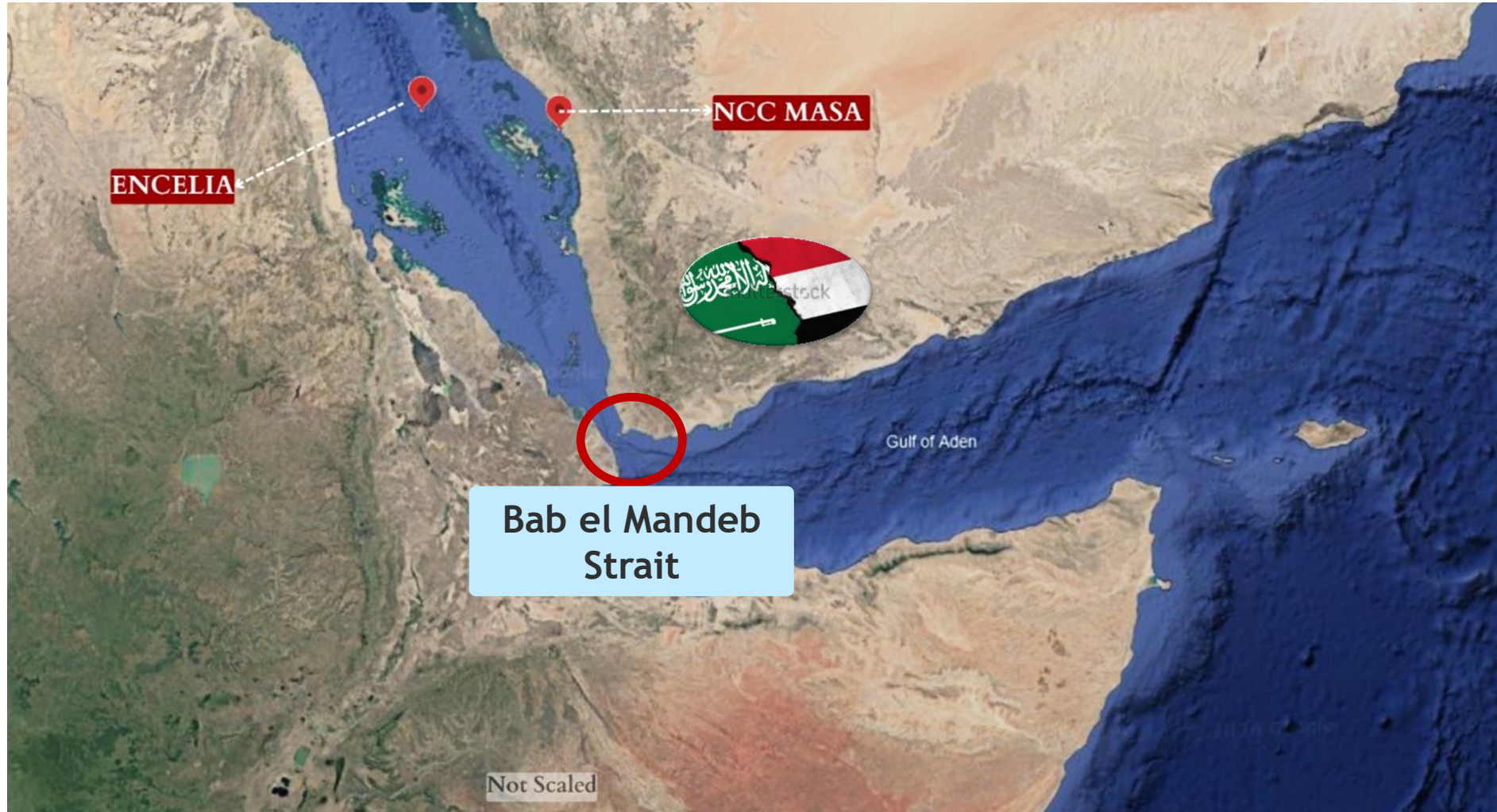


Data compiled Jul. 27, 2026
 Saudi-linked vessels include those carrying Saudi-origin cargos, those with a previous or next port call in Saudi Arabia, vessels flying the Saudi flags, and vessels whose group owner, operator, or registered owner is domiciled in Saudi Arabia.
 Source: S&P Global Commodities at Sea
 © 2026 S&P Global.

Yanbu-Loaded VLCCs transit Bab el-Mandeb despite Saudi shipping embargo



Security Incidents in the Red Sea and Gulf of Aden region - 2026

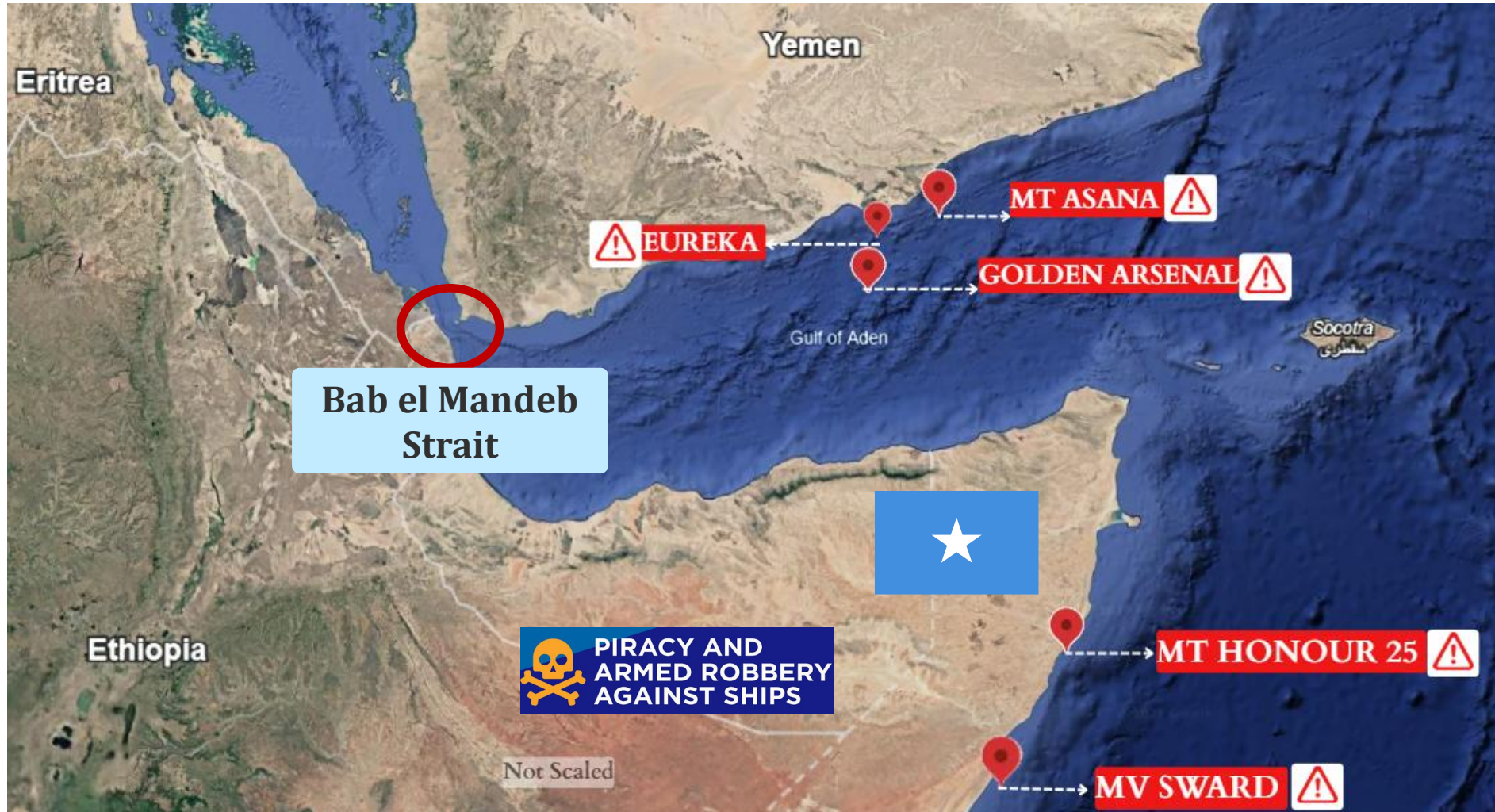




Summary of Somali Piracy Incidents - Gulf of Aden and Southern Red Sea - 2026

S. No.	Name of the Vessels	Position of the vessel	Type of incident
1	ENCELIA /23.07.2026 (IMO No: 9240172)	Red sea, off Jizan port	A Saudi Arabia-flagged vessel MT Encelia (IMO 9240172) was struck by an unknown projectile, resulting in fire onboard in the Red sea off Jizan port. The vessel has 27 crew members including 13 Indian nationals. All crew members are reported to be safe.
2	NCC MASA /24.07.2026 (IMO No: 9688336)	Red sea, off Jizan port	The Saudi Press Agency (SPA), citing an official source from the General Transport Authority, reported that the Saudi Arabia-flagged Oil/Chemical Tanker NCC MASA (IMO No. 9688336), owned by Bahri, sustained minor hull damage following a reported security incident at Jizan Port, Red Sea, during the late hours of 24 July 2026. No injuries or casualties have been reported, and all crew members onboard are safe.

Somali Piracy Incidents in the Gulf of Aden and Southern Red Sea - 2026



Summary of Somali Piracy Incidents - Gulf of Aden and Southern Red Sea - 2026

S. No.	Name of the Vessels	Position of the vessel	Type of incident
1	MT HONOUR 25 / 24.04.2026 (IMO No: 1099735)	Waters off Somalia	Hijacking by armed pirates. There were 17 crew members on board, including 1 Indian seafarer. As per the latest information, negotiations for the safe release of the vessel and crew are ongoing.
2	MV SWORD / 26.04.2026 (IMO No: 9174244)	Waters off Somalia	Hijacking by armed pirates. No Indian nationals were on board the vessel at the time of the incident.
3	MT EUREKA / 02.05.2026 (IMO No: 1022823)	Waters off Somalia	Hijacking by armed pirates. There were 12 crew members on board, including 4 Indian seafarers. As per the latest information, the owners are in negotiations for the safe release of the vessel and crew.
4	MT GOLDEN ARSENAL / 01.07.2026 (IMO No: 9493212)	Gulf of Aden, approximately 100 NM off the Somali coast.	Piracy attack / Boarding by armed pirates. There were 21 crew members on board, including 1 Indian seafarer. The vigilant crew maintained a proper lookout, activated the citadel and established communication with the Indian Navy. Indian Naval forces subsequently boarded and sanitised the vessel, following which the vessel safely resumed her voyage.
5	MT ASANA / 17.07.2026 (IMO No: 9035838)	Approximately 65 NM south of Al Mukalla, Yemen, in the Gulf of Aden.	Hijacking by armed pirates. There were 22 crew members on board, including 11 Indian seafarers. The vessel is reported to have proceeded towards Somalia with the crew believed to be held hostage. Further information is awaited.



Historic Summary of Security Incidents - Houthi Related (Red Sea and Gulf of Aden) - 2024

153

**Incidents
as per IFC-IOR, in 2024**

24

Successful Attacks

139

Unsuccessful Attacks

IMPACT

Key maritime choke points experienced significant decreased in vessel traffic between November 2023 and June 2024: **Suez Canal (60% reduction)**, **Red Sea (54% decrease)** and **Bab-el-Mandeb (62% decline)**.

Note: There have been no recent incidents reported due to Houthi attacks on Indian merchant, however, DGMA advises highest caution, monitoring of advisories, voyage-specific risk assessments, and prompt reporting of any suspicious activity

Security Incidents in the Black Sea Region- 2026



EU Sanctions & Action on MV Smyrtos

Case at a glance

Cameroon-flagged tanker carrying ~98,000 MT Russian crude; boarded in the English Channel on 14 Jun 2026 by UK NCA and Royal Marines on “shadow fleet” grounds. The vessel had 21 Indian seafarers onboard. Capt. Ajay Pant (Master of the vessel) was detained in UK custody; bail refused on 16 Jul; Next trial listed from 15 Dec 2026.

Legal Trigger

- EU / UK / US sanctions target Russian-origin crude and the “shadow fleet”.
- Master charged under UK Russia sanctions (EU Exit) Regulations, 2019 for alleged prohibited supply to a third country.
- Vessel alleged to have false / invalid flag as part of sanctions evasion; liability now reaching individual seafarers.

India’s Response

- Consular access secured on 24 Jun; legal counsel Napley LLP engaged; welfare and funds arranged for the Master.
- Concerns raised at 137th IMO Council before the Secretary-General, UK PR and IMO Director (Legal Affairs).
- D.O. letters to MoPSW, MEA and High Commission of India, London; crew repatriation in batches with priority visa facilitation.

Why this matters?

A vessel detention has evolved into a precedent-setting question: can sanctions enforcement extend to individual seafarers who do not own, charter or commercially control the cargo?

Difficulties India faces

- Commercial decisions beyond a seafarer’s control risk being criminalised, creating an adverse precedent for Indian Masters.
- Bail refused; custody prolonged until trial listed from 15 Dec 2026; matter remains sub judice.
- IMO deregistration leaving the vessel state-less;

Immediate Focus / Ask

- Continue diplomatic pressure for fair treatment and regular consular access for the Master.
- Seek clarity with UK and IMO on boarding, delayed deregistration and statelessness to prevent recurrence.



Source: [Captain of Russian shadow fleet tanker intercepted in Channel appears in court](#)



3. Indian Maritime Law Reforms

Indian Maritime Law - Complete Transformation

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



MS Act, 2025

Section 7	Existing Position under MS Act, 1958: The Act provided for the appointment of the Director General of Shipping primarily as the regulatory authority for matters under the Act. Reform under the MS Act, 2025: DGS re-designated as the Director-General of Maritime Administration (DGMA) with an expanded statutory mandate over maritime administration and implementation of international obligations. Expected Outcome: Strengthened maritime governance and regulatory oversight and creation of modern maritime administration aligned with international best practices	Appointment of DG(MA)
Section 13	Existing Position under MS Act, 1958: No statutory framework for regulation and oversight of vessel and port security. Reform under the MS Act, 2025: Central Government empowered to establish a dedicated body for regulation and oversight of vessel and port security. Expected Outcome: A dedicated institutional framework for maritime security oversight	Vessel and Port Security
Section 14	Existing Position under MS Act, 1958: Only mechanically propelled ships required registration Reform under the MS Act, 2025: Registration extended to all seagoing vessels Expected Outcome: Better safety and regulatory oversight	Registration
Section 15(1)	Existing Position under MS Act, 1958: Vessels required to be wholly Indian-owned for the purpose of qualifying as Indian Vessel Reform under the MS Act, 2025: Central Government empowered to notify ownership threshold Expected Outcome: Greater investment and increase in Indian tonnage	Ownership of Vessel



MS Act, 2025

Section 15(1)	Existing Position under MS Act, 1958: Ownership of Indian vessels was restricted to specified categories of Indian citizens, companies and cooperative societies Reform under the MS Act, 2025: Eligibility for ownership of Indian vessels expanded to include Non-Resident Indians (NRIs), Overseas Citizens of India (OCIs), statutory bodies and such other persons or entities as may be notified by the Central Government. Expected Outcome: Broadened investment base and enhanced participation in the Indian shipping sector	Ownership of India Vessels
Section 15(6)	Existing Position under MS Act, 1958: Indian vessels could be registered only under the Indian flag and no provision existed for registration in a foreign State Reform under the MS Act, 2025: Indian vessels may be registered in a State other than India, subject to prescribed conditions. Expected Outcome: Enhanced commercial flexibility, increased Indian-controlled tonnage and improved global competitiveness of Indian shipping	Registration of India Vessels
Part III (Section 14-44) r/w draft registration rules	Existing Position under MS Act, 1958: Physical presence in India mandatory before registration Reform under the MS Act, 2025: Registration without calling at Indian port Expected Outcome: Faster and Easy Registration	Presence for Registration
Section 16	Existing Position under MS Act, 1958: BBCD registration unavailable Reform under the MS Act, 2025: BBCD registration enabled Expected Outcome: Increase in Indian Tonnage through capital light model	BBCD Registration
Section 17	Existing Position under MS Act, 1958: No framework for temporary registration of vessels imported for recycling. Reform under the MS Act, 2025: Temporary registration introduced for vessels brought to India for recycling. Expected Outcome: Promotion of India as a vessel recycling hub and better regulation of recycling of vessels in India for environmental safety	Temporary Registration



MS Act, 2025

Section 47	Existing Position under MS Act, 1958: No comprehensive statutory framework for regulation, approval and oversight of Maritime Training Institutes (MTIs). Reform under the MS Act, 2025: Comprehensive statutory framework introduced empowering the DGS to regulate, approve, maritime education and training in accordance with the STCW Convention. Expected Outcome: Strengthened quality assurance of maritime education and training, ensuring globally employability Indian seafarers.	Regulation of MTIs
Section 57, 76 and 77	Existing Position under MS Act, 1958: Limited implementation of Maritime Labour Convention Reform under the MS Act, 2025: Full effect to the Maritime Labour Convention Expected Outcome: Enhanced protection of seafarers' rights and welfare in line with international standards	Implementation of MLC
Section 58	Existing Position under MS Act, 1958: The Shipping Master was empowered to hear specified disputes between seafarers and ship owners; however, the statutory framework did not provide for enforcement of such decisions as a civil court decree. Reform under the MS Act, 2025: The Shipping Master continues to adjudicate disputes between seafarers and ship owners, with decisions made enforceable as a decree of a civil court and subject to a statutory appellate mechanism. Expected Outcome: Speedy, specialised and effective dispute resolution, enhancing protection of seafarers' rights and reducing litigation	Disputes resolution
Section 92	Existing Position under MS Act, 1958: No statutory framework for arranging replacement crew on abandoned vessels where the ship owner failed to do so Reform under the MS Act, 2025: Central Government empowered to arrange replacement crew onboard abandoned Indian and foreign vessels where the ship owner fails to make such arrangements, with recovery of costs from the ship owner Expected Outcome: Protection of seafarers' welfare, continuity of safe vessel operations and compliance with the Maritime Labour Convention (MLC, 2006)	Replacement of Crew of Abandoned Vessels

MS Act, 2025



Sections 131 to 143	Existing Position under MS Act, 1958: Pollution prevention provisions were fragmented and there was no legislative framework for implementation of MARPOL Annex VI (Air Pollution) Reform under the MS Act, 2025: Comprehensive framework for prevention, monitoring, containment and response to marine pollution introduced. In addition, dedicated rules have been framed to implement MARPOL Annex VI (Air Pollution) for the first time. Expected Outcome: Giving full effect to the MARPOL Convention and ensuring safety of marine environment	MARPOL Convention
Sections 144 to 152	Existing Position under MS Act, 1958: Survey and certification provisions scattered across different chapters Reform under the MS Act, 2025: All survey, audit and certification provisions consolidated into a dedicated Part. Expected Outcome: Simpler compliance and harmonization of multiple survey cycles	Survey and Certification Provisions
Sections 223-230	Existing Position under MS Act, 1958: No comprehensive statutory framework for marine incident and maritime emergency response. Reform under the MS Act, 2025: Dedicated Part introduced providing for nodal authorities, emergency response plans and coordinated response mechanisms. Expected Outcome: Better disaster response preparedness	Marine Incident and Maritime Emergency Response
Section 231	Existing Position under MS Act, 1958: Marine casualty investigations were conducted through court-based investigation mechanisms. Reform under the MS Act, 2025: Central Government empowered to appoint a body to conduct marine safety investigations in accordance with the Safety Convention Expected Outcome: Independent and objective investigation of marine casualties, improved maritime safety and compliance with international obligations	Marine Casualty Investigation

MS Act, 2025



Section 281-282	Existing Position under MS Act, 1958: Minor contraventions under the Act were primarily dealt with through criminal prosecution before courts Reform under the MS Act, 2025: Civil penalty mechanism introduced for specified contraventions, with adjudication by designated officers and statutory provision for compounding, while only serious offences continue to attract criminal prosecution before courts Expected Outcome: Decriminalisation of minor procedural violations, reduced compliance burden and improved ease of doing business	Decriminalisation of minor violations
Section 311	Existing Position under MS Act, 1958: No provision dealing with abandoned vessels Reform under the MS Act, 2025: Comprehensive provisions introduced for identification, management and disposal of abandoned vessels. Expected Outcome: Enhanced environmental protection and timely removal of abandoned vessels.	Abandoned Vessels
Section 315	Existing Position under MS Act, 1958: No statutory framework for electronic filing, issuance of certificates, maintenance of records and digital transactions. Reform under the MS Act, 2025: Comprehensive statutory recognition accorded to electronic filing, issuance of certificates, licences and approvals, electronic payments, and maintenance of records and logbooks in electronic form. Expected Outcome: Digitalisation of maritime administration, reduced physical interface and improved ease of doing business.	Digitisation
Section 317	Existing Position under MS Act, 1958: No statutory requirement for disclosure of charges payable for carriage of goods by sea, resulting in limited transparency in freight-related charges Reform under the MS Act, 2025: Service providers required to disclose the various charges payable in India in the transport document, in such circumstances as may be notified by the Central Government Expected Outcome: Enhanced transparency and certainty in freight charges, improving ease of doing business for shippers and consignees	Transparency of charges

Coastal Shipping Act, 2025

Section 3

Existing Position under MS Act, 1958: Indian flag vessels were required to obtain a licence to engage in coastal trade
Reform under the CS Act, 2025: Requirement of a licence for Indian flag vessels has been dispensed with.
Expected Outcome: Improved ease of doing business for Indian vessels and promotion of coastal shipping

**No Licence for
Indian flag Vessel**

Section 4

Existing Position under MS Act, 1958: No comprehensive framework for licensing foreign vessels undertaking different categories of coastal operation
Reform under the CS Act, 2025: Separate licensing framework introduced for foreign vessels engaged in coastal trade and for foreign vessels chartered by Indian entities
Expected Outcome: Simplified regulatory framework and reduced compliance burden for Indian vessels

**Licensing
framework of
Foreign Vessels**

Section 3 and 8

Existing Position under MS Act, 1958: No statutory mechanism permitting inland vessels to operate in sea areas under a dedicated framework
Reform under the CS Act, 2025: Director-General empowered to permit inland vessels to operate at sea, subject to prescribed safety requirements and operational limits
Expected Outcome: Better integration of inland and coastal shipping and modal shift to waterways

**Inland and Coastal
Shipping and Modal
shift**



Coastal Shipping Act, 2025

Section 4

Existing Position under MS Act, 1958: No statutory power to prescribe crewing requirements while granting licences to foreign vessels
Reform under the CS Act, 2025: Central Government empowered to prescribe Indian crewing requirements for licensed foreign vessels.
Expected Outcome: Increased employment opportunities for Indian seafarers

Crewing Requirements

Section 4

Existing Position under MS Act, 1958: Safety and security requirements for grant of licence were not comprehensively codified
Reform under the CS Act, 2025: Safety and security requirements expressly incorporated as statutory conditions for grant of licence
Expected Outcome: Enhanced maritime safety and regulatory compliance

Safety and Security requirements for license

Section 5

Existing Position under MS Act, 1958: No comprehensive statutory procedure governing suspension, modification or revocation of licence
Reform under the CS Act, 2025: Detailed procedure introduced for suspension, modification or revocation of licences after providing an opportunity of hearing
Expected Outcome: Transparent and fair regulatory decision-making consistent with principles of natural justice

Procedures for suspension, medication and revocation of license



Coastal Shipping Act, 2025

Section 8

Existing Position under MS Act, 1958: No statutory framework for long-term strategic planning for the development of coastal and inland shipping

Reform under the CS Act, 2025: Central Government mandated to publish a National Coastal and Inland Shipping Strategic Plan within two years of commencement of the Act

Expected Outcome: Integrated, long-term and coordinated development of coastal and inland shipping, supporting modal shift and sustainable growth of the maritime sector

National Coastal and Inland Shipping Strategic Plan

Section 9

Existing Position under MS Act, 1958: No statutory national database of coastal shipping

Reform under the CS Act, 2025: National Database of Coastal Shipping established for maintaining licensing information and related records

Expected Outcome: Improved transparency, digital governance and information sharing

National Database of Coastal Shipping

Sections 15-33

Existing Position under MS Act, 1958: Contraventions under the Act were primarily dealt with through criminal prosecution before courts, including punishment with fine and imprisonment

Reform under the CS Act, 2025: Civil penalty mechanism introduced with adjudication by the Principal Officer, while serious criminal offences continue to be dealt with by courts

Expected Outcome: Decriminalisation of procedural violations and improved ease of doing business

Decriminalisation of procedural violations



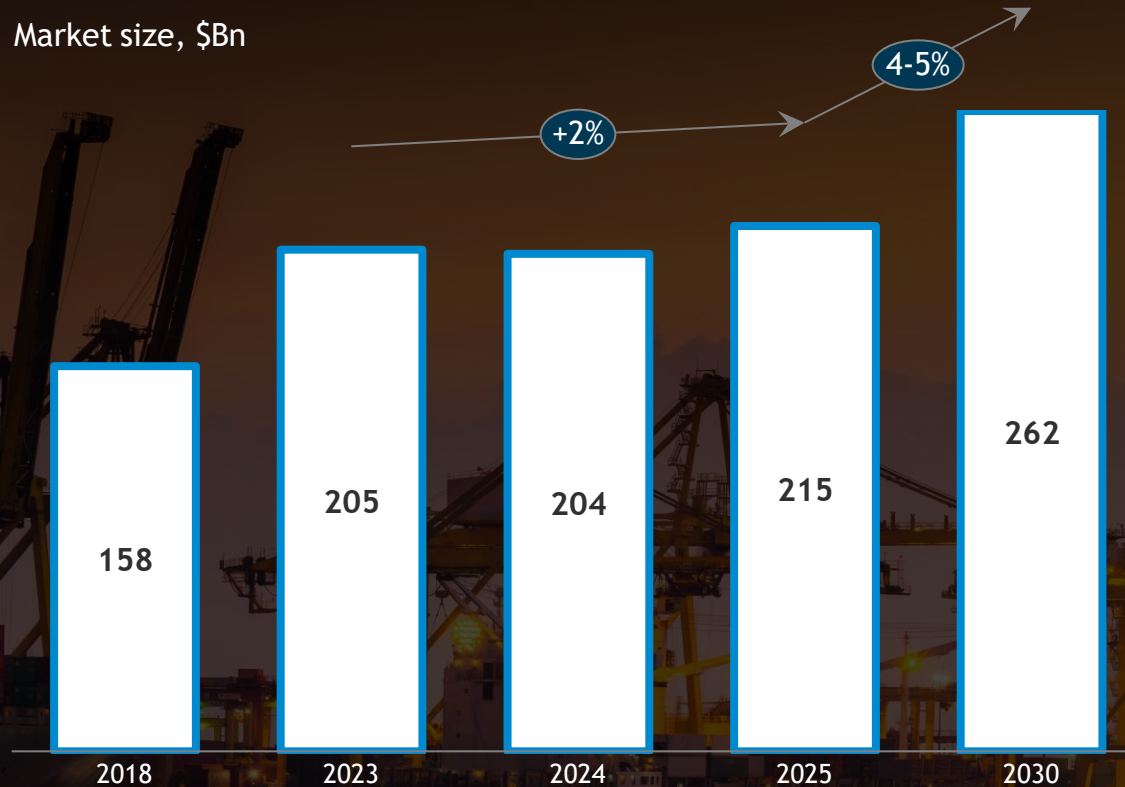
4. Ship Building and Repairs



Global shipbuilding market expected to cross \$260+ Bn by 2030

75% contribution expected by commercial vessel segment

Market size, \$Bn



Market past COVID stagnation - healthy 4-5% growth estimated to continue

\$150+
Bn
(2025)

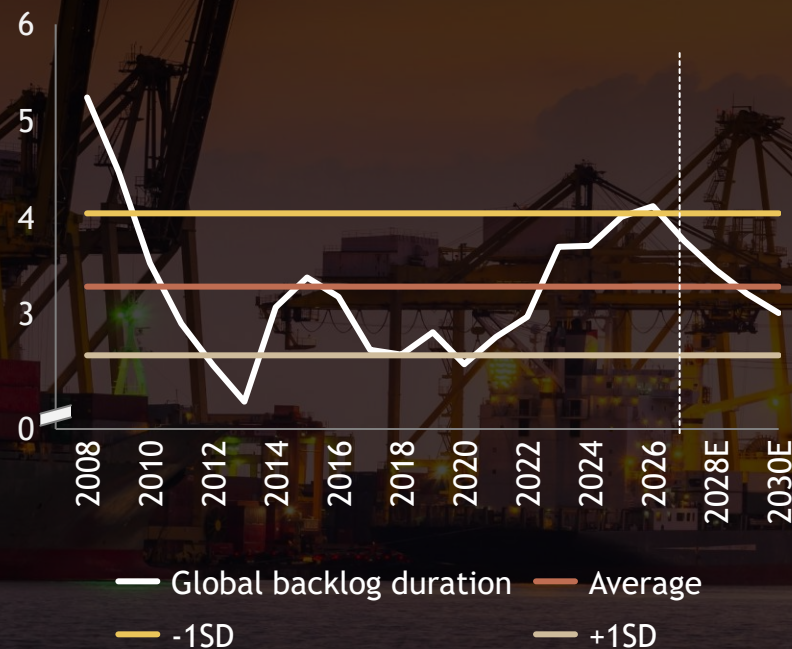
Commercial shipbuilding expected to grow @ 5-6% p.a. backed by fresh and replacement demand

\$60+
Bn
(2025)

Defense shipbuilding expected to continue steady growth momentum @ 3-4% p.a.

Shipbuilding Supercycle | Approx 3-5 yrs of order backlog across leading global shipyards

Shipyard global backlog duration, with current being at 3.2 years



Bulker owners foresee 'severely undersupplied' market in near future

Smaller vessels may step into the breach where capesize tonnage runs short, one shipowner believes

3 June 2024 10:58 GMT UPDATED 3 June 2024 15:59 GMT

Capacity constraints, not volume increases, may be to blame for rising shipping rates

Bhavana Scalia-Bruce published in Supply & Trade



Japanese yards sit on biggest order backlog in years as owners grab delivery slots

Major dry bulk shipbuilders secure an unprecedented three years of forward cover

Total order backlog



vessels²: 4,679
Avg. time³: 5.1 years

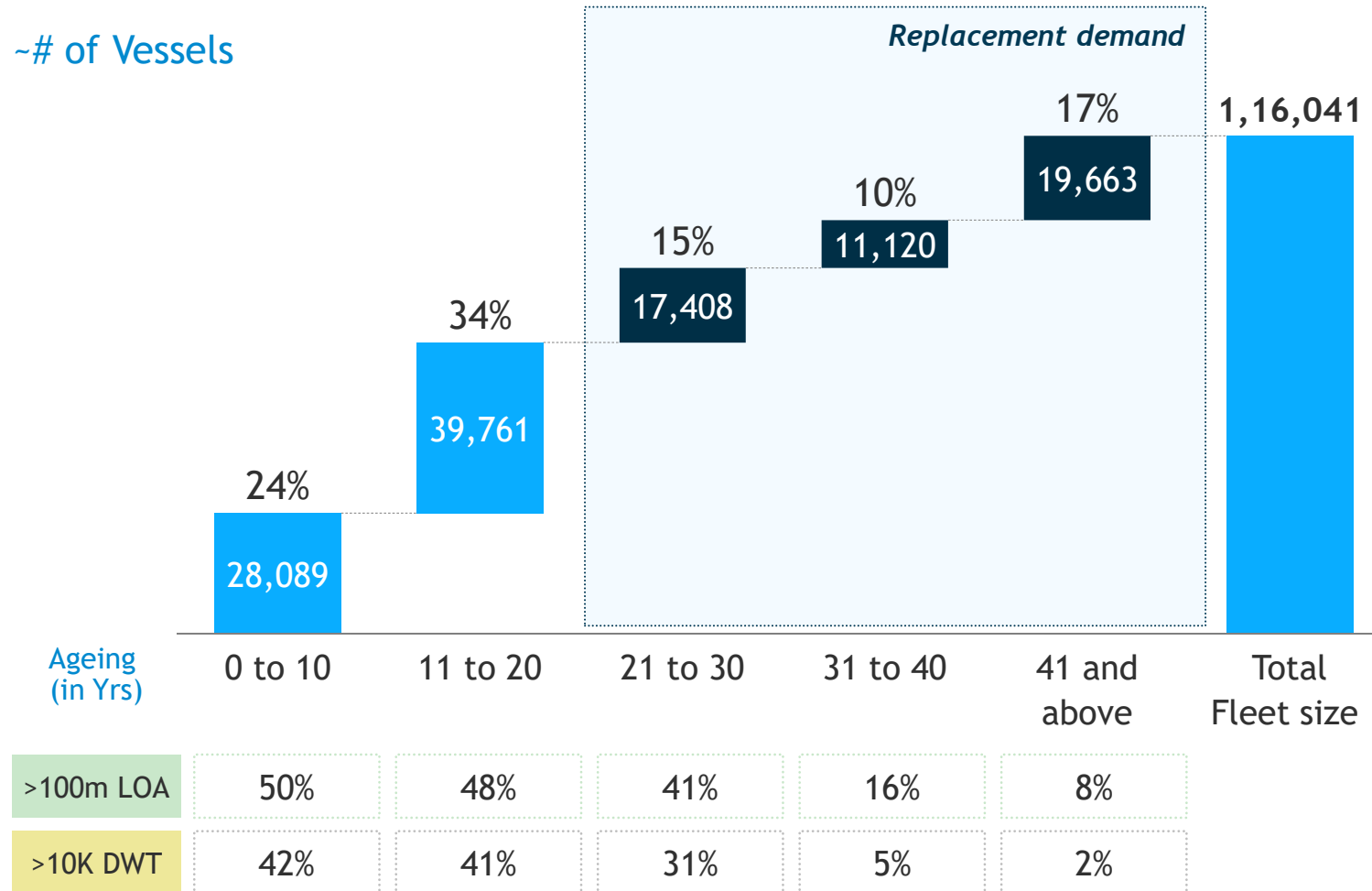


vessels²: 722
Avg. time³: 3.0 years



vessels²: 755
Avg. time³: 2.8 years

Shift in global demand being witnessed towards larger vessels

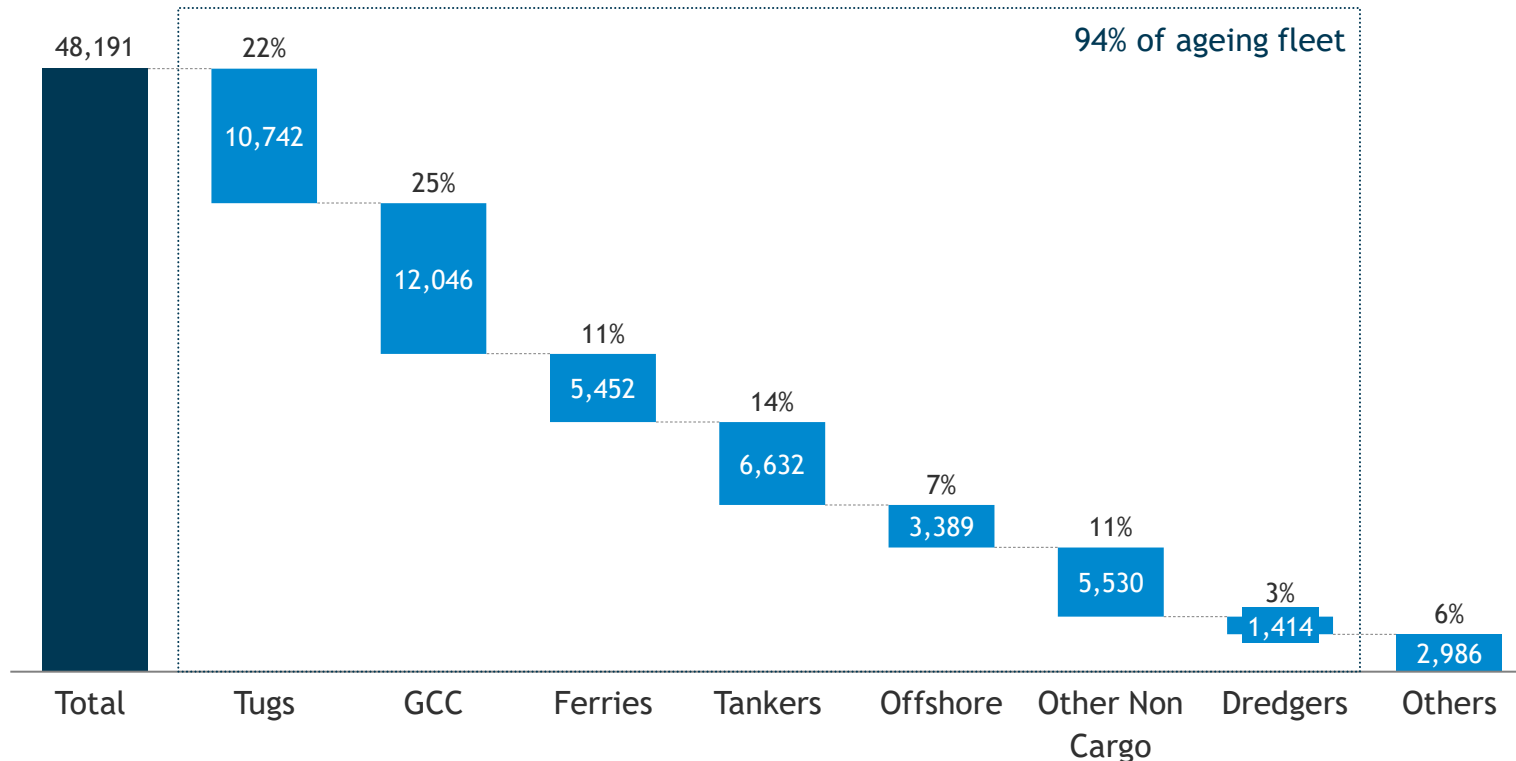


Industry moving towards larger vessels driving a favorable outlook for larger shipyards

- ~8% vessels with ageing >40 yrs are >100 LoA vs ~50% in the newer fleet (<20 yrs) indicating shift to larger vessel sizes- **Favorable shift for large yard size**
- Nominal share of **2-5%** of vessels with ageing >30 yrs are >10K DWT vs 40-45% of vessels with ageing <20yrs are >10 DWT

Tugs, GCC, Ferries and tankers cover 70% of the ageing fleet

~# of Vessels



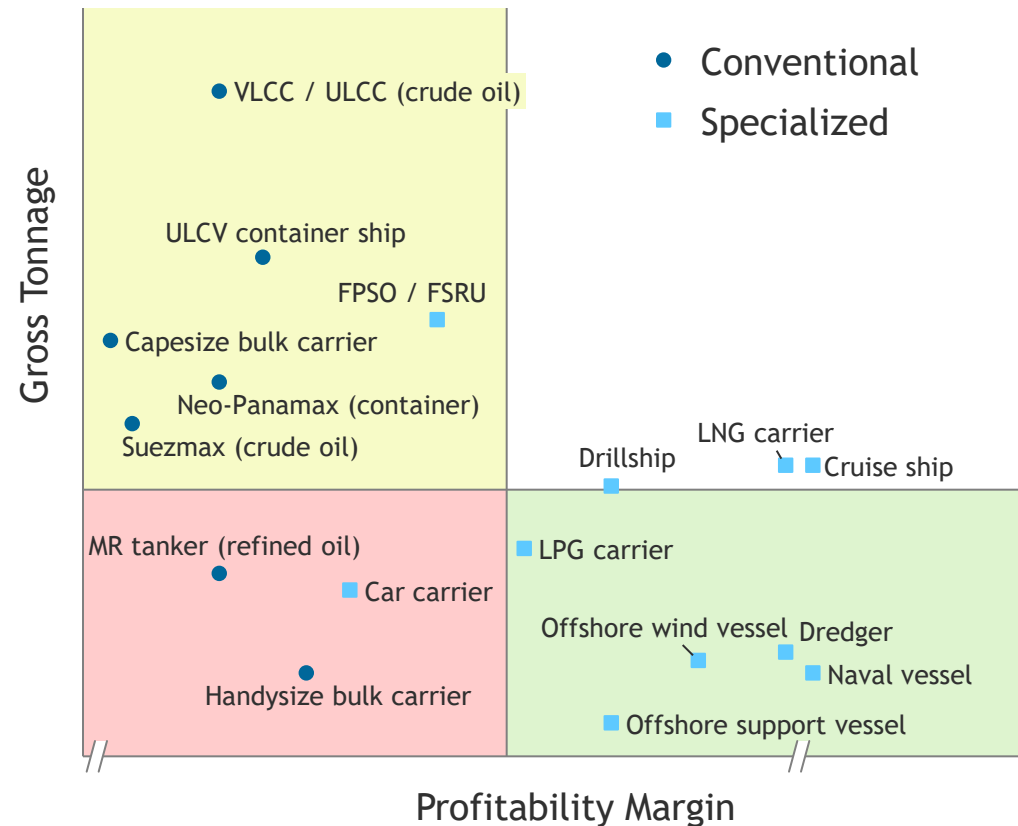
Order book

746	377	256	861	333	177	47
-----	-----	-----	-----	-----	-----	----

- Top 4 categories (Tugs, GCC, Ferries, Tankers) account for 72% of the ageing fleet
- Larger order book for tankers indicating high demand for product, chemical, Crude and specialized tankers
- Ageing fleet being replaced with larger vessels, esp for tankers, GCCs, Dredgers, OSV and ferries

Larger vessel builds will help achieve scale targets

However, specialized vessel knowhow required to maintain margins



Balanced vessel mix to achieve scale and sustain profitability

- Development of large conventional vessels (e.g., bulkers, tankers) can be achieved via anchor partnerships (e.g., Korean OEMs; [Hyundai HD](#))
- Specialized, high margin vessels, incl. cruises, naval vessels, dredgers can be built through anchor partnerships with European OEMs, esp. [Fincantieri](#) - [Vard](#), [Damen Group](#) etc.

VARD

DAMEN



LNG
Bunker



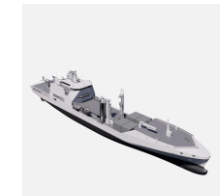
Offshore
wind vessel



Ro-ro
vessel



Cruise
ship



Logistics
support ship

Design
houses



Skipsteknisk
GENUINE SHIP DESIGN

GIBBS & COX
A Leidos Company

4 key Pillars of GOI's ambition to turbocharge ship building with total outlay of \$ 7.7 Bn

**\$ 2.7
Bn**

Shipbuilding Financial Assistance scheme

(Shipbreaking Credit
Note - \$ 0.44 Bn)

**\$ 2.8
Bn**

Maritime Development Fund

(Maritime Investment
Fund - \$ 2.22 Bn
Interest Incentivization
Fund - \$ 0.56 Bn)

**\$ 2.2
Bn**

Shipbuilding Development Scheme

(Capacity & capability
development and
credit risk coverage)



Legal, Policy and Process Reforms

(Customs exemptions, Right
of first refusal, flagging
reforms and others)





Attractive Financial incentives across the Shipbuilding lifecycle to augment project economics, approved budget of \$ 7.7 Bn

Pre operations setup

SBDS: Nominal lease rental on ready plug and play infrastructure

- Land parcels for yard
- Common marine infrastructure (Breakwaters, dredging & reclamation, internal Infra and others)

MDF- Maritime Investment Fund: Loans under **MIF** for long-term capital deployment for shipbuilding, port modernization & green shipping

MDF- Interest Incentivization of Interest incentive of up to 3%

Post operations setup

SBFAS: 15- 25% financial assistance on every ship built

SBDS: Pre-Shipment Insurance, Post-Shipment Insurance and **Vendor Default Insurance**

SBDS: 25% Capital assistance to existing yards towards **brownfield expansion of production**



Additional outlay by Govt. of India to stimulate demand (~437 vessels)



+

Additional incentives by State Governments ~ 15- 25% Capex cost (including capital subsidy, SGST Reimbursement, etc.)



Ship as Infrastructure status - 10-yr tax holiday for through GIFT city



SBFAS



Pillar 1 | Shipbuilding Financial Assistance Scheme (SBFAS)

\$ 2.3 Bn

Extension of Shipbuilding financial assistance scheme

\$ 0.4 Bn

Ship Recycling Credit Note

\$ 0.02 Bn

Establishment of National Shipbuilding Mission



Assistance Rate Structure

Non-specialized - Small Vessel

- Up to \$ 11 Mn → 15% of actual value

Non-specialized - Large Vessel

- First \$ 11 Mn → 15%
- Value above \$ 11 Mn → 20%

Specialized Vessel

- First \$ 11 Mn → 15%
- Value above \$ 11 Mn → 25%



Phased assistance as WC bridge

- **Keel laying (30%)** - Upon commencement of vessel construction
- **Launch (40%)** - Disbursed when the vessel is floated out
- **Delivery (30%)** - Released upon completion and handover of the vessel to the owner



Domestic Content Requirement

< 30% Domestic Content

- No SBFAS support

30% to < 40% Domestic Content

- Pro-rata support

≥ 40% Domestic Content

- Full support

Applicable to all vessels built in Indian shipyards for domestic as well as export orders | [Link to the Guidelines](#)

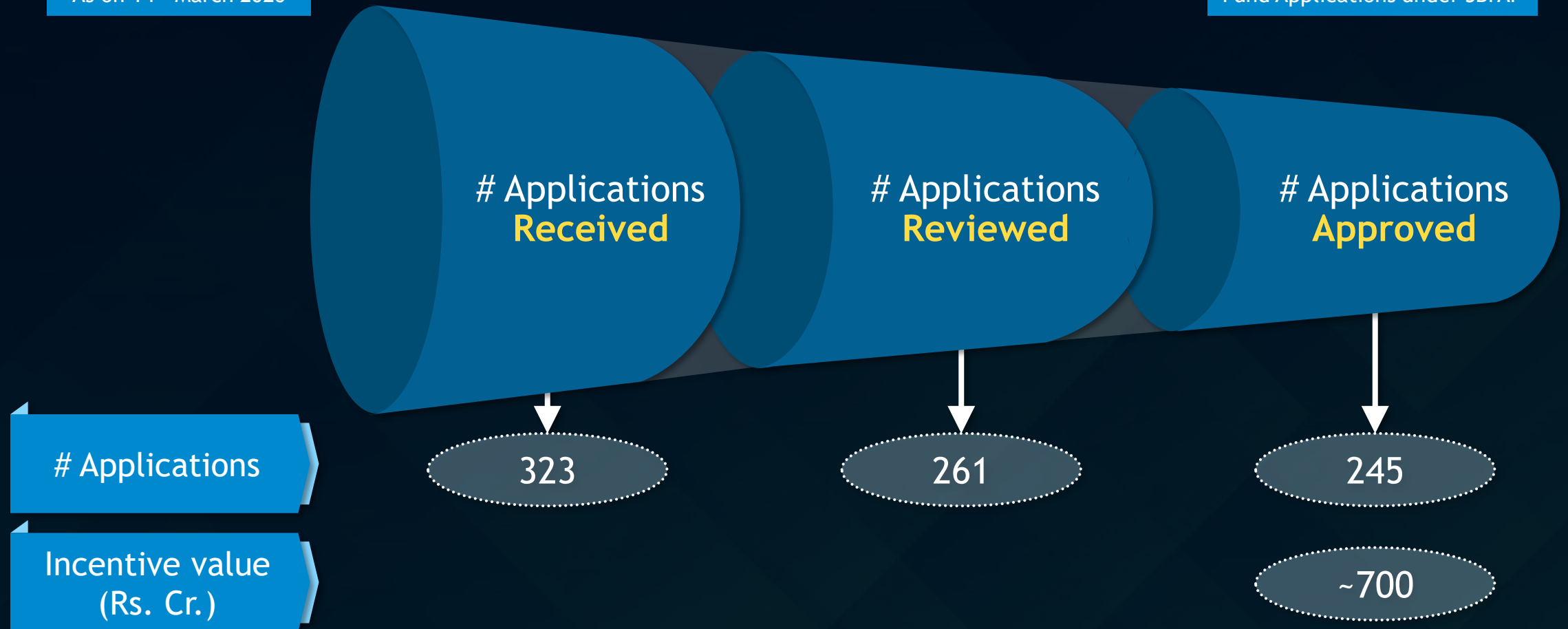




Pillar 1 | ~₹700 Cr already approved and disbursed under SBFAP/SBFAS

As on 14th March 2026

Fund Applications under SBFAP





SRCN



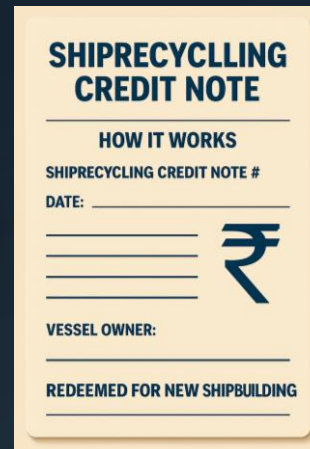
A Global First: India's Ship Recycling Credit Note (SRCN)

₹ 4,001 Cr allocated under the SBFAS with 10-year validity from 24th September 2025 to 31st March 2036



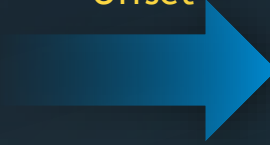
SHIP RECYCLING
(HKC compliant Indian
recycling yard)

40%
Fair Scrap Value



Valid for 3 Years from date
of completion of recycling

New Build
Offset
Upto 5% of new
vessel value



NEW SHIPBUILDING
(Indian Shipyard)



Stackable



Partial Utilization



Transferable



Market-Driven

Eligibility criteria and condition for redemption under the scheme

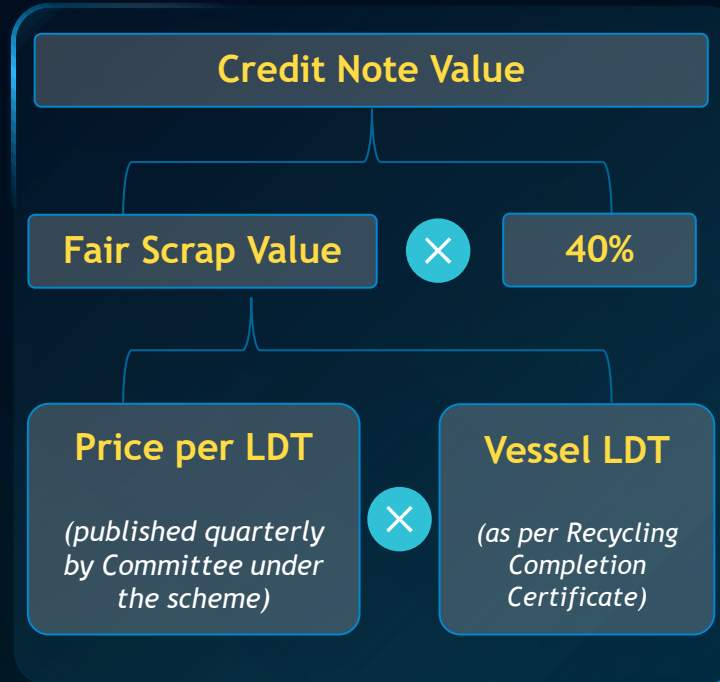


Eligibility of Vessels

- Available for **all vessels** (Indian or foreign flagged)
- Scrapped in **HKC compliant** Ship Recycling Yard **in India**
- Permission for recycling has been granted on/**after 24th Sept'25**
- **Certificate of Recycling/** Demolition Completion available



Credit Note Valuation



Redemption Conditions

- New build Vessel must be registered under SBFAS & be **delivered within the approved construction timeline**
- Redemption at any time **after the launching of the Vessel** and before **release of final tranche** of assistance under SBFAS
- For vessels **not excluded under the guidelines** *(Indian vessels less than 24 m in length, vessels made of wood, vessels built for defence purposes)*

- Shipowner to **submit App. within 3 months** from last date of completion of scrapping basis Certificate of Recycling
- **Ship owner means** the legal owner, as recorded in the **Vessel's registration certificate** issued by the Vessel's flag administration

MDF



Pillar 2 | Maritime Development Fund \$ 2.8 Bn (budgetary support from FY 2026 to FY 2036)



Overview

Maritime Investment Fund (MIF)

\$ 2.3 Bn

\$ 7.8 Bn under consideration)

- Long-term capital deployment for shipbuilding, port modernization & green shipping
- Blended finance equity fund structured as a closed-end Category I/II AIF
- Junior tranche (concessional) absorbed by GoI; senior tranche for commercial/institutional investors

49.0% (Public)

51.0% (Private)

Interest Incentivization Fund (IIF)

\$ 0.56 Bn

- Supports debt financing by reducing the cost of financing
- Incentive Structure:
 - Interest incentive of up to 3%
 - Offered to banks and financial institutions
 - Applicable on loans extended to Indian shipyards



Priority sectors

- Min 50% of corpus with target 70% in following sectors
- Shipbuilding and shipbuilding clusters, ship repair
- Ship ownership and tonnage acquisition, port expansion, inland waterways terminals, and coastal and international shipping



Other sectors

- Upto 50% of corpus for MMLPs, Maritime connectivity, Ancillary manufacturing & services
- Overseas capped at 10% of corpus for technology & innovation only



Policy Instruments

- Equity instruments only to support growth, expansion
- Fund shall retain the flexibility of selecting investment instruments

Gol's contribution is held/managed by SMFCL in a fiduciary capacity in an Alternative Investment Fund (AIF) structure

SBDS

Pillar 3 | Shipbuilding Development Scheme \$ 2.2 Bn



Capital support for
greenfield capacity
expansion

\$ 1,110 Mn



Capital assistance
to existing/
brownfield
shipyards towards
the expansion of
production capacity

\$ 917 Mn



Capability
development
initiatives: set up
the India Ship
Technology
Centre (ISTC)

\$ 34 Mn



Shipbuilding risk
coverage: Pre-
Shipment Insurance,
Post-Shipment
Insurance and Vendor
Default Insurance

\$ 160 Mn



Administrative
Expenses

\$ 5 Mn

Period of Validity of Scheme - 10 years (Till 31st March 2036)



SBDS- Greenfield

Key highlight and components funded by the SBDS Greenfield scheme



Greenfield Clusters



Objective

Develop world-class shipbuilding clusters with shared infrastructure and advanced technologies to enhance competitiveness, drive economic growth, and generate jobs



Key Highlights

- **Structure:** SPV in the form of 50:50 JV between CG + SG/its entity/State Govt agencies
- **Role:** Develop cluster infrastructure including roads, utilities and attract investments from Shipyard/ancillary
- **External Trunk connectivity:** Facilitated by MRTTH and Railway ministry and/or by SG
- **Anchor Shipyard:** Atleast 1 shipyard with minimum annual capacity of 0.5 million GT
- **Funding:** 100% upfront grant for eligible components (listed below)

Limited to one cluster per state

Preference to Clusters that provide enabling conditions (e.g. land availability, SG facilitation via single window and maritime policy incentives)

Entire common maritime infrastructure built by SPV and funded by Centre



Skill training, R&D, green Sb tech & certification facilities

Internal Infrastructure including:

- Site Development
- Social Infrastructure
- Rail and road Connectivity
- Utilities

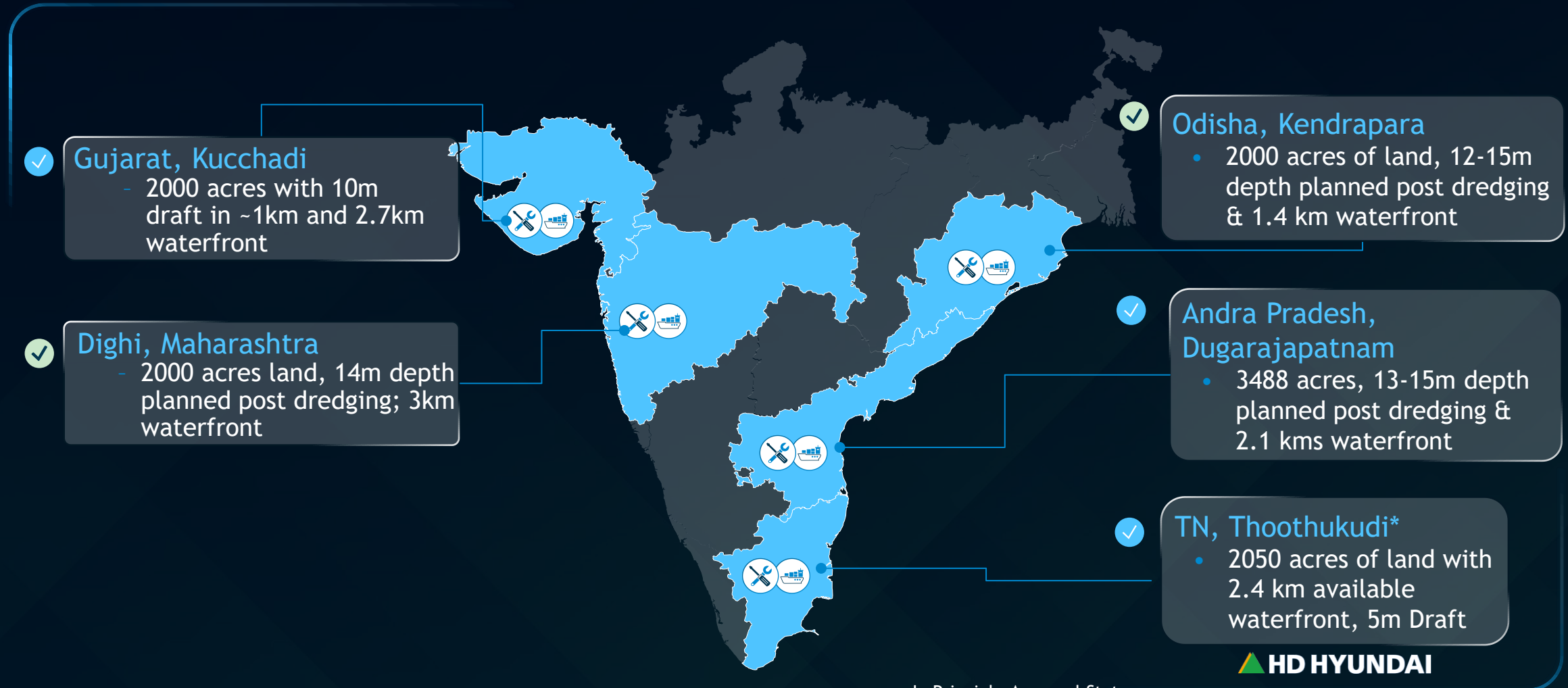
Shared floating cranes, Barges, tugs & auxiliary marine craft for cluster

Breakwaters/Tide-independent basins/Wave breakers

Capital dredging, land reclamation & area grading, turning basins

Backed by 100% upfront capital assistance and governed through milestone-linked funding and independent monitoring, SPV oversees the cluster wise development and begins construction of the common structures

Multiple shipbuilding clusters in India envisioned across strategic locations



*HD Hyundai is the anchor investor in the Thoothukudi cluster in Tamil Nadu

In Principle Approval Status

✓ Granted ✓ App. Under Review

 **HD HYUNDAI**

5 coastal states are investor-ready and willing to collaborate

	Andhra Pradesh	Gujarat	Maharashtra	Odisha	Tamil Nadu
SPV Status	✓ Formed by APMB + VPA	✓ Formed by GMB + DPA	✓ Formed by MMB + MbPA	✓ Formed by OMB + PPA	✓ Formed by SITCOP + VoCPA
TEFR Availability	✓	✓	✓	✓	✓
IPA	✓ Granted	✓ Granted	✓ Under DGS Review	✓ Under DGS Review	✓ Granted
State Policy	✓	✓	✓	✓	✓

Current status of 5 shipbuilding clusters

State	Remarks	Location finalization	SPV Creation	TEFR preparation	IPA approval	Land acquisition	Anchor Investor Commitment	DPR & statutory clearances	Final approval
Tamil Nadu	- DPR under preparation by HD KSOE and SPV - MOU signed with HD KSOE for 2.5Mn GT cluster	✓	✓	✓	✓	-	✓	(Aug'26)	(Dec'26)
Andhra Pradesh	- Anchor investor identification under progress, active conversation with MDL - Land acquisition underway - EC processes are underway	✓	✓	✓	✓	(Jul '26)		(Dec'26)	(Dec'26)
Gujarat	- IPA granted, EoI floated for DPR preparation - Investor outreach activity to be initiated - Land acquisition & environmental clearance underway	✓	✓	✓	✓	To be initiated			
Maharashtra	- TEFR is being refined by HasKoning - Aligned on revised capex, Proposal to be presented in next IMGB - Anchor investor identification is currently underway	✓	✓	(Jul W4)	(Aug'26)				
Odisha	- SPV formed and registered. - Meetings underway to help OD submit application for IPA	✓	✓	✓					



SBDS- Brownfield

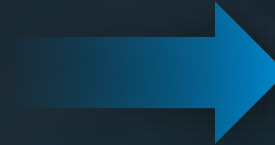


Pillar 3 | SBDS Brownfield expansion scheme

Facilitates capacity augmentation, modernization, and technological upgradation of existing shipyards to enhance competitiveness and efficiency



EXISTING INDIAN
SHIPYARD



SBDS Brownfield grant

25%
of Eligible Project Cost
upto INR 1500 Cr
per shipyard



Milestone-based **Disbursement of grant** in 4 tranches in 15-35-30-20%

Eligible components under SbDS for Brownfield capacity expansion



Explicitly excluded



Maintenance & repair of existing facilities



Cost of land



Projects initiated prior to In-principle Approval



4 IPAs issued, 1 app. under review with 3 apps incoming

~₹8,000 crore Brownfield upgrade opportunities identified across eight 11 projects

	Shipyard	Investment (₹ crore)	Likely submission	IEA allocated	Remarks/Project description
1	Titagarh Naval Systems (TNSL)	516	IPA granted	Yes (KOMAC)	New yard at Falta, 10-12 vessels upto 160m/yr
2	Swan Defence (SDHI)	504	IPA granted Q4 2026	Yes (Loyds)	Ph1: Goliath Crane & ELL Crane Ph2: Outfitting workshop & robotics/fabrication
3	Mat Marine	105	IPA granted	Yes (AECOM)	SB/SR Infra incl. slipways for +1000 GT/yr
4	Cochin Shipyard limited	920	IPA granted	Yes (Jacob's)	Ship repair facility at Vadinar along with DPA
5	Synergy Shipbuilders N Dock Works Ltd	35 110-120 500-550	App. Submtd. Sept 2026	To be allocated	Upgradation of Mangalore facility Upgradation of machine shops, installation of cranes and Shiplift
7	Shoft Shipyard Pvt Ltd	400-500	Aug 2026		
7	Chowgule SBD Pvt Ltd	1,500-1,600	Aug 2026		DD+ Slipway - from 10,000 to 25,000 DWT
8	L & T Shipbuilding Ltd	—	TBD		DPR under preparation, evaluation stage
9	Mandovi Drydocks Ltd	40, 10, 100, 50, 100, 250, 350	1 st proposal Aug 2026, then every 3M		Expansion plan at 7 different locations
10	Square Port Shipyard Pvt Ltd	650 (Phase 1) 2,000 (Phase 2)	Aug 2026 July 2027		Ph1: Installation of floating transfer dock & 265 m jetty to handle ships up to 200 m
11	Knowledge Marine & Eng.Works	240-250	July 2026		DPR under preparation

Total applications worth ~₹8,500 Cr, ~ ₹ 2150 IPA granted and ₹ 6350 apps. expected from 7 Shipyards

Demand Aggregation

Demand Aggregation | Domestic Fleet Expansion Plan in place



Demand Aggregation plan launched in Dec'2025 marks a decisive acceleration in India's shipbuilding push

Organization/Programme	Vessel Planned	Investment (₹ Cr)	Vessel type	1 year plan	
				1 yr. plan	Tender floated
Oil and Gas PSUs - Fleet acquisition plan (10 years)	59 vessels (34-SCI & OG JV; 25-ONGC)	47,800 (2.8 Mn GT)	PSVs, Tugs, LPG & Crude, Product & MR tankers etc.	26	18
SCI - Business plan (2047)	216 bulkers/ tankers/offshore	1,00,000 (10 Mn GT)	MR tankers	2	2
SCI - Container fleet (BCSL) (2047)	51 container vessels	60,000 (6 Mn GT)	Container Vessels	18	6
Major Ports - Domestic Green Tug Programme (10 years)	100 green tugs	12,000	Green Tugs	12	12
DCI- Fleet expansion (5 Years)	11 dredgers	3,775	Dredgers	4	-
Total	<u>437 vessels</u>	₹ 2.2 lac Cr. (19 Mn GT)		62	38



Container Manufacturing Promotion Scheme (CMPS)

Container Manufacturing Promotion Scheme (CMPS)

A targeted support package to build self-reliant, globally competitive container manufacturing capacity in India.

₹10,000 Cr Total budgetary outlay under CMPS	13 Years FY 2026–27 to FY 2038–39	1 Lakh TEUs per Annum Minimum group capacity threshold	₹49,500 Base Opex value for 20ft DV / HC ISO container
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Support Architecture

Component A — Capex Assistance

25%

Grant of approved project cost for greenfield facilities and brownfield expansion.

Component B — Opex Assistance

Per-container grant

Financial support for eligible containers manufactured in India and sold.

Policy Objectives

1

Capacity creation through greenfield and brownfield manufacturing units

2

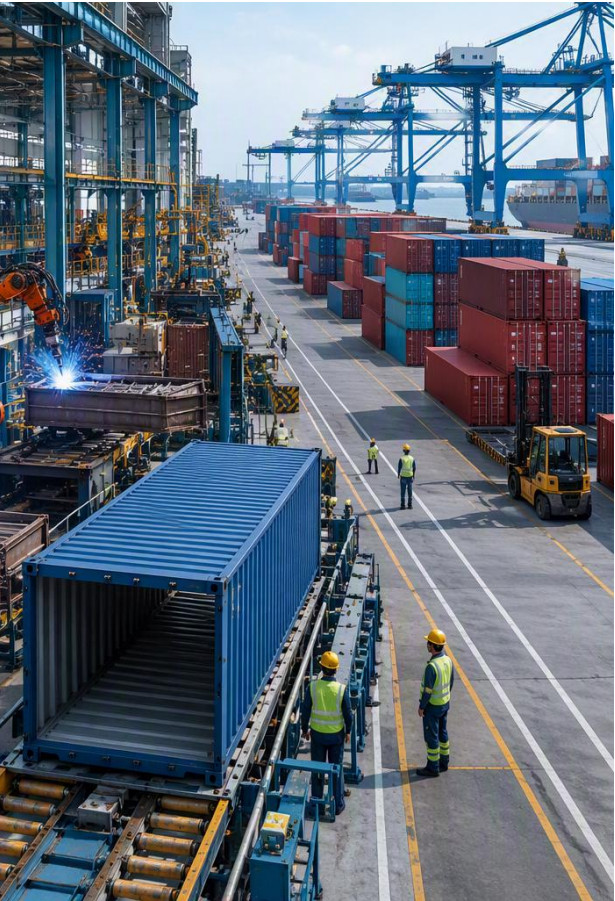
Bridge structural cost disadvantage versus global manufacturing hubs

3

Reduce import dependence and strengthen EXIM supply security

4

Promote automation, quality consistency, jobs and ancillary growth



Strategic Outcome

Domestic availability of ISO containers to support EXIM trade, multimodal logistics and maritime supply-chain resilience.



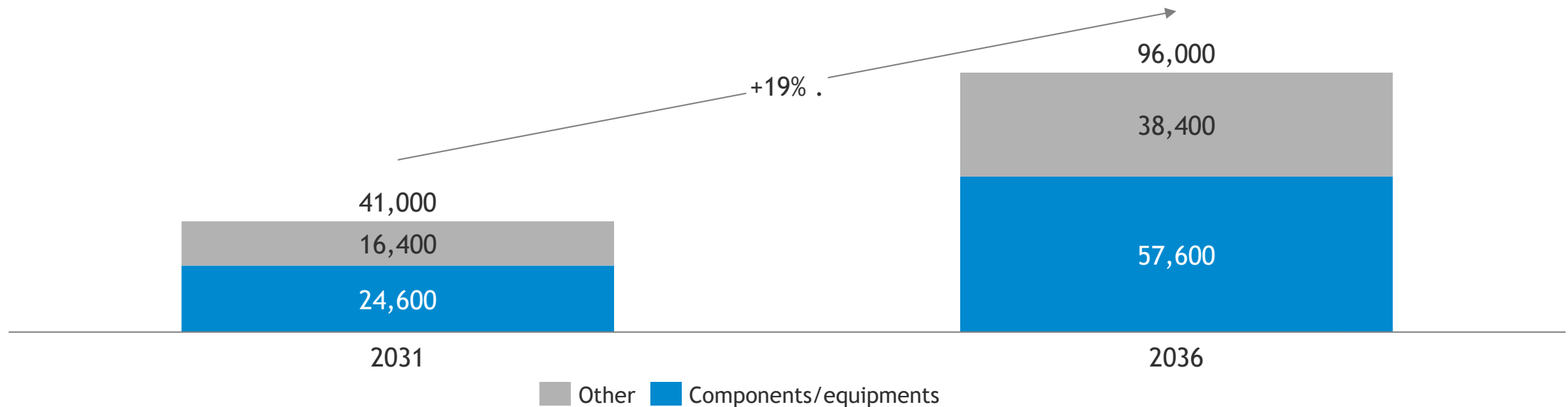
Ship Component Manufacturing

Context | Shipbuilding Component Market



India's shipbuilding component market is poised to reach INR 57,600 Cr by 2036, yet critical equipment remains import-dependent

Shipbuilding market value (INR Cr)



Marine equipment constitutes ~60-70% of a ship's total cost

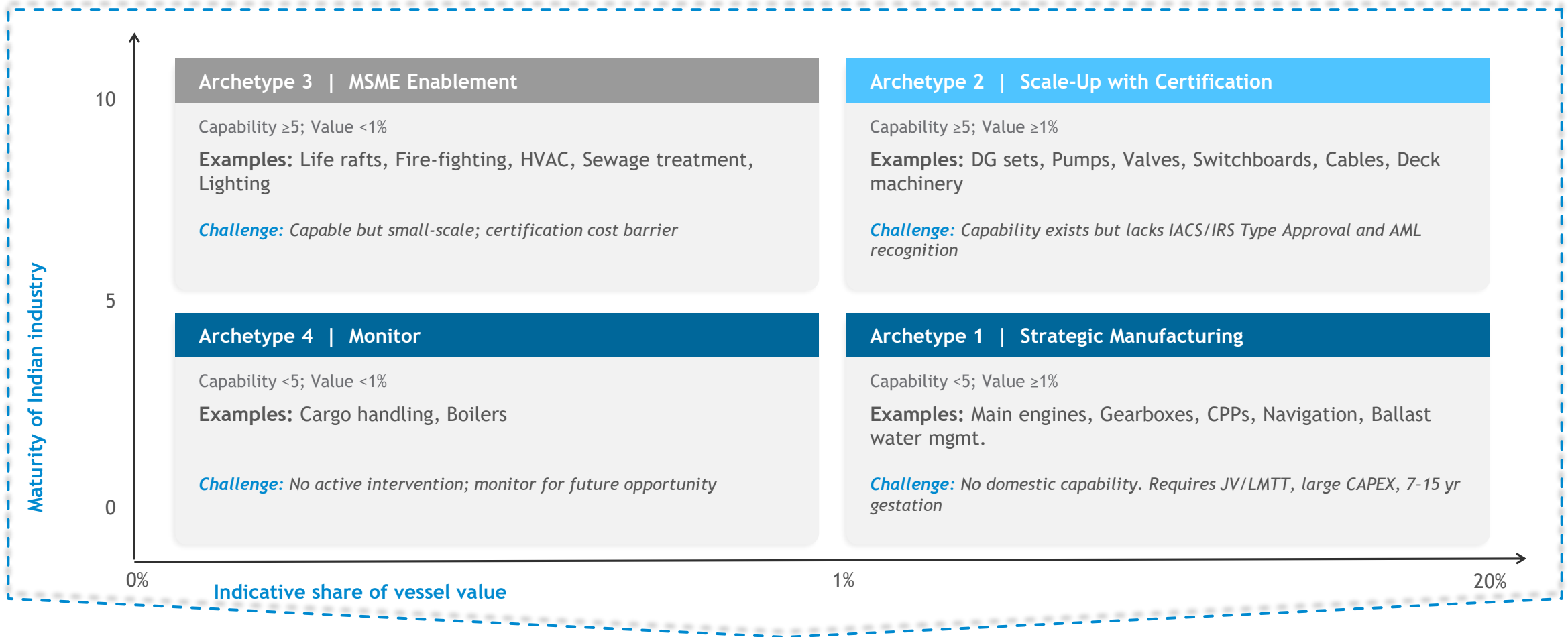
All components classified within 8 systems and 80 sub systems



Systems		% Share of total value of components in a vessel	Import Dependence (%)
1	Structural, Access & Hull Systems	38%	40%
2	Propulsion & Mobility Systems	25%	90%
3	Auxiliary Engineering Systems	10%	60%
4	Electrical Power Generation & Distribn.	11%	65%
5	Navigation Systems	3%	65%
6	Communication Systems	3%	95%
7	Human Support Systems	4%	80%
8	Other Misc. Equipment / Fittings	6%	30%



These sub-systems tagged to 4-archetypes based on maturity of Indian Industry and share of vessel value



Negative list

- Sub-systems Competitive production readily available in India, prohibited to be imported, sit outside categorization
- Sub-system from above archetype to be reviewed periodically and be included in negative list once matured

Negative List | Items with readily available production in India move to the negative list

A sub-system moves to the negative list post Industry consultations if **ALL 3 conditions** are satisfied



Enough capacity

More than the threshold number of suppliers exist in India, able to support the anticipated production volumes



Quality & reliability

India-made products match foreign makes on quality and reliability, with comparable after-sales service and support



Cost competitiveness

The price of the domestically available component is like - or within the same range as - the foreign make

Sub-systems will be reviewed periodically and added to the negative list once domestic capability matures

Progress so far

Based on the **Indigenization Committee report**, finalized after discussion with industry stakeholders

76

items proposed for the negative list



5. Human Element

Charting India's Maritime Rise

Advancing India's position as a leading global supplier of competent, future-ready and welfare-oriented maritime workforce.

Top 5

India among leading seafarer-supplying nations

12.16%

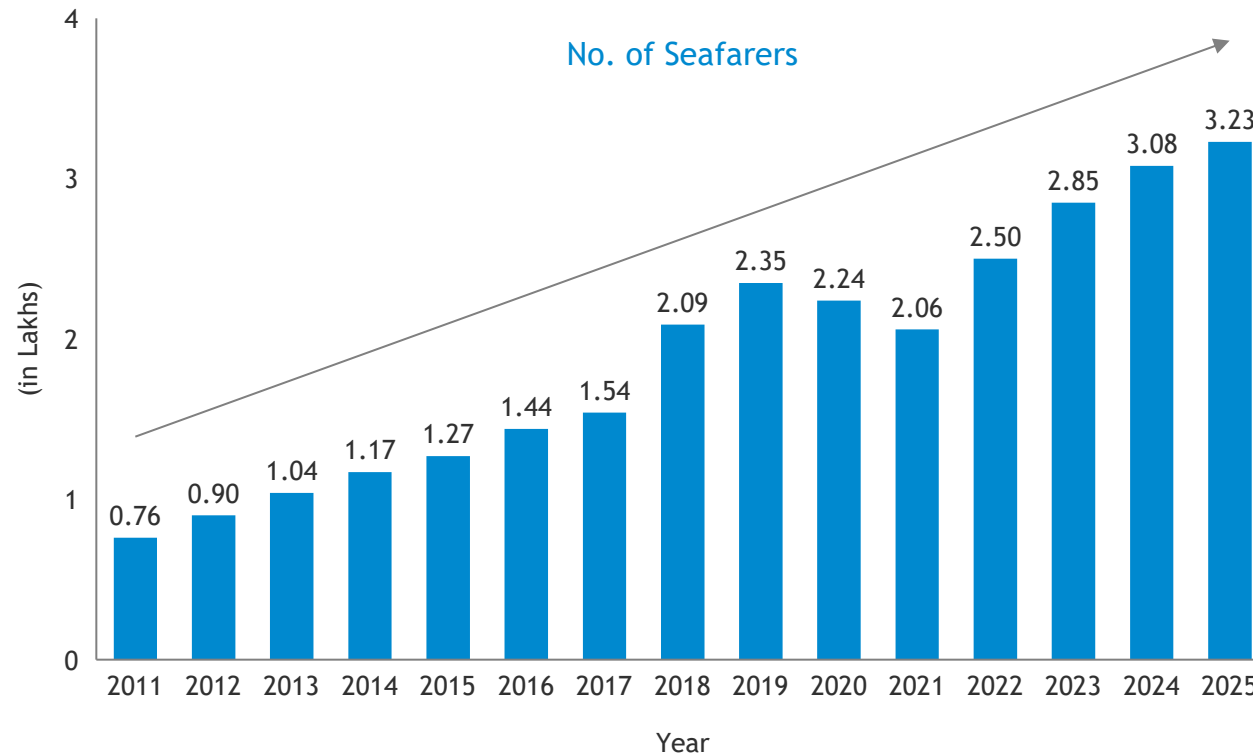
India's Share of Global Seafarer Supply

20%

MIV 2030 Target for Global Seafarer Share

2-3%

MIV target for women seafarers by 2030



MIV 2030 Growth Enablers

Expand Maritime Training Pool

Quality Maritime Education & Training

Strengthen Placement & Global Employability

Safe, Secure & Welfare-Oriented Crewing

Gender Inclusion & Diversity

Digital Transformation & Crisis Readiness

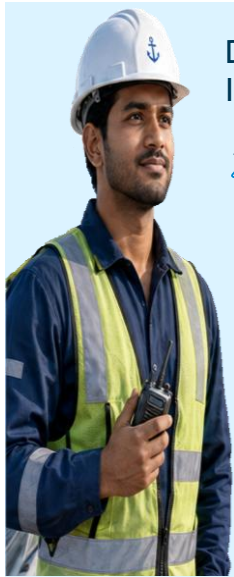
Achieving 20% global seafarer share through quality training, safe crewing, digital governance and enhanced welfare of seafarers

Just Transition in Maritime

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

Just transition: Putting people at the core of decarbonisation

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



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



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



~**12%** of global maritime workforce

- ✓ Alternative fuels introduce new safety risks
- ✓ New technologies demand new competencies
- ✓ Transition must **protect jobs, safety and dignity**

1 Skills & training



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

3 Equity & inclusion



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

2 Safety & standards



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

4 Well-being & social protection



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



**Cleaner
oceans**



**Safer
workplaces**



**Stronger
economies**



**Resilient
communities**



**Sustainable
future**

A green transition must also be a fair transition

Abandonment Scenario in India

SUMMARY AS ON DATE		Vessels (Nos.)	Seafarers (Nos.)	Key Challenges											
16.07.2026				- 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.											
Cases Resolved (Seafarers Repatr-iated)	01.01.25 to 31.12.25	108	988												
	01.01.26 to till date	56	473												
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		20	159	0	0	0	0	1	21	2	3	11	65	6	70
Cat. 2: P&I Expired		15	139	0	0	0	0	1	3	1	26	7	68	6	42
Cat. 3: Disputed		25	169	0	0	0	0	0	0	0	0	18	136	7	33
Cat. 4: Arrest/ Jail/Detention		20	45	1	5	0	0	2	3	6	6	11	31	0	0
TOTAL		80	512	1	5	0	0	4	27	9	35	47	300	19	145

Key interventions taken by DG Shipping

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

As on 16th July 2026, there are **80** Vessels with **512** seafarers abandoned/ arrested.
Repatriation Summary (Jan-June 2026) **473** Seafarers Repatriated | **56** Vessels

Root Causes of Abandonment

- 
- Inexperienced New Shipowners
 - Delayed Reporting by Seafarers
 - Invalid or Expired P&I Insurance Cover
 - Fraudulent RPS Agencies
 - Flags of Convenience (FoC) and Weak Oversight
 - Form 1 Shows Vessel Mismatch

Course Corrective Measures Taken by DG Shipping

Regulatory Strengthening

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

Continuous Coordination with MEA & Indian Missions

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

Enforcement & Deterrence

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

Awareness & Capacity Building

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

Monitoring & Oversight

- Regular audits, surprise inspections, and enhanced field monitoring

Operational Controls & Verification

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

Financial Safeguards

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

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



Death Cases

	2012 - 17	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
Closed	0	0	0	0	0	5	3	3	0	0	11
Pending	5	1	3	6	6	4	3	2	12	25	67
Settled	1	6	6	33	61	48	58	49	55	13	330
TOTAL	6	7	9	39	67	57	64	54	67	38	408



Missing Cases

	2015 - 17	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
Closed	0	0	1	0	1	0	0	6	1	0	9
Desertion	1	2	7	2	4	2	2	5	0	0	25
Pending	0	6	0	6	2	11	13	4	4	9	55
Settled	18	6	10	6	10	16	9	15	11	2	103
TOTAL	19	14	18	14	17	29	24	30	16	11	192

Closed

Closed from ship-owners / P&I without compensations

Pending

Under progress and pending

Settled

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

Towards Stronger Social Security for Seafarers

Seamen's Provident Fund Organisation

Long-Term Financial Security

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



Towards Stronger Welfare for Seafarers

Seafarer Welfare Fund Society (SWFS)

Welfare & Immediate Support

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

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

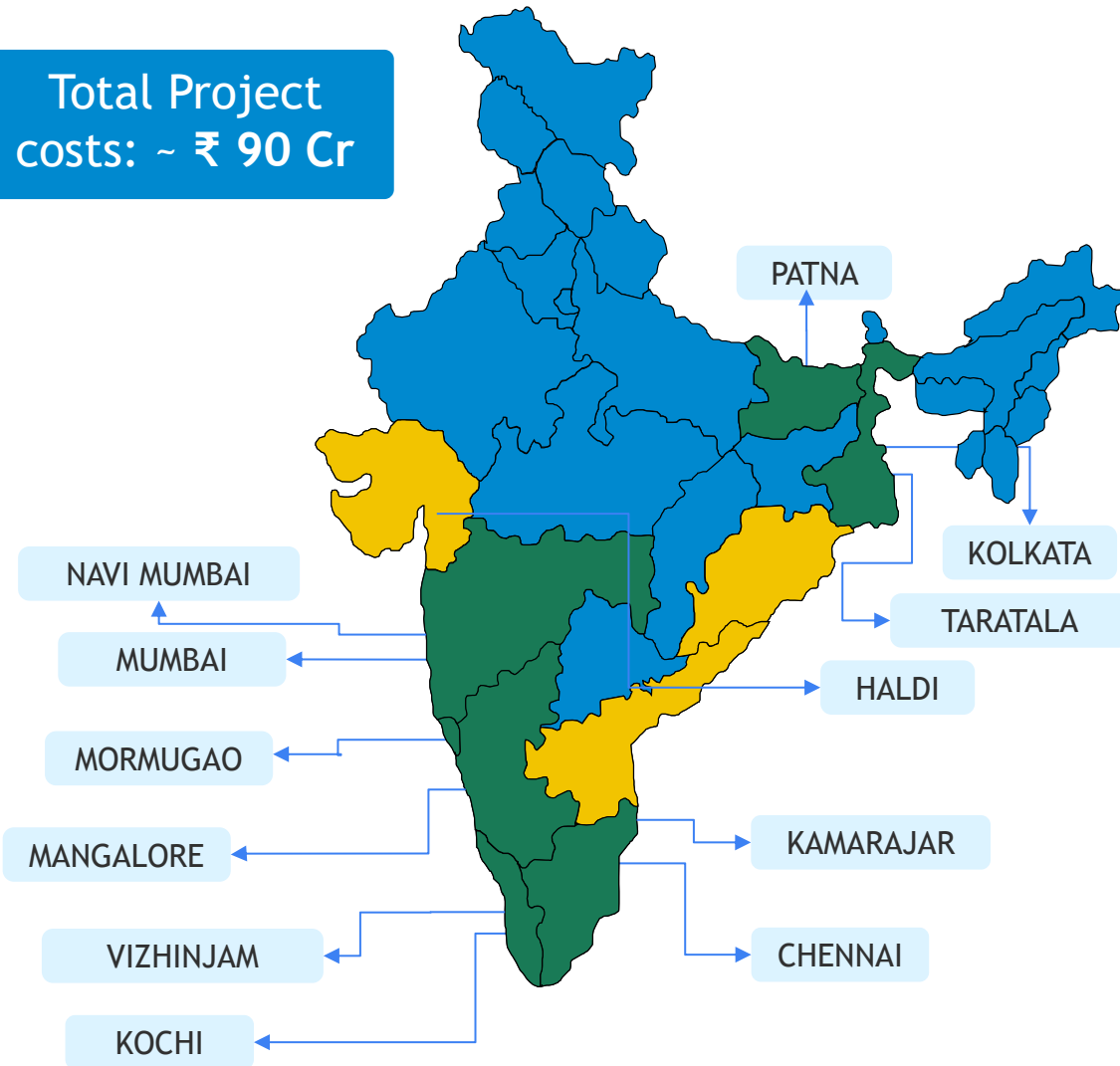
The **Seafarers' Welfare Fund Society (SWFS)** is an autonomous body under the administrative control of the MoPSW, dedicated to the welfare of Indian seafarers and their families. It administers welfare schemes, financial assistance, and gratuity funds to provide social security and support to active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

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

Survivors' Benefit Scheme (SBS): Financial assistance to the family of a deceased Indian seafarer	₹ 6,00,000 (w.e.f. 01.01.2026)	Death on Board Benefit Scheme (DBBS): Support in cases of death or presumed death occurring on board	₹ 2,00,000 (w.e.f. 01.01.2026)	War Like/ High-Risk Area Scheme: Financial Assistance for death or permanent disability in High-Risk conflict zones	₹ 10,00,000
Invalidity Benefit Scheme (IBS): Support for Indian seafarers declared permanently unfit for the sea	₹ 6,00,000 (w.e.f. 01.01.2026)	Old Age Benefit Scheme (OABS): Assistance for seafarers who attain the age of 65 years on/after 01.01.2019 and age 75 on/after 01.01.2026	₹ 50,000 (Age 65) (Age 75) ₹ 1,00,000	CoC Career Progression (Rating → Officer): One-time assistance after successful issue of Indian CoC by DG Shipping.	₹ 2,00,000
Maternity Benefits Scheme (MBS): Financial assistance for Indian women seafarers during maternity (Max: 2 deliveries)	₹ 50,000 <i>Per delivery</i> (w.e.f. 01.01.2026)	Ex-Gratia Support Benefit Scheme (ESBS): Additional financial aid for specific cases of abandoned / stranded seafarers.	₹ 20,000/m (Max: 12 months) (w.e.f. 01.01.2026)	Medical & Term Insurance Premium: Assistance - Reimbursement of 50% premium for Indian CDC holders meeting sea-service criteria	Up To ₹ 5,000
Family Benefit Welfare Scheme (FBWS): Provides support to dependent families of Indian Seafarers	₹ 1,00,000 (Pre-Sea Training Completion) ₹ 50,000 (Postgraduate Degree Completion)	Award to Meritorious Child of Seafarers (AMCS): Educational incentives for children of Indian Seafarers	₹ 25,000 (w.e.f. 01.01.2026)	Medical Support (Critical / Terminal Illness): One-time support; govt/recognised hospital certification	₹ 2,00,000

Seafarer Welfare Infrastructure - SWBAT

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	8.44 Cr	Renovation + upgrade
9	Tamil Nadu	Seafarers Club (Inside Port), Chennai	14.62 Cr	Full facility renovation
10	Tamil Nadu	Seafarers Club (Kamarajar Port)	13 Cr	New Welfare Facility
11	West Bengal	Marine Club, Kolkata	7.20 Cr	Heritage building renovation
12	West Bengal	MAI & Nabik Griha, Taratala	13.76 Cr	Repair, Renovation & New construction
13	West Bengal	Haldia	1 Cr	New Welfare Facility
14	Bihar	Outreach Center, Patna	36 L	Civil works + administrative facility

Ensuring Zero Tolerance for Corruption in Crewing

- » DG Shipping upholds a strict Zero Tolerance policy against corruption, fraud, and unethical practices in all operations.
- » Robust systems are implemented to ensure transparency, accountability, and integrity in recruitment and welfare processes:
 - Strict monitoring of RPSL agencies
 - Digital verification mechanisms
 - Clear compliance guidelines
- » Awareness initiatives conducted to educate stakeholders on:
 - Identifying corrupt and fraudulent practices
 - Avoiding illegal payments and middlemen
 - Rights and protections of seafarers
 - Reporting mechanisms and grievance redressal
- » Strong grievance redressal framework:
 - 24x7 support channels
 - Time-bound resolution of complaints
 - Whistleblower protection measures
- » Continuous audits and inspections to:
 - Detect irregularities
 - Enforce compliance standards
 - Strengthen systemic quality assurance
- » DG Shipping ensures that quality and integrity go hand-in-hand, creating a corruption-free ecosystem for seafarers' welfare.





6. Maritime Training and Ecosystem

Zero Tolerance for Fraud in Training

Raising issue over the
Call/SMS/WhatsApp

Helpline 24x7

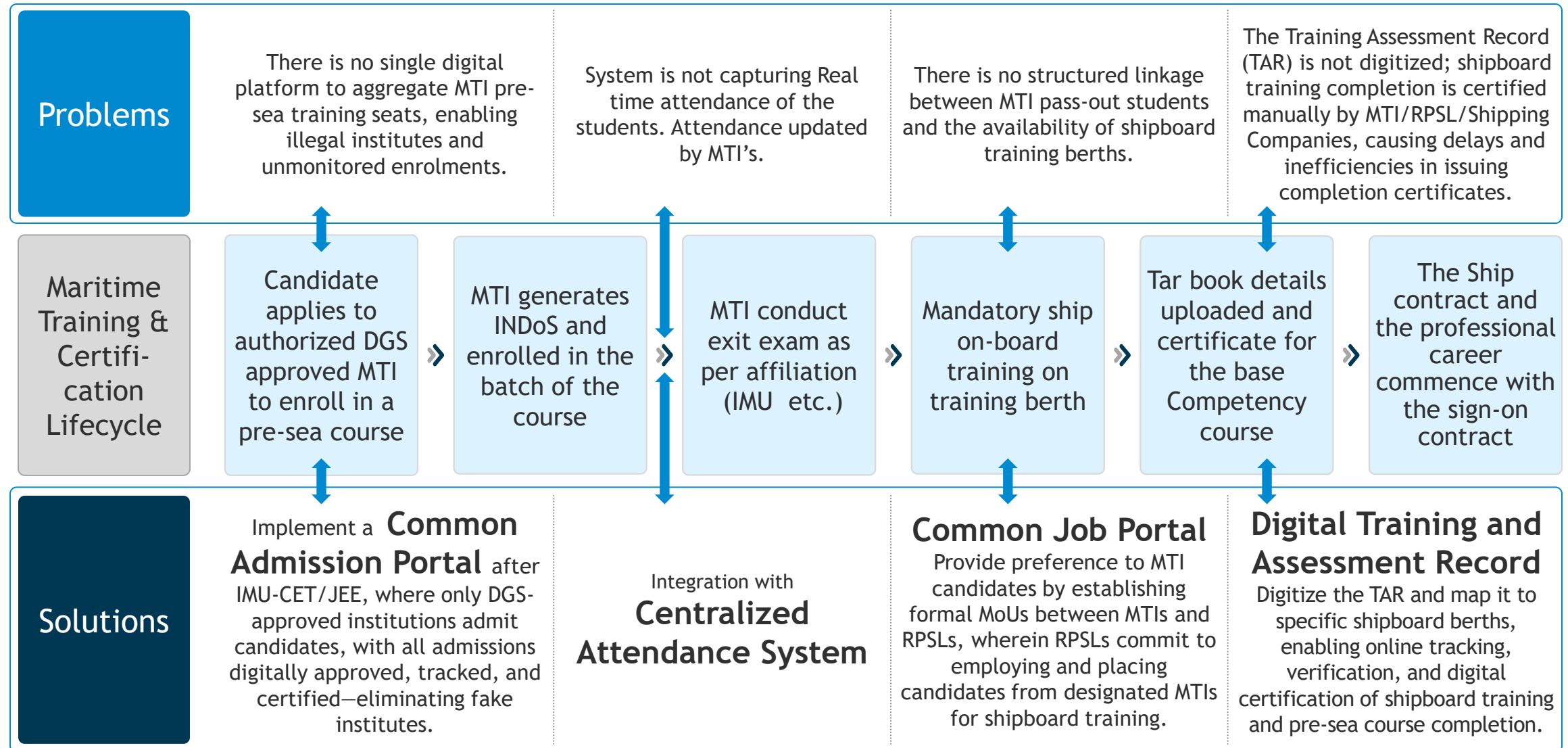
Escalation mechanism
for resolving query

Follow-up
Support and right
guidance

Analysis
& Correction
and recurrence



Maritime Training & Certification Lifecycle



Digital Initiatives in Training



E-Pariksha



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



7. Age Norms

Age Norms

Start with ageing-fleet risk; support it with inspection signals, fleet-age pressure and recent incidents.

Risk of ageing fleet

Old-tonnage destination

Phased-out vessels can seek Indian flag, coastal or EXIM deployment.

Safety + port disruption

Fatigue, machinery failures and detentions raise incident and pollution exposure.

Reputation + transition gap

Weak PSC outcomes, higher maintenance cost and lower efficiency reduce market confidence.

Data backing the risk

Inspection signal

Nil-deficiency rates fall as ships age, pointing to more latent risk.

Deficiency Index

>20-year vessels show 5.3 vs 1.6 for younger ships.

Fleet-age pressure

~40% of the world fleet is already over 25 years old; green targets will drive renewal.

Indian waters warning: older foreign casualties (MV Fulda and MSC ELSA 3) show how global ageing tonnage can become local safety, salvage and pollution risk.

Age Norms

Because shipping is cyclical, timely phase-out creates space for renewal, recycling and newbuilding.

Shipping is cyclical

1. Shipbuilding
newbuild orders



2. Ship operation
modern tonnage



3. Phase out
old ships exit



4. Recycling
scrap-credit pull

Age norms provide the regulatory push; SBFAS / SBDS and recycling credits provide the financial pull for fleet replacement.

Rationale for age norms

**Reliance on older
tonnage**

Second-hand buys and limited new induction skew the fleet toward the 15-25-year band.

**Safety, compliance
and environment**

Older ships bring higher PSC, machinery, fuel, emissions and maintenance pressure.

**Entry-stage policy
gap**

Age norms add a clear pre-operation screen beyond class, insurance and PSC checks.

Age Norms

Global practice shows age filters are mainstream; India needs uniform standards to protect safety, environment and competitiveness.

Global age-control practice

Channel	Typical age filter	Policy signal for India
Flag registries	12-25 yr caps / surveys	RMI, Panama, Cyprus, Malta, Liberia and China use age limits or heightened scrutiny.
Cargo-handling	10-20 yr registration limits	Malaysia, Vietnam and UAE restrict age at entry for key vessel categories.
Commercial vetting	15+ CAP / SIRE; 20-25 yr limits	Oil majors and RightShip create de facto age caps through charter eligibility.

Need for age norms in India

Prevent over-age tonnage influx	Avoid dumping-ground outcome	Screen risk at entry stage
Apply uniform standards	Encourage renewal + uphold safety / environment	

Age norms move India from reactive incident response to proactive quality control while supporting maritime reputation and fleet modernization.



8. Maritime Casualty

Safety First - Suraksha Sarvapratham

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

To reduce accidents and minimize risks aboard ships.

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

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

Instill a culture of safety among seafarers.

Web-based learning management systems for training.

Free online courses will be developed.

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

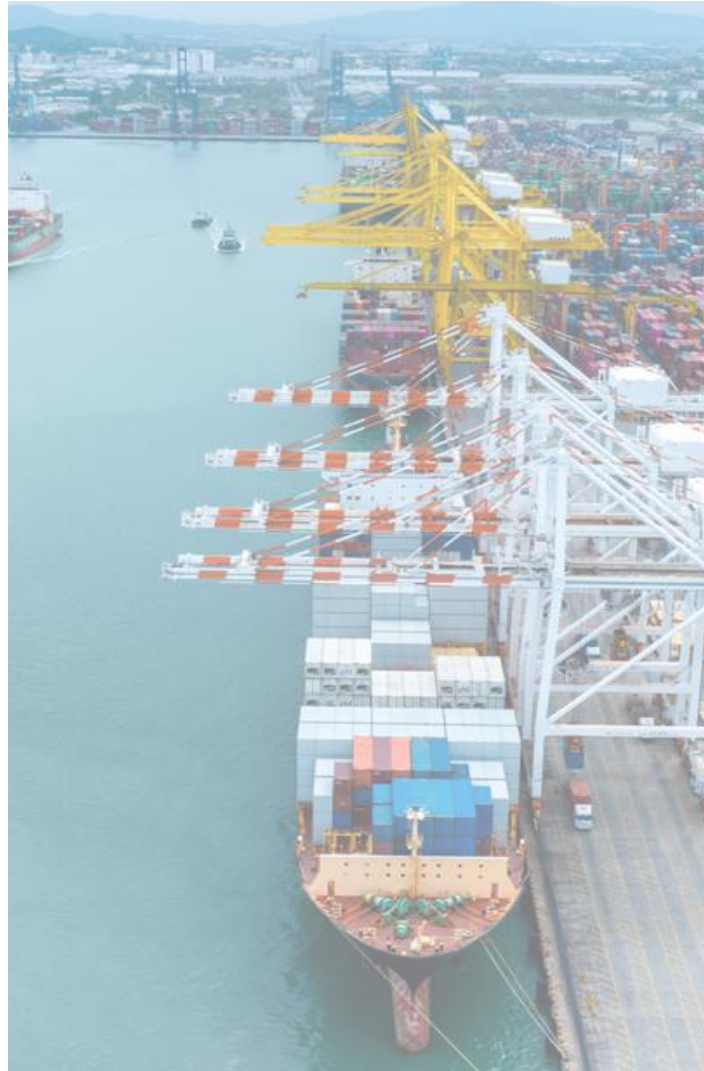
Comprehensive incident documentation, strict adherence to safety protocols, and innovative AI-based safety videos--- to establish Safety Culture

Indian Maritime Global Safety Platform

Indian Global Maritime Safety Platform

Purpose

To establish a unified digital platform that improves maritime safety, promotes risk-free professional practices, and aligns with international standards and India's maritime vision.



Objectives



Deliver real-time safety dashboards and analytics across devices.



A multilingual repository for circulars, advisories, and IMO guidelines.



Host 30-40 animated safety videos over 3 years, integrated into a learning system.



An AI-driven maritime incident database using tools like Power BI/Tableau.



Support the “Zero Incident” vision through training, compliance, and real-time monitoring.

Safety Videos

The Casualty Safety Video Series is a key safety awareness initiative of the Directorate General of Shipping aimed at reinforcing the principle that safety at sea is non-negotiable. The series is designed to sensitise seafarers to real-world operational risks through structured analysis of past marine casualties.



Scan the QR Code for
[Safety Video Series-
Directorate General
of Shipping](#)

Objectives

- » Promote a strong safety culture onboard ships
- » Highlight lessons learnt from past marine casualties
- » Enhance risk awareness during shipboard operations
- » Encourage strict adherence to safety procedures and best practices

9. Digitalisation

E-Samudra

Objectives

The primary objective of this envisaged project is to undertake an IT transformation exercise and enable all the processes in the DGS through the implementation of a **Comprehensive e-governance solution**.

- 1 Transition to paperless system for improved transparency and faster service delivery.
- 2 Automate shipping and seafarer operations, internal administration, and maintenance.
- 3 Integrate with Ministry of Ports, Shipping, and Waterways' IT systems for unified dashboards.
- 4 Enhance e-Governance operations, user interactions, and ease of doing business.

Modules and Processes

15 modules & 75 sub-processes

Coastal Branch

- Sailing Vessel Seamen

IT and e-governance

- Common Processes (Profile Creation and Availing Services)
- Common Processes for Departments

Crew Branch

- Seafarer-Related Processes & Available Services

Engineering Branch

- Service Providers
- Auditors for ISM Audits
- Recognized Organization
- Survey & Certification
- Ports

Nautical Branch

- Ship Registration
- Shipping Entity Profile & Available Services

Commercial Matter

- Multimodal Transport Operators
- Ship Chartering

F.A.A.P.P

- Budget Preparation
- Accounts
- Audits
- Public Procurement

15 modules and 62 sub-processes

Project Features

-  Streamlined Document Accessibility
-  Compliance monitoring
-  Data Sharing
-  Audit and Administrative Process
-  Operational Efficiency
-  Data analysis
-  Cloud DC & Server Security Services
-  Cloud Network Security Services
-  Mobile App for e-Samudra users

E-Navik

24x7 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

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

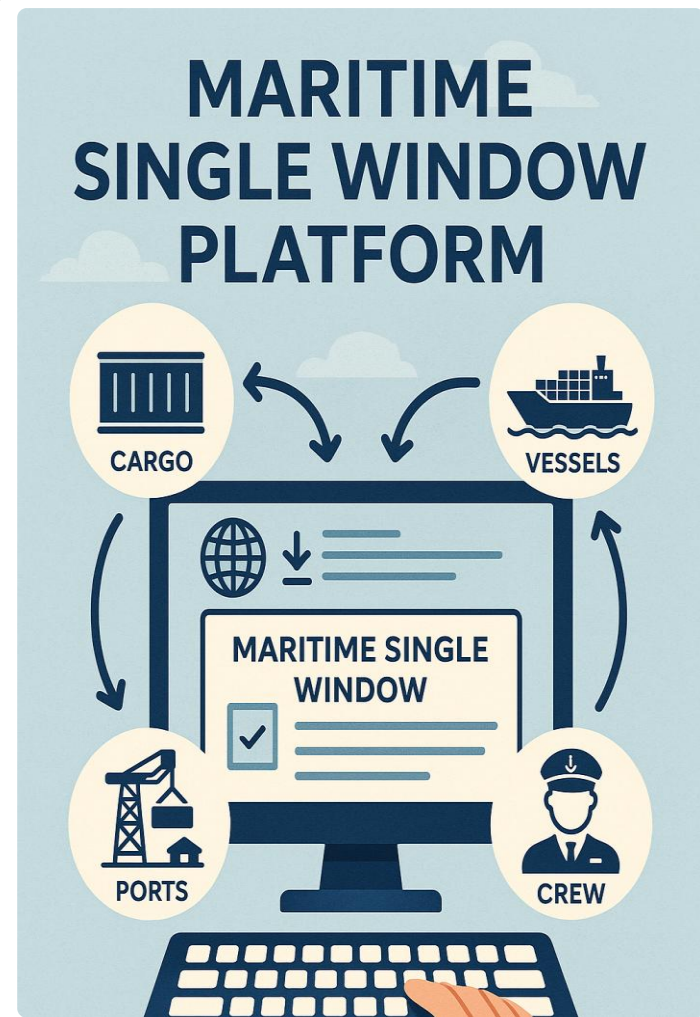
Crisis Response Module

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

Recruitment and Placement Services License (RPSL) Module

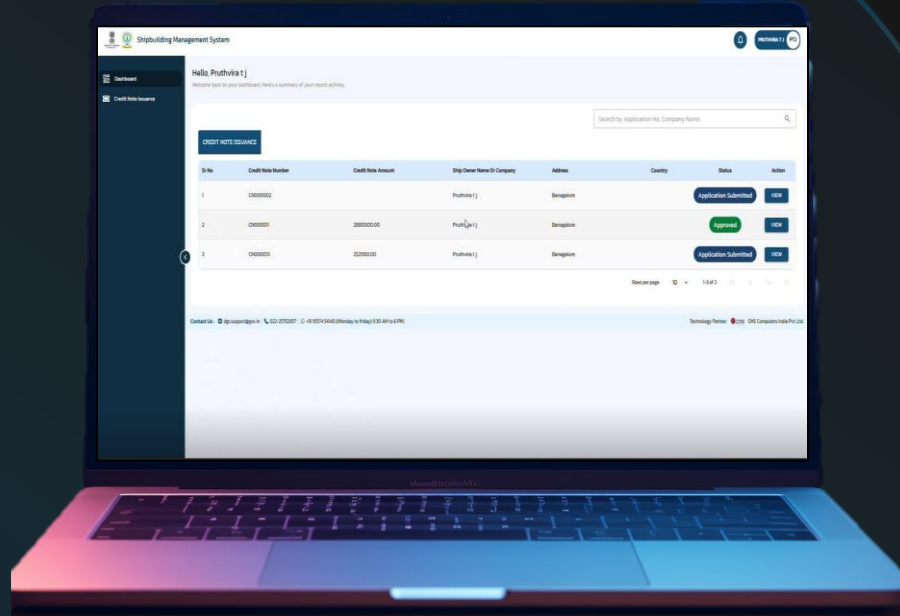
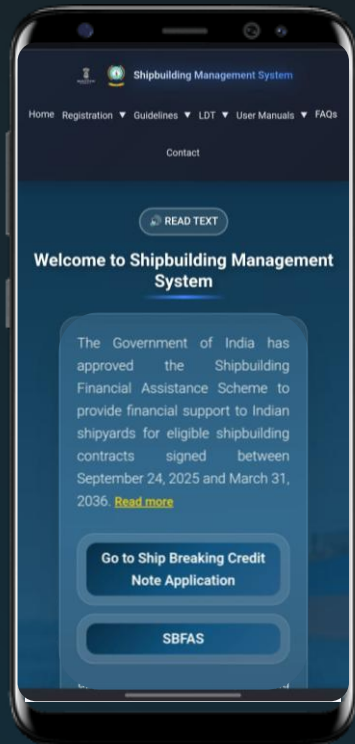
1. Oversees licensing and regulation of seafarer recruitment and placement agencies
2. Streamlines the application and renewal process for RPS licenses
3. Monitors and enforces compliance to prevent malpractices

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 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.

End-to-end digitized process via DGS shipbuilding portal



Application submission



Tracking



Digital issuance

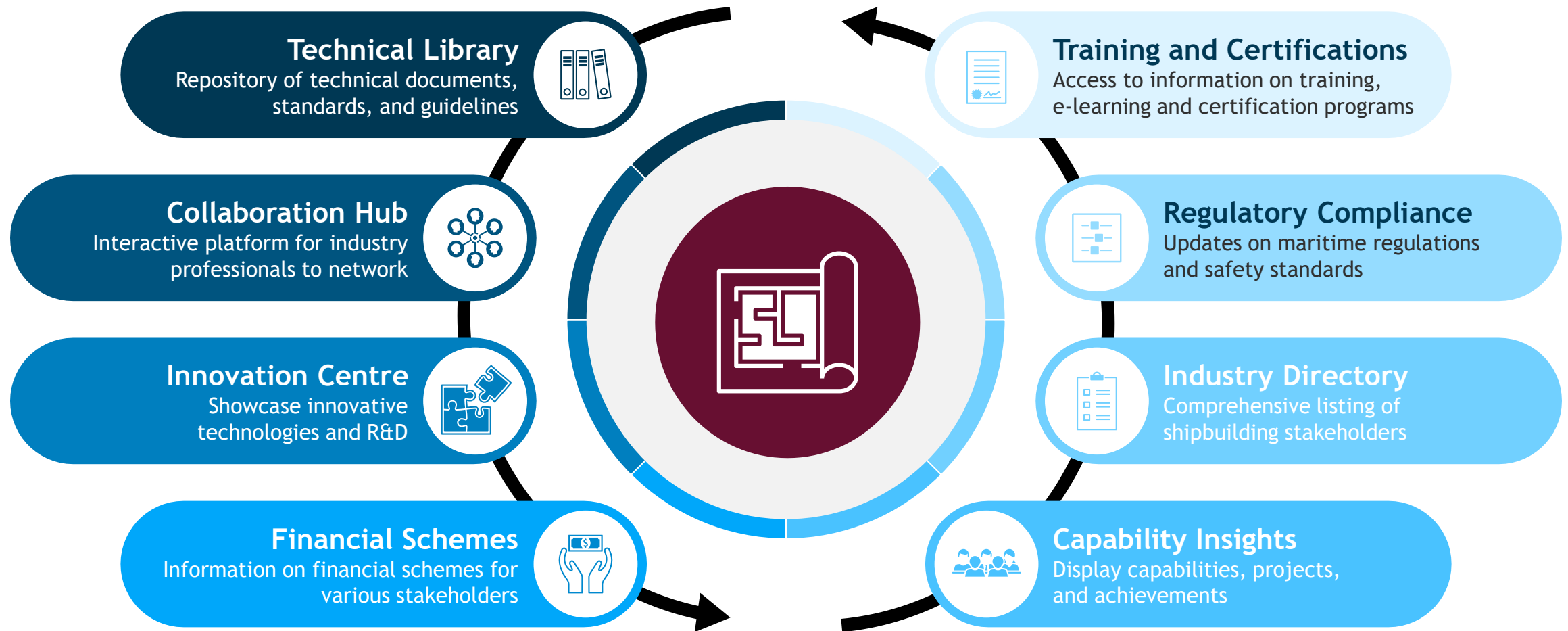


Redemption



shipbuilding.dgshipping.gov.in

Comprehensive Shipbuilding portal development underway as a single digital gateway to integrate India's entire shipbuilding ecosystem

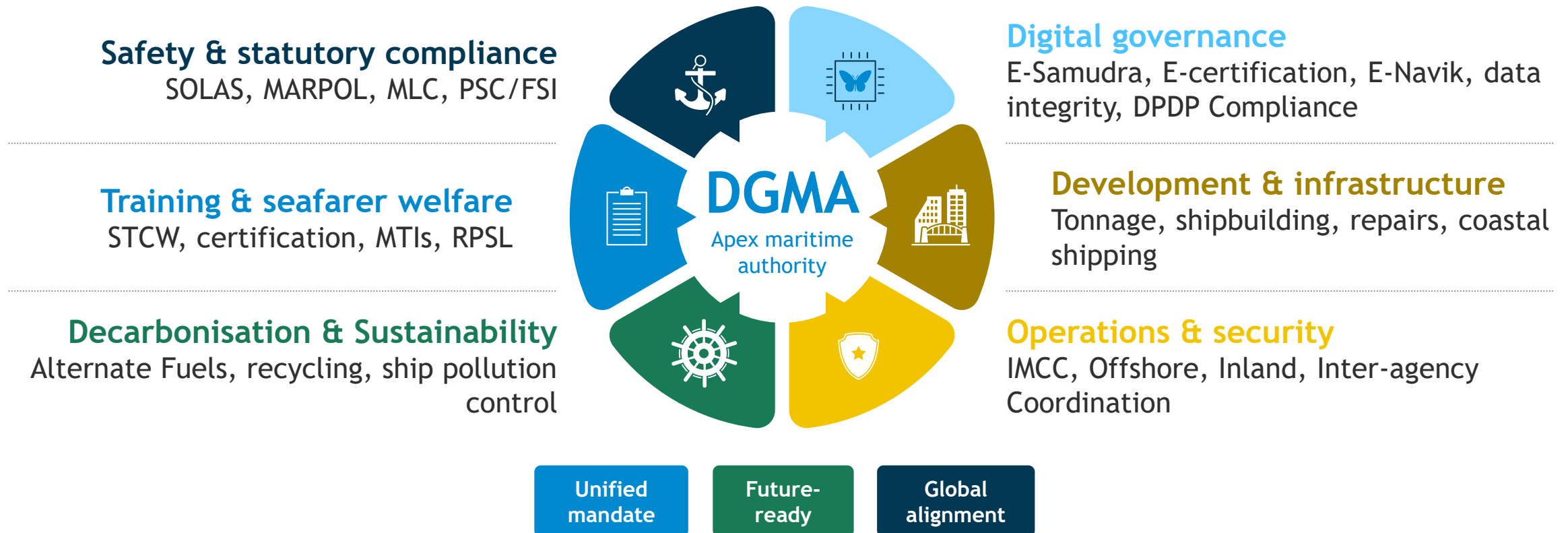




10. DGS to DGMA Transition

DGS to DGMA Transition

The proposed redesignation & restructuring aligns with the objectives of [Maritime India Vision 2030](#) and [Amrit Kaal Vision 2047](#), while supporting India's expanding role in global maritime forums such as [IMO](#), [ILO](#), and [UNFCCC](#). It aims to enhance functional clarity, strengthen inter-Wing collaboration, and improve stakeholder engagement to effectively address emerging priorities including sustainability, climate change, automation, and maritime digitization.



DGS to DGMA Transition

The proposed transition is positioned as a strategic modernization initiative that moves beyond merchant shipping regulation towards a comprehensive maritime administration.

DGS
Merchant Shipping
focused regulator

TRANSITIONING TO

DGMA
Comprehensive maritime
administration

Expanded jurisdiction

Fishing vessels, offshore units, submersibles, drones and emerging marine technologies.

Digital-first administration

Domain specific portals, Digital records, e-certification, online registration and data-enabled service delivery.

Wider safety and environment

Stricter pollution, safety and vessel category coverage across maritime activities.

Fuller labour and welfare coverage

MLC-linked regulation & compliance along with welfare for Indian seafarers including foreign-flagged vessels.

Emergency response authority

Nodal capabilities for incident response and inter-agency coordination.

Rulemaking and oversight

Broader powers for maritime governance, information requests and regulatory enforcement.

DGMA EoDB Transformation Framework

Three coordinated streams connect statutory reform, process simplification and digital enablement.





11. International Cooperation

Strategic Engagements with IMO

Increasing Indian Participation

Leadership in IMO:

- India has been re-elected to the IMO Council in Category B with the highest votes (154/169) for the 2026-27 term. This marks India's second consecutive highest vote tally, reinforcing its rising maritime influence.
- India is targeting Chairman/Vice-Chairman positions in key committees
- Achieving leadership through consistent attendance, active participation, and expertise

Domain Technical Representative at IMO (Rotatory)

- Continuous effective Indian representation at IMO
- Influence maritime policies (safety, tonnage, environment, seafarers)
- Provide technical expertise
- Maintain participation
- Coordinate with stakeholders

Senior & Junior Professional Officers (SPOs & JPOs)

- Strengthen India's presence in committees
- Support Domain Representative in policy advocacy
- Research & draft position papers
- Represent India's interests
- Address maritime challenges

Expansion of Shadow Committees

- Broaden consultation framework for IMO
- Include diverse stakeholders
- Leverage expertise from government, industry, academia, NGOs
- Develop inclusive, well-rounded positions
- Strengthen coordination & strategy



Strategic Engagements with IMO

Key Academic Initiatives

Establishment of C.P. Srivastava Chair at WMU:

- Promote advanced research in maritime
- Build capacity and train maritime professionals, including from developing nations

Short term courses, Research Funding & Scholarships

- Support professionals from Indian maritime sector
- Enable world-class education at IMLI and WMU
- Strengthen India's influence in global maritime policy and governance

Exposure Visits for Talented Professionals:

- Provide international exposure and hands-on learning opportunities
- Encourage knowledge exchange and adoption of best practices
- Develop future leaders in India's maritime sector

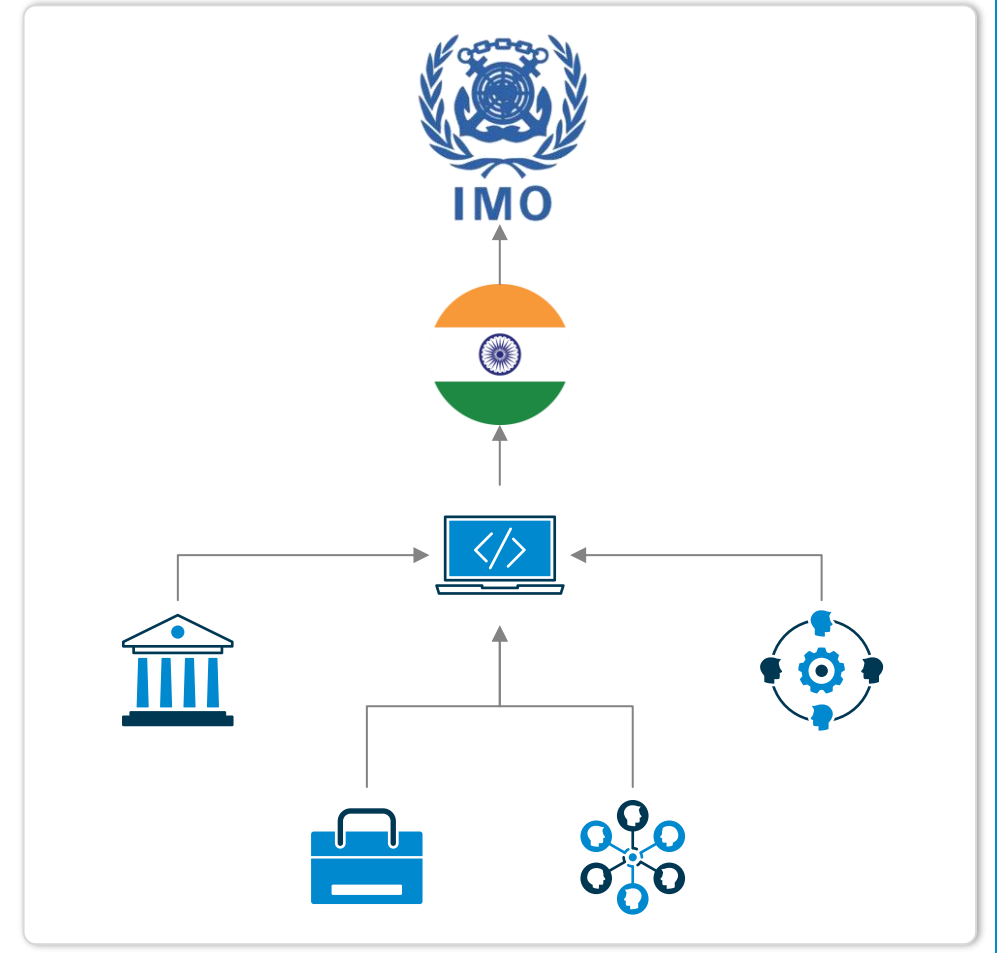


Strategic Engagements with IMO

Technology Initiative: Creation of a Shadow Committee Portal

A **dedicated web portal** is being developed to streamline the reporting and monitoring mechanism for **India's participation** in various IMO committees. This platform will document and highlight India's contributions, ensuring transparency and effective coordination.

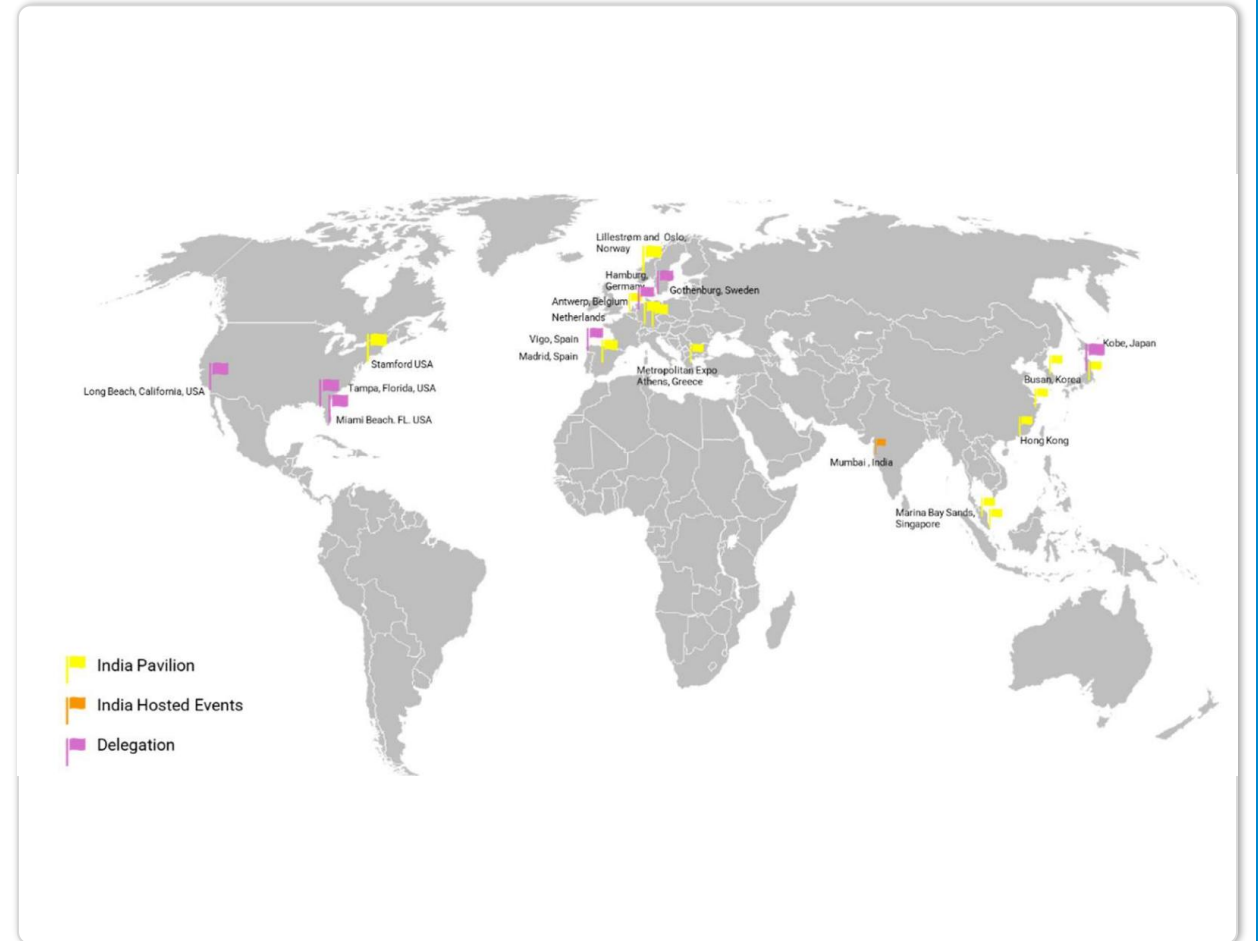
The portal will integrate the **deliberations of various stakeholders, government agencies, industry bodies, think tanks and others** and help the Indian delegation at IMO prepare India's official position on various matters



The India Pavillion

Showcasing India's Maritime Might at the International Stage

- Key Participation in Nor-Shipping (Norway), Posidonia (Greece), SMM Hamburg, Sea Asia-Singapore, Marintec China, Shanghai with target and host countries (like India-Norway
- Highlight the maritime partnership) and its growth under the Maritime Vision 2030 & MAKV-2047 initiative.
- Enhanced international visibility for Indian maritime companies and increased business opportunities.
- Strengthening of the Global partnerships, particularly in areas like green shipping.
- Increased collaboration with global maritime players in shipbuilding, port development, and marine technologies





12. Green Transition

Imperative for Maritime Energy Transition

Current Reality

- Maritime transport contributes ~3% of global GHG emissions
- IMO Net-Zero Framework is driving global maritime decarbonization
- Increasing regulatory, commercial and financial pressures
- Continued dependence on fossil fuels exposes the sector to energy security and price volatility risks
- Growing demand for sustainable and future-ready maritime transport solutions

Why Transition?

- Reduce greenhouse gas emissions
- Enhance energy security
- Improve long-term competitiveness of shipping
- Support sustainable economic growth
- Enable transition towards Zero and Near-Zero (ZNZ) emission fuels

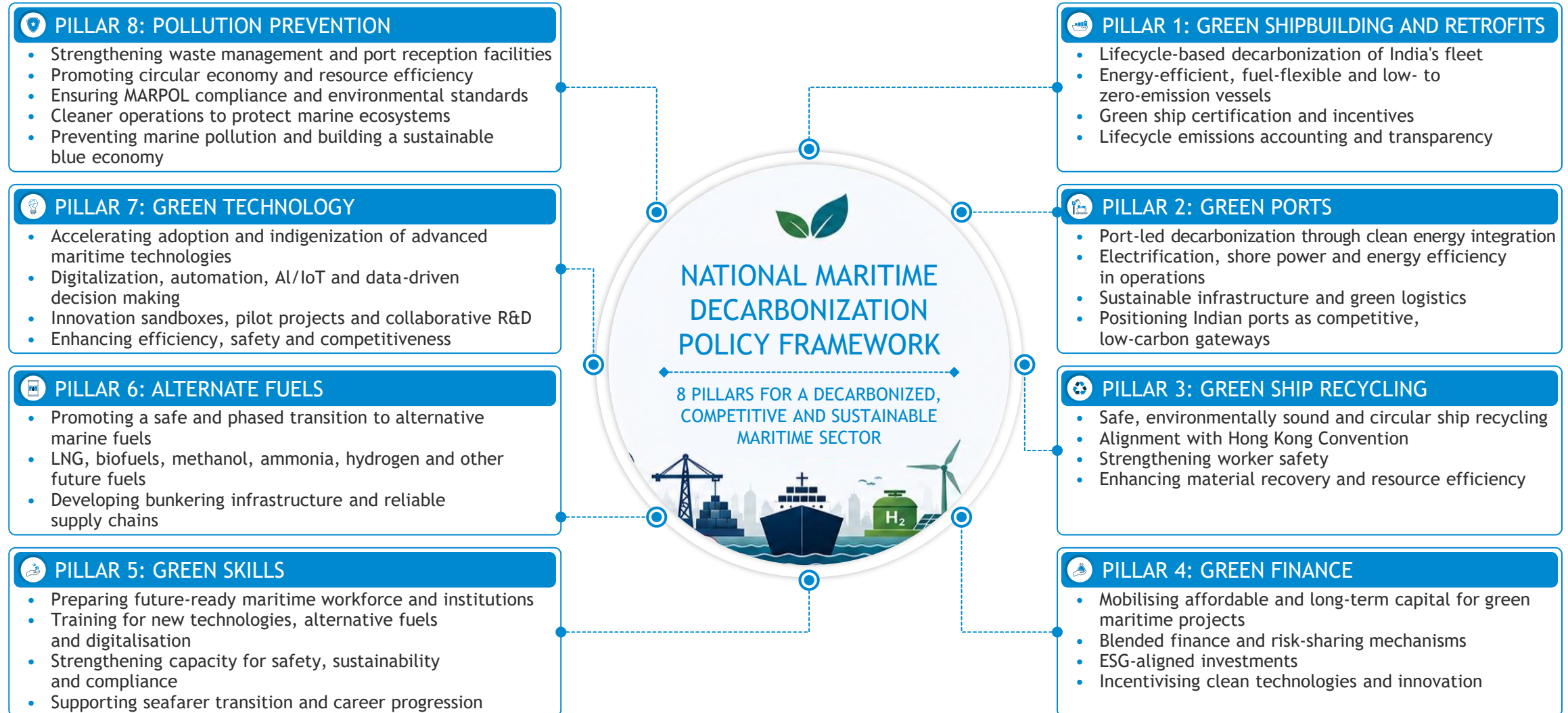


Key Message

“ Alternative fuels are not merely an environmental requirement but a strategic pathway towards a resilient, competitive and sustainable maritime sector ”

- Decarbonize Our Oceans
- Secure Our Energy Future
- Strengthen Maritime Competitiveness
- Build Sustainable Economic Growth

National Maritime Decarbonization Policy Framework



Alternative Fuels in Maritime



TECHNOLOGY READINESS

EMISSIONS POTENTIAL

KEY ADVANTAGE

ENERGY DENSITY (MJ/L)

STORAGE CONDITIONS

RELATIVE TANK SIZE
(for same energy as MDO)

FLAMMABILITY RANGE
(% v/v in air)



LNG



Mature technology and in use today

Lower CO₂ emissions than conventional fuels CO

Transitional fuel towards lower carbon future

21.2

Cryogenic -162 °C

1.8 times.

5-15 (Methane)



BIOFUEL



Renewable and derived from sustainable feedstocks

Lower lifecycle GHG emissions

Can be used in existing engines with blends

-30-37*

Ambient (varies by fuel)

-1.2-1.5 times*

Varies (low-moderate)



METHANOL



Liquid at ambient conditions -easy to handle

Lower emissions potential (when green methanol used)

Engine technology maturing rapidly

15.7

Ambient (up to 65 °C)

2.5 times

6-36.5



AMMONIA



Zero carbon at point of combustion

High energy density than hydrogen

Toxic and requires stringent safety measures

12.7

Refrigerated -33 °C

3 times

15-28



HYDROGEN



Zero carbon fuel -only water as by-product

Highest gravimetric energy density

Low volumetric energy density; storage challenge

8.5

Cryogenic / Compressed
-253 °C / >250 bar

5-7 times

4-75

* Varies depending on feedstock and fuel type



Multiple fuel pathways for a net-zero future



Safety, infrastructure and regulation are critical



Collaboration across the entire maritime ecosystem is essential



Enabling a resilient, competitive and sustainable maritime sector



Choice of fuel depends on route, vessel type, infrastructure & availability

Green Ports : Driving Sustainable Maritime Growth

Cleaner Ports, Greener Operations, Sustainable Future

What is a Green port?

- Ports designed and operated with minimal environmental impact
- Integration of clean energy, efficiency and circular economy practices
- Focus on reducing emissions, conserving resources and enhancing community well-being



Sustainable indicators for green ports

- Green Port Index (GPI)**
Measures overall environmental performance of ports
- Port Readiness Level (PRL)**
Assesses preparedness for green and sustainable port operations
- Shore Power Readiness Indicator (SPRI)**
Measures readiness for Onshore Power Supply (OPS) infrastructure
- Environmental Ship Index (EI)**
Evaluates environmental performance of visiting ships

Port emission scopes

- | Scope 1
Direct Emissions | Scope 2
Indirect Emissions (Energy) | Scope 3
Other Indirect Emissions |
|--|---|--|
| <ul style="list-style-type: none"> Port equipment & vehicles On-site fuel combustion Port owned vessels | <ul style="list-style-type: none"> Purchased electricity Steam / heating / cooling consumed at port | <ul style="list-style-type: none"> Ships at berth & in port Cargo handling activities Waste & water treatment Employee & visitor travel Upstream & downstream logistics |

Measuring, monitoring & mitigating across all three scopes is key to a low-carbon port ecosystem

Shore to Ship Power (Onshore Power Supply)

Electricity supplied from the shore berthed ships allowing engines to be switched off and eliminating fuel combustion while docked.



Why It Matters

- Cuts CO₂, NO_x, SO_x and Particulate Matter emissions in port zones
- Improves air quality and ESG scores for Indian ports
- Supports compliance with IMO CII, GHG & Green Port Index

Possible Financing Options

- Blended finance → govt + MDBs + private capital
- Green/blue bonds → earmarked for OPS infrastructure
- PPP models → private players co-invest in OPS roll-out

Implementation Status In Indian Ports

- Kamarajar Port**
500 kW, 400V, 50-60 Hz in Coal Berth 1 & 2
- VO Chidambaranar Port**
305 kW, 400V 60Hz in VOC Berth 2 & 3
- Jawaharlal Nehru Port Authority**
SPS used for Tugs. SPS for all terminals planned (45MVA; INR 600 crore expected)
- Paradip Port**
Newly commissioned. Delivered full load power to MV APJ Indrani at CB1 Berth..

Green tug transition program (GTTP)

- Initiative of MoPSW for transition of harbour tugs to green propulsion
- Targets progressive replacement of diesel-powered tugs
- Applicable to ~400 harbour tugs operating across Indian ports
- Implemented through Approved Standard Tug Designs & Specifications (ATDS-GTTP)
- Initial focus on battery-electric tugs, with provision for hybrid, methanol and hydrogen



Phase 1 (2024-27)

- Induction of battery-electric green tugs at Major Ports.
- Deployment based on ATDS-GTTP



Phase 2-3 (2028-33)

- 30%-60% of operational tug fleet to be ASTDS-GTTP compliant
- Introduction of alternate fuels and hybrid technologies



Phase 4 (2034-40)

- 100% transition of harbour tugs at Major Ports
- Nationwide adoption aligned with vessel life / charter cycles.

Towards a Low-Carbon, Efficient and Resilient Port Ecosystem



Clean Energy



Energy efficiency



Circular Economy



Climate Action



Sustainable Growth



Building Green Ports Today for a Sustainable Tomorrow

IMO - DNV Study on Potential Demand and Pricing of Alternative Fuels

Strong Alternative Fuel Demand Potential

- Alternative marine fuel demand projected to reach **42-65 PJ by 2035**
- Demand could increase to **113-293 PJ by 2047**
- Growth expected to be driven by increasing adoption of low and zero-carbon fuels in shipping

India's Strategic Bunkering Opportunity

- India's location along major East-West trade routes provides strong potential as a regional bunkering hub
- Opportunity is driven by vessels already calling at Indian ports rather than passing traffic alone
- Container vessels identified as the most promising early adopters of alternative fuels

Fuel Transition Pathway

- Biofuels and methanol expected to lead early adoption
- Ammonia expected to play a larger role in the long term as infrastructure, supply chains and safety frameworks mature
- Methanol identified as the most suitable starting fuel for initial bunkering deployment

Potential Bunkering Hubs

- Mundra, JNPA, Chennai and Tuticorin identified as key demand centres
- Supported by nearby production and hydrogen hub locations including Deendayal (Kandla) and Tuticorin
- Hub-and-spoke bunkering model recommended for efficient fuel supply

Phased Development Roadmap

- **2026-2030:** Establish pilot bunkering ecosystem
- **2030-2035:** Scale proven bunkering clusters
- **2035-2047:** Position India as a regional alternative fuel bunkering hub integrated with international Green Shipping Corridors

India Green Corridors Pre-Feasibility Study

By Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping

Key Outcomes

- Assessed 14 Indian ports across inland, coastal and international shipping segments
- Screened 230+ potential routes and identified a first suite of 40 Green Shipping Corridors
- Corridor portfolio includes:
 - 8 Inland Waterway Corridors
 - 8 Coastal & Domestic Corridors
 - 8 Deep-Sea International Corridors
 - 8 Strategic Opportunity Corridors
 - 8 Emerging Corridors
- E-ammonia identified as the most credible scalable fuel pathway for early corridor deployment
- VOC, Kandla, Paradip and Mundra identified as leading corridor anchor ports
- Gujarat and Odisha emerged as key green fuel production hubs supporting future corridor development

Consortium Incubation Workshop conducted on May 28, 2026 at New Delhi

India as a Net Green Energy Exporter & Bunkering Destination

Strategic advantage

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

Fuel export readiness

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

Port infrastructure transformation

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

Economic & diplomatic impact

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



Policy backing

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



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

Energy security

Economic growth

Environmental leadership

Global partnership



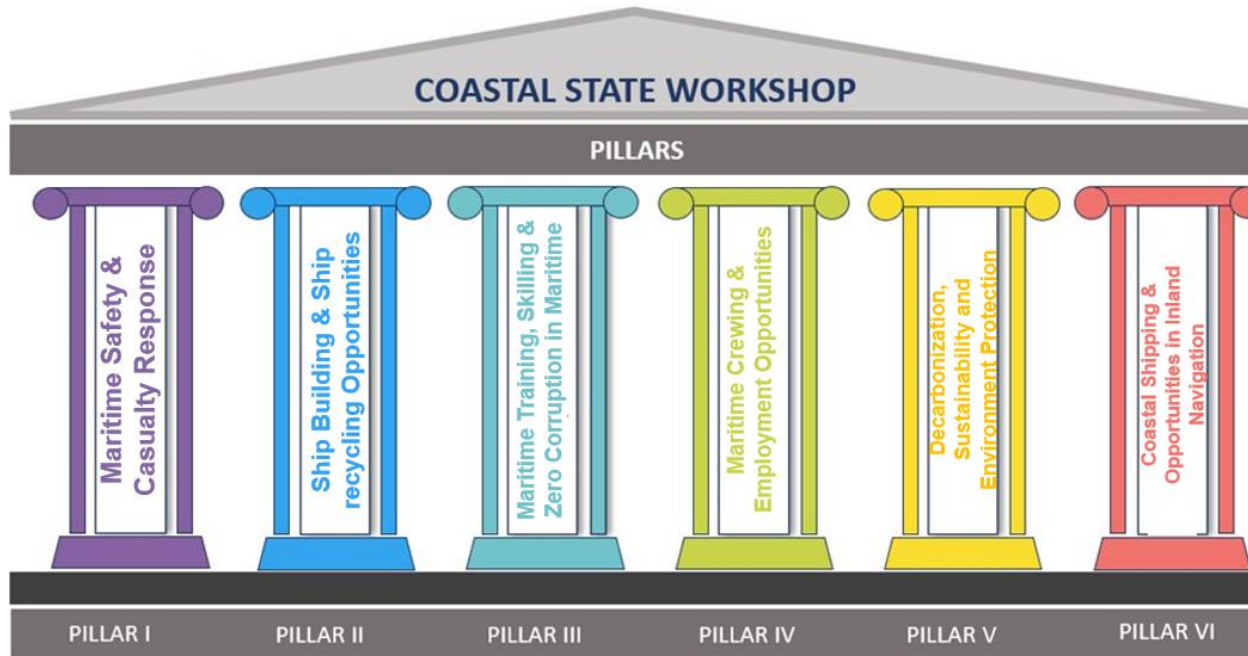
13. Coastal State Workshops

Coastal State Workshops

Rationale

The Coastal State Workshop is being organised by the Directorate General of Shipping to strengthen Centre - State coordination in maritime governance, address key challenges, and align State initiatives with national maritime priorities

6 PILLARS OF THE COASTAL STATE WORKSHOP



Objectives

The workshop aims to facilitate focused deliberations on State-specific maritime issues, promote stakeholder coordination, and support aligned development across key sectors such as maritime safety, shipbuilding, sustainability, coastal shipping, and connectivity in all the 11 Coastal States in India

The 1st Physical Coastal State Workshop was successfully conducted in Goa in March, providing a collaborative platform for Centre-State deliberations on key maritime priorities and sectoral challenges

Upcoming workshops

Gujarat

Tamil Nadu

Andhra Pradesh

Kerala



14. Coastal Cargo Promotion

Coastal Cargo Promotion Scheme

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

Rationale

The formulation of CCPS is necessitated by:

- High logistics cost as a percentage of GDP
- Under-utilization of coastal berth capacity
- Limited private investment in coastal vessels
- Tariff and tax asymmetries between modes
- Need for green and low-emission transport solutions
- A structured incentive framework is required to make coastal shipping commercially competitive and operationally viable.

Objectives

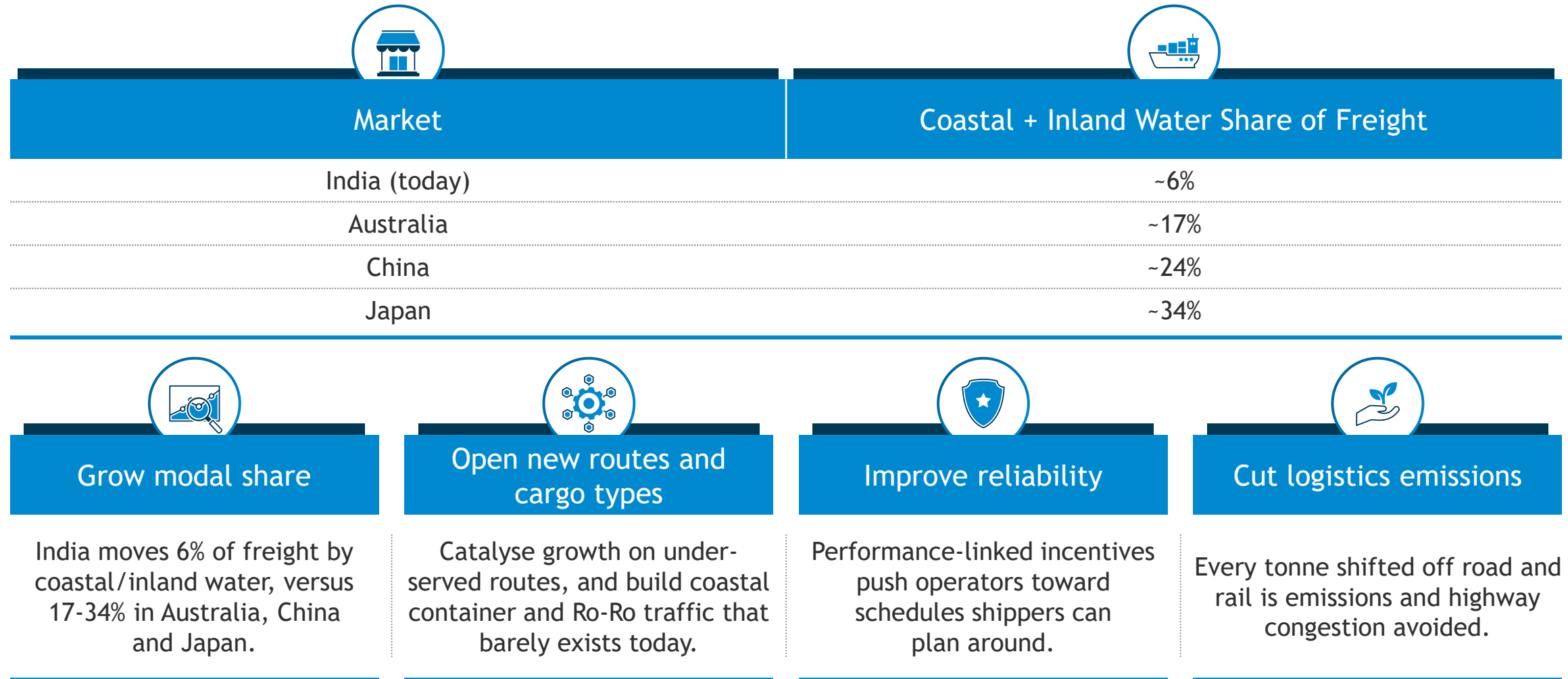
- To enhance the modal share of coastal cargo.
- To promote domestic shipping and shipbuilding.
- To reduce logistics costs for key commodities.
- To enable green and sustainable transport solutions.
- To strengthen multimodal integration with inland waterways and ports
- Accelerate shift of freight from road & rail to coastal waterways
- Target modal share increase from 6% to 12% by 2047
- Position water-based transport as central logistics pillar
- Expected outcomes: Lower CO₂, reduced fuel use, logistics cost savings
- Supports 'Aatmanirbhar Bharat' & 'Viksit Bharat 2047' goals

Coastal Cargo Promotion Scheme

The Coastal Cargo Promotion Scheme (CCPS) is a performance-linked initiative to promote incremental cargo movement through coastal shipping by incentivizing Cargo Owners, Coastal Vessel Operators, and Multimodal Transport Operators (MTOs). The Scheme is proposed for 10 years, with a mid-term review after Year 5 or upon completion of the 16th Finance Commission cycle, subject to budget availability.

Incentive Package	Beneficiary	Incentive Type	Incentive Proposed
Package A	Coastal Vessel Operator	Per Voyage Incentive	• Base incentive for incremental cargo movement over baseline • Additional incentive for Indian-flag vessels • Additional incentive for green vessels • Additional incentive for movement of new commodities, new Origin-Destination (OD) pairs, or a combination of both
Package B	Cargo Owner	Annual Incentive	• Base incentive for incremental cargo movement over baseline
Package C	Multimodal Transport Operator	Per Voyage Incentive	• Base incentive for incremental cargo movement over baseline

CCPS aims to double coastal shipping's share of freight, from 6% to 12% by 2047



CCPS pays only for incremental cargo, splitting the incentive across three roles

Up to 25%

Incentive Cap
+of coastal voyage cost -
not a blank cheque



Coastal Vessel Operator

- Supply-side support so operators can commit to new or thin routes without betting the business on uncertain volumes.
- Paid per voyage, as soon as bookings exceed the operator's agreed baseline.

Incremental only

Eligible Cargo
+must beat an approved baseline first



Cargo Owner

- Demand-side nudge so shippers choose coastal over road or rail even while the mode shift is still unfamiliar.
- Paid annually, once a shipper's coastal tonne-km for the year beats its baseline.

3

Incentive Roles
+Vessel Operator, Cargo Owner, MTO



Multimodal Transport Operator

- Rewards the aggregator that bundles many small shippers' cargo into volumes a vessel can actually carry.
- Without this role, fragmented cargo often never reaches the coastal network at all.

Vessel operators earn a per-voyage incentive once cargo clears their approved baseline



Register Service Plan

Operator declares commodity, cargo type, OD pairs and expected volumes up front, so DGS can set a fair baseline.

+10%

Indian-Flag Multiplier

+rewards Indian-flagged
tonnage specifically



Exceed Baseline

No payout until the operator crosses BOTH its approved Baseline Cargo Volume and Baseline Cargo Movement for the year.

+5%

Green Vessel Support

+for vessels meeting
environmental criteria



Earn Per Voyage

From that point, every further voyage that year earns incentive on the incremental tonne-km it carries.

+10%

New Commodity / OD Premium

+for opening genuinely
new trade lanes

Cargo Owners earn an annual incentive once coastal tonne-km growth beats their baseline



Declare cargo up front

Shipper files a Coastal Cargo Declaration Form by commodity and OD pair before the Scheme Year starts.



Beat last year's baseline

Payout only applies to tonne-km genuinely above the shipper's own approved baseline - not existing volumes.



Settled once a year

Unlike Packages A and C, this is computed annually at year-end, not voyage by voyage.

Commodity	0-500 km	500-1000 km	2000-3000 km
Coal	Rs 0.04/TKM	Rs 0.04/TKM	Rs 0.02/TKM
Container	Rs 2.91/TEU-KM	Rs 2.42/TEU-KM	Rs 1.39/TEU-KM
Steel	Rs 0.06/TKM	Rs 0.06/TKM	Rs 0.04/TKM

Multimodal Transport Operators turn fragmented cargo into viable coastal volume



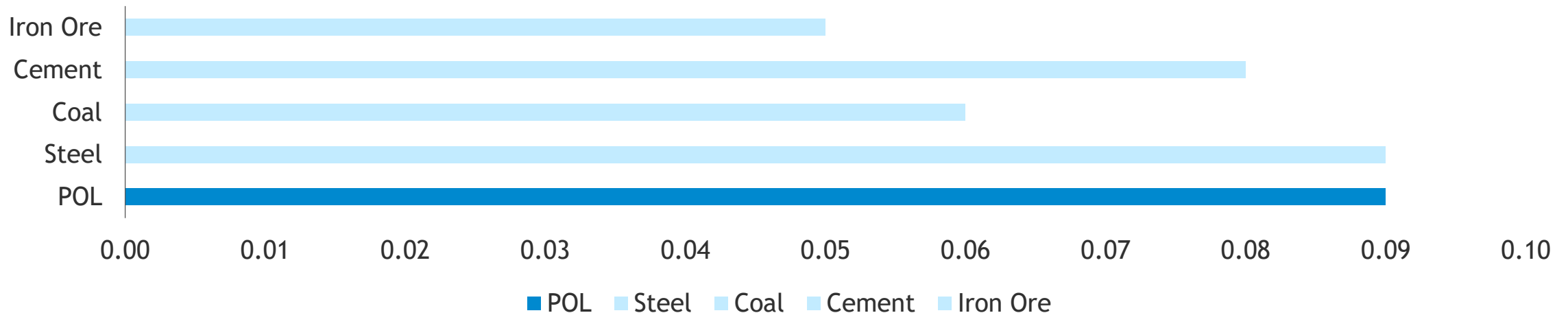
The problem: cargo is scattered

Many shippers have volumes too small, on their own, to fill a coastal vessel or justify a new service.



The fix: MTOs aggregate and integrate

MTOs combine multiple shippers' cargo and connect it into coastal legs -- the role a market left alone often skips.



The three packages divide supply, demand and aggregation support across the chain

 Dimension	 A: Vessel Operator	 B: Cargo Owner	 C: MTO
Who it targets	Supply side -- runs the vessel	Demand side -- owns the cargo	Aggregation & multimodal link
What earns it	Incremental T-KM above baseline	Incremental T-KM above baseline	Incremental T-KM above baseline
When it's paid	Per voyage	Annually, at year-end	Per voyage
Coal rate, 0-500km	Rs 0.09 / TKM	Rs 0.04 / TKM	Rs 0.06 / TKM
Extra top-ups	Indian-flag +10%, Green +5%, New route +10%	None	None



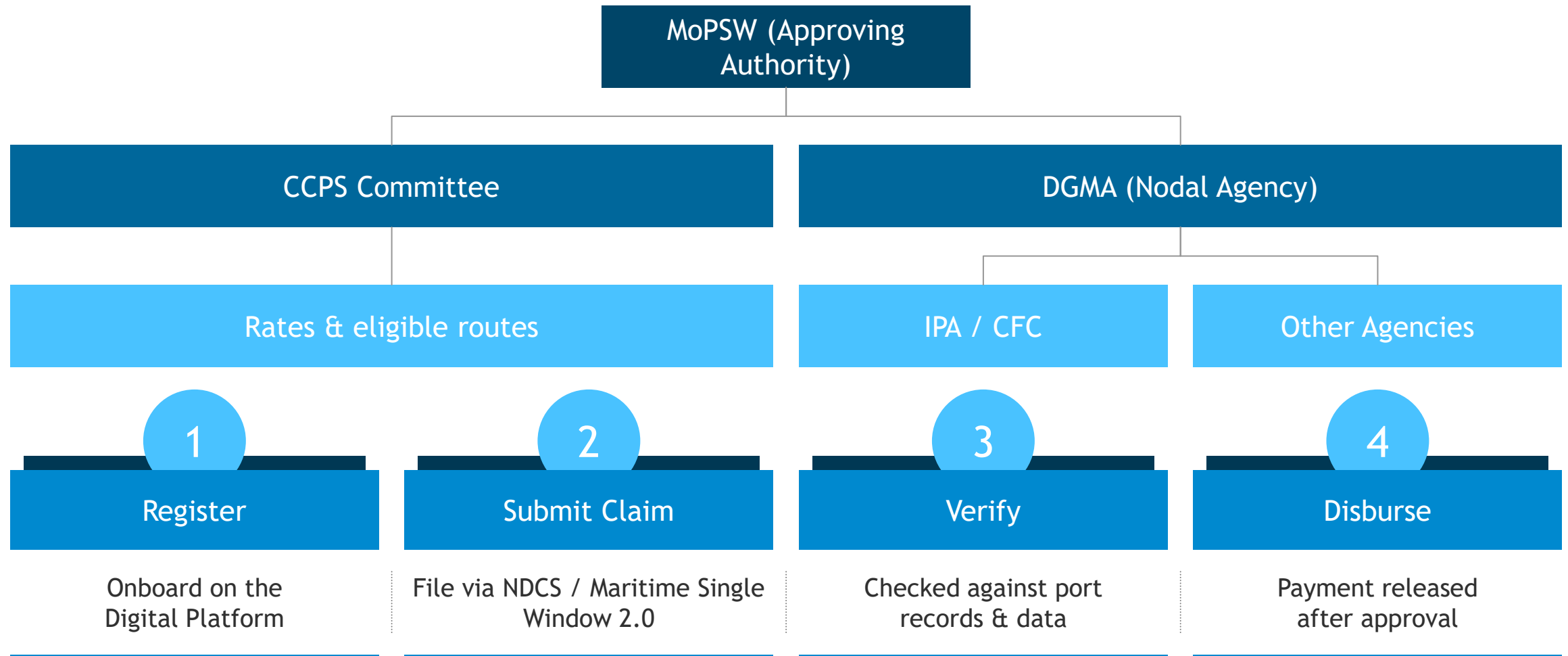
Packages are designed to reinforce each other, not compete - an operator, a shipper and an aggregator can all be earning on the same cargo movement at once

Base incentive rates run highest for Package A and taper as distance increases

Increases

 Commodity	 A: Vessel Operator	 B: Cargo Owner	 C: MTO
Coal	Rs 0.09 /TKM	Rs 0.04 /TKM	Rs 0.06 /TKM
Iron Ore	Rs 0.07 /TKM	Rs 0.03 /TKM	Rs 0.05 /TKM
POL	Rs 0.12 /TKM	Rs 0.06 /TKM	Rs 0.09 /TKM
Steel	Rs 0.12 /TKM	Rs 0.06 /TKM	Rs 0.09 /TKM
Cement	Rs 0.11 /TKM	Rs 0.05 /TKM	Rs 0.08 /TKM
Container	Rs 5.81 /TEU-KM	Rs 2.91 /TEU-KM	Rs 4.36 /TEU-KM
+10% Indian-Flag Top-Up +Package A only	+5% Green Vessel Top-Up +Package A only	+10% New Route Top-Up +Package A only	

DGMA will run day-to-day delivery of CCPS, while MoPSW retains policy oversight



CCPS combines three incentive levers to double coastal shipping's freight share by 2047



Vessel Operator

- Per-voyage incentive once bookings clear the operator's baseline.
- Plus Indian-flag and green-vessel top-ups.



Cargo Owner

- Annual incentive for shifting incremental freight to coastal mode.
- Rewards the demand side of the modal shift.



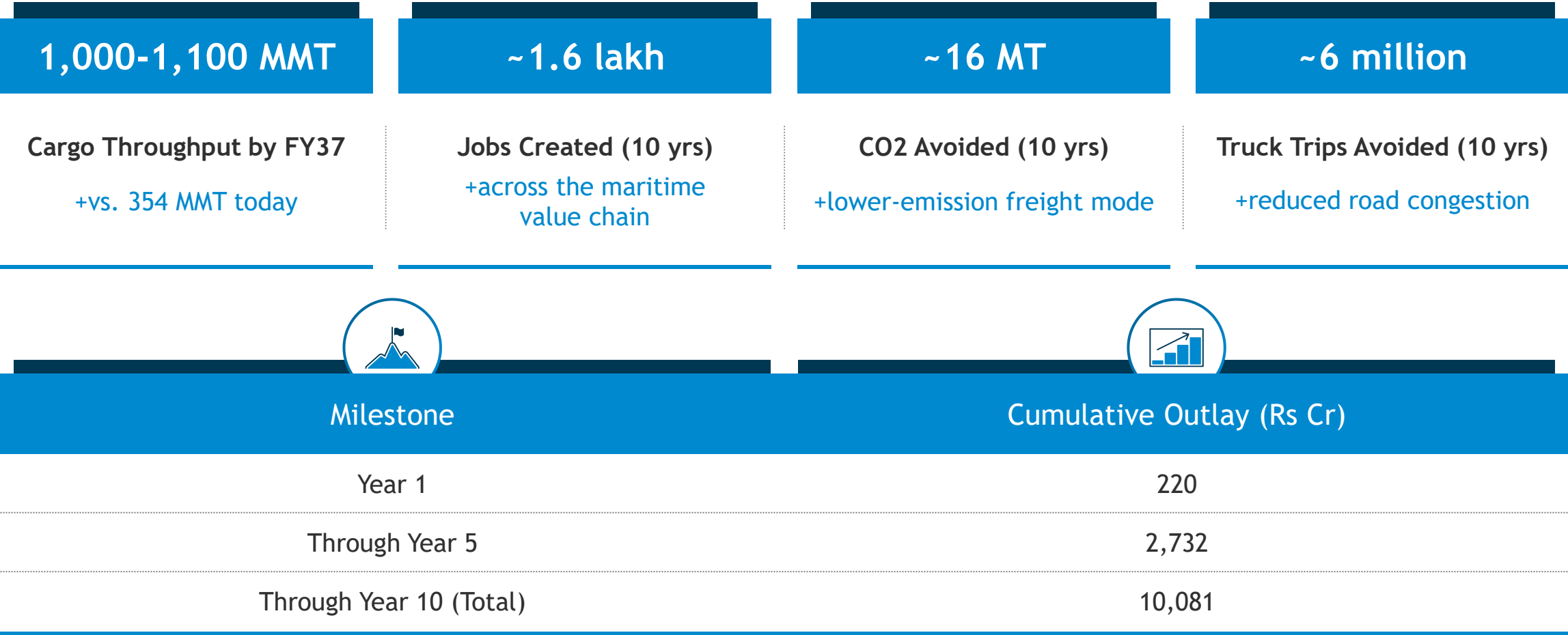
Multimodal Transport Operator

- Rewards aggregating scattered cargo into coastal-ready volumes.
- The missing link that gets fragmented demand to the coast at all.



The vision (6% to 12% by 2047) only works if all three levers pull together

INR 10,081 crore outlay is projected to triple cargo movement and add 1.6 lakh jobs





15. Offshore and Way Ahead

Development of Indian Offshore Competency Standards

Current Gap

Limited India-specific offshore competency, inspection and certification regime, reliance on voluntary global frameworks and operator practice.

Proposed Outcome

A nationally auditable offshore safety regime aligned with OPITO but enforceable through Indian standards.

Global Benchmarks

- **Existing international Courses:** BOSIET, FOET, HUET, OIM.
- **OCIMF:** OVID, SIRE 2.0 etc for offshore vessel/tanker assurance and management-system review.
- **IMCA:** DP guidance, diving and marine operations competency frameworks.

Key Recommendation

- India's offshore workforce predominantly follows international competency and assurance standards. Developing equivalent Indian standards aligned with global best practices and embedded within the OISD regulatory framework would strengthen competency assurance while addressing India's operational and regulatory requirements.
- Develop an OISD-led national offshore competency and certification framework aligned with internationally recognised standards to ensure global equivalence, regulatory consistency, and improved workforce competency.

DGMA signed an MoU with Engineers India Limited (EIL) for the development and adoption of India-specific offshore standards and technical frameworks for the offshore energy sector.



16. Ship Recycling

Ship Recycling | India is a leading Global Hub for Sustainable Ship Recycling

- Recycling governed internationally by the **Hong Kong Convention (HKC)**
- Integral to the **circular economy**, reducing the demand for virgin raw materials (97-98% Materials recoverable)

India is a leading hub with world's largest ship recycling cluster

30-35%

of global ship recycling tonnage
(~800 vessels annually)

115

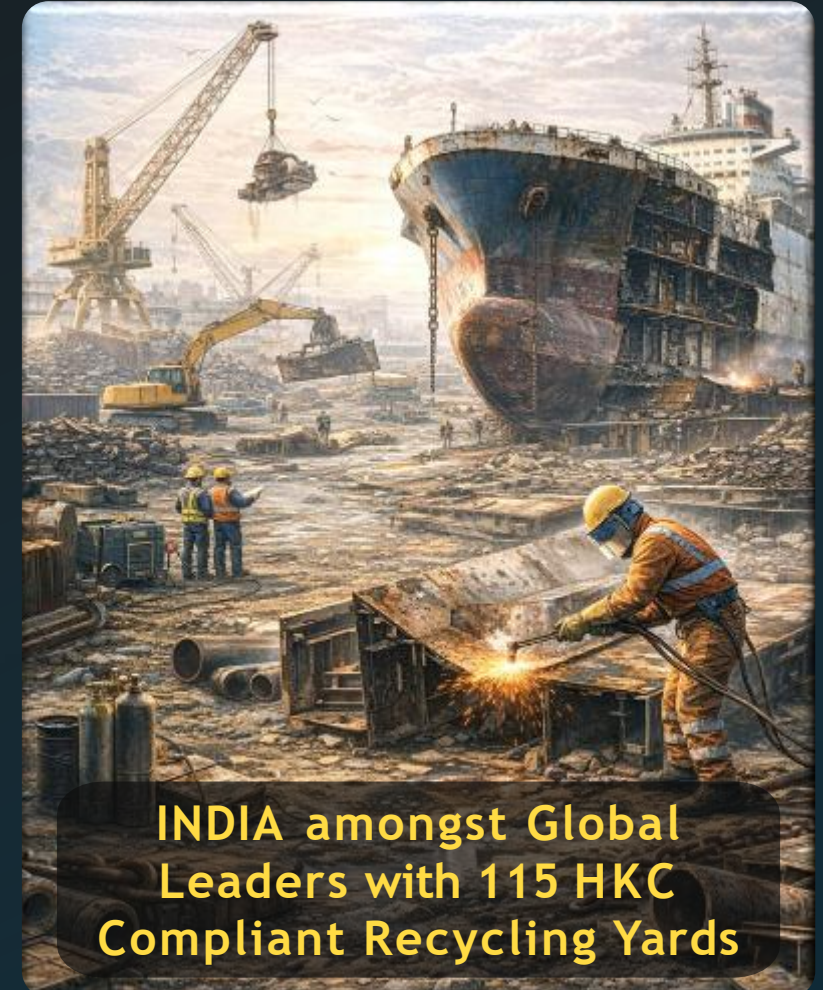
HKC Compliant Yards
present only in India
across the globe

20-25%

India's ferrous scrap requirement met,
reducing import
dependence

15k+

Direct employees & indirect livelihood opportunities for
thousands



INDIA amongst Global Leaders with 115 HKC Compliant Recycling Yards



150 ship recycling yards in India with 115 HKC Compliant

Yard	Total Number of Plots	Operational Plots	HKC Compliant yards
 Alang, Bhavnagar (Gujarat)	150	128	115
 Steel Industries Limited (Kerala)	1	1	0
 Amar Iron Udyog, Kolkata (West Bengal)	1	1	0



Hong Kong International Convention

For the safe and environmentally sound recycling of ships



Inventory of Hazardous Materials

All **in-service ships** to comply with:

- Flying the flag of a state party to the Convention, or
- Calling at a port in a country that is a party to the Convention.

When?

- **New builds:** From **26 June 2025**.
- **Existing ships:** By 26 June 2030, however, we strongly recommend the **next harmonised survey** after 26 June 2025.

What is required?

- A **valid Inventory of Hazardous Materials (IHM)**.
- An **International IHM Certificate**, valid for **5 years**, issued by the **RO** or **flag State**.



Final Survey

All **in service ships** going for recycling to comply if:

- flying the flag of a state party to the Convention, or
- being recycled in a country party to the convention.

When?

- Any **ship going for recycling** on or after **26 June 2025**

What is required?

- **IHM part I** and valid **certification**
- **IHM parts II & III**
- a **ship specific recycling plan** from an authorised recycling facility
- An **international ready for recycling certificate**. Valid for **3 months**. Issued by **RO** or **flag State**.



Ship Recycling Facility Certification

All **recycling facilities** operating in countries party to the convention.

When?

SRF certification need certification from **26 June 2025**.

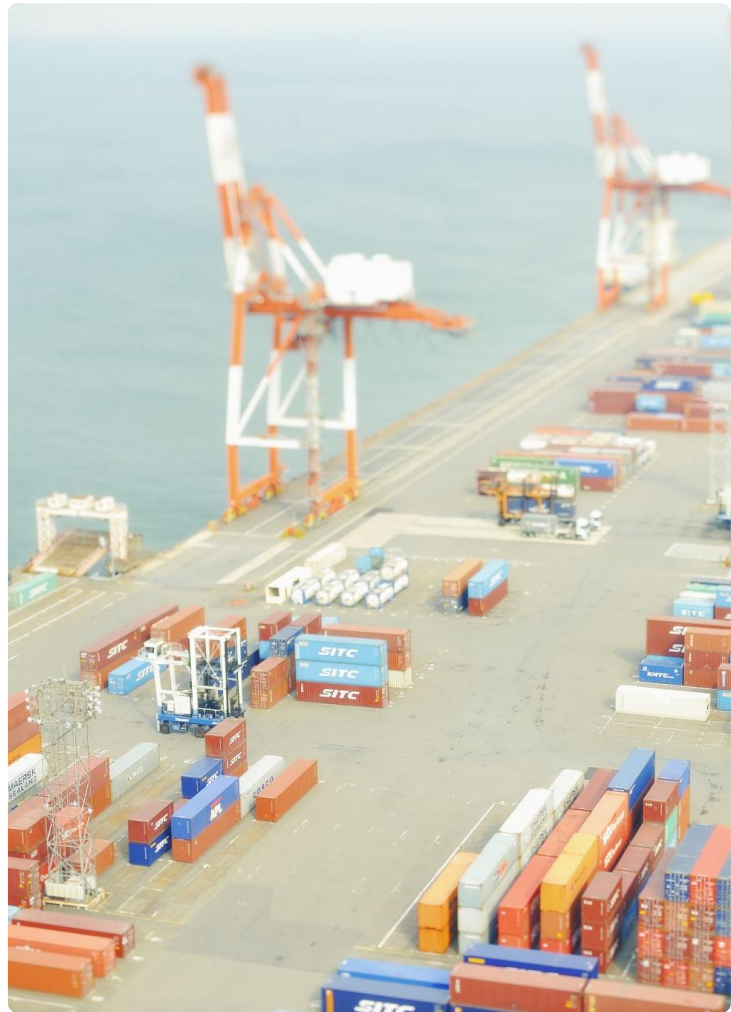
What is required?

- **Ship Recycling Facility Plan**
- Produce **ship specific recycling plans**
- Access to appropriate **medical and waste treatment facilities**.
- Be **authorised** by their competent authority
- Hold a valid **Document of Authorisation for Ship Recycling (DASR)**.



17. Security

ISPS code



The Directorate General of Shipping (DGS) is the central regulatory authority for maritime safety and security in India. Under the ISPS Code, DGS has several key responsibilities, including:

ISPS Code Enforcement: Ensures compliance of ships and port facilities with ISPS regulations.

Security Certification: Issues International Ship Security Certificates (ISSC) to Indian-flagged ships.

Approval of Security Plans: Reviews and approves Ship Security Plans (SSPs).

Monitoring & Audits: Conducts audits and inspections of ships and ports for security compliance.

Training & Awareness: Facilitates training and promotes security awareness across maritime stakeholders.

Incident Investigation: Investigates maritime security incidents and recommends corrective actions.



BoPS and ISPS: Effective Implementation

Core proposition

BoPS can act as the national security regulator and oversight mechanism to ensure uniform, measurable and timely implementation of the ISPS Code across Indian port facilities and applicable vessels.

1 Regulatory Oversight

Issue directions; approve and monitor PFSP, SSP and RSO activities; strengthen MS Act based enforcement.

2 Risk-Based Security

Classify assets and apply MARSEC levels based on vulnerability, trade criticality, location and threat picture.

3 Information Fusion

Enable timely collection, analysis and exchange of security inputs including cyber threats and port IT risks.

4 Audit and Capacity

Regular audits, drills, PFSO/SSO/CSO training, incident reporting and corrective action tracking.

Expected Outcomes

- Uniform ISPS compliance across ports and ships
- Faster response to casualty and security incidents
- Stronger port cyber resilience and intelligence exchange
- Better coordination with Navy, Coast Guard, CISF, Customs, Port Authorities and MLEAs

Development of Indian Offshore Competency Standards

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Limited India-specific offshore competency, inspection and certification regime, reliance on voluntary global frameworks and operator practice.

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DGMA signed an MoU with Engineers India Limited (EIL) for the development and adoption of India-specific offshore standards and technical frameworks for the offshore energy sector.

Functions of Bureau of Port Security as per the rules



In accordance with International Conventions (**Safety of Life at Sea & International Ship and Port Security Code**) BOPS shall perform the following functions

- i. Regulatory and oversight responsibilities for security measures that protect port facilities and ships, ships stores, persons, cargo, cargo transport units within port limits, including anchorages from the risks of a security incident
- ii. Approval of Port Facility Security Assessment (PFSA) and Port Facility Security Plan (PFSP), security audit of port facilities, issuance of certificates of port facilities and review of PFSA and PFSP
- iii. Monitor, supervise and review the implementation of port facility security and vessel/port interface measures provided under the Merchant Shipping (Ships and Port Facility Security) Rules, 2026 by Port Facility Security Officers;
- iv. Collect, analyse and disseminate security related information, alerts and risk assessments to relevant authorities and agencies;
- v. Coordinate with the Central Government, State Governments, Administration, Port Authorities, Maritime Law Enforcement Agencies and other stakeholders for implementation of security measures as provided under the ISPS Code read with the Merchant Shipping (Ships and Port Facility Security) Rules, 2026;
- vi. Regulate the private security agencies engaged for port facilities and vessel/port interface security services;

DGMA working on creation of Indian Maritime Compliance Code that is envisioned as a comprehensive national framework across HSSEC



Multiple opportunities exist to streamline compliance and drive for an incident free maritime ecosystem

1. Unify the **fragmented regulations**
2. **Modernize the dated standards** and harmonize with global norms
3. **Simplify compliance processes** and siloed operations
4. Drive **transparency** and alignment across **global and Indian stakeholders**
5. **Digital monitoring** for effective tracking and incident management



IMCC aims to realize these opportunities through five pillars

1. **Consolidation of maritime regulations**
2. Alignment with **global standards**
3. Implementation of **independent assessment mechanism**
4. Support **sectoral growth** and **stakeholder engagement**
5. **Digital compliance** and transparency



What IMCC will deliver

1. **HSSEC Integration** across 6 chapters (Ports, Shipyards, Merchant Shipping, Ship Recycling, Offshore operations, Inland waterways)
2. **Digital first platform** with geospatial compliance capabilities
3. **Organization structure and operating model** to operationalize maritime compliance



18. Concluding Remarks



Concluding Remarks I - A Sector Transforming on Four Fronts

Across this address, India's maritime transformation has spanned four connected fronts:

Safety, Welfare & Human Element

Suraksha Sarvapratham and the Global Safety Portal; SWBAT welfare infrastructure; zero-tolerance reform in crewing and training.

Institutional & Digital Modernisation

The transition from DGS to DGMA; E-Samudra and E-Navik digitalisation; geospatial and safety-video platforms

Economic Competitiveness

The Coastal Cargo Promotion Scheme; tonnage and policy reform; indigenised shipbuilding; Indian offshore competency standards

Global Standing & Sustainability

IMO leadership and the India Pavilion; the National Maritime Decarbonisation Policy; global leadership in ship recycling; resilience through the Red Sea, Gulf of Aden and Black Sea disruptions



Concluding Remarks II - Charting the Way Ahead, Together

Raising coastal and inland-water modal share from 6% to 12%, in line with MIV 2030 and Maritime Amrit Kaal Vision 2047, is not India's ambition to deliver alone

For International Partners

Engage through IMO, the C.P. Srivastava Chair at WMU, and the India Pavilion at global maritime forums

For Industry & Investors

Align with Indian offshore competency standards (OPITO/OVID) and participate in shipbuilding indigenisation and the Coastal Cargo Promotion Scheme

For States & Institutions

Build on the Coastal State Workshops to deepen Centre-State collaboration on shared maritime priorities

We look forward to your continued partnership, suggestions and engagement as India charts this course forward. Thank you



**सागराः
सुपन्थानः
सन्तु ।**

*“May the seas be
pathways of
prosperity”*