

— DIRECTORATE GENERAL OF MARITIME ADMINISTRATION

# Coastal State Workshop

## *Andhra Pradesh*

The pilot edition of DGMA's Coastal State Workshop series — a structured dialogue between the Directorate General of Shipping (DGS) and the Government of Andhra Pradesh to align state-level maritime action with national priorities across six pillars of the sector.

DATE

6th November 2025

FORMAT

● Held Virtually

CONVENED BY

DGS · Ministry of Ports, Shipping & Waterways

PARTNER STATE

Government of Andhra Pradesh · APMB

### What is a Coastal State Workshop?

SERIES BACKGROUND

Coastal State Workshops are being organised by the Directorate General of Shipping to advance seafarer welfare, ship recycling, shipbuilding, and repair initiatives in close collaboration with State Maritime Boards. Andhra Pradesh — home to India's third-longest coastline and a fast-growing eastern seaboard economy — was chosen to host the first workshop in the series, conducted virtually on 6th November 2025.

Each workshop is structured around six standing pillars that together span safety, industry, human capital, employment, environment, and logistics. The pillars give states and the Centre a shared framework to identify gaps, align investment, and coordinate implementation.

**P1** Maritime Safety & Casualty Response

**P2** Ship Building & Ship Recycling Opportunities

**P3** Maritime Training, Skilling & Zero Corruption

**P4** Crewing, Employment & Zero Tolerance in Manning

**P5** Decarbonization, Sustainability & Environment Protection

**P6** Coastal Shipping, Inland Navigation & Multimodal Shift

**1,053**

km of coastline — 3rd longest in India

**6**

operational ports + 4 greenfield ports underway

**12%**

of India's national cargo throughput handled

**39,399**

registered seafarers from AP (Jun 2024)

**₹69,725**

**Cr**

national shipbuilding & maritime package

**01**

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## Maritime Safety and Casualty Response

Reducing fishing-vessel collisions, standardising casualty reporting, and hardening cyclone & disaster preparedness along the eastern seaboard.

**28**

vessel collisions recorded, 2023 – Oct 2025

**196 hrs**

longest delay recorded in incident reporting

**16 / 12**

Indian-flag vs. foreign-flag vessels in collisions

**6.3 Lakh**

coastal fishing community population in AP

### KEY POINTERS

- **Collision hotspots:** 28 fishing-vessel collisions since 2023, with overlapping fishing and merchant-vessel routes identified as the core risk driver.
- **Systemic gaps:** delayed reporting, weak AIS/VHF equipage, no centralised distress channel, and mixed-flag jurisdiction issues were flagged as recurring causes.

- **Legal backbone:** claims and liability now run through the Merchant Shipping Act 2025 and Admiralty Act 2017, with DGS as the nodal coordinating authority.
- **Cyclone SOP proven in practice:** the DGS Cyclone SOP (2021) — including 12-hourly (6–8 hourly in severe events) SITREPs — was tested during Cyclone Montha (Oct 2025) with no major casualties or pollution reported.
- **Recommended fixes:** a unified MRCC reporting protocol, mandatory navigation equipment on fishing vessels, and radar/AIS zone monitoring on high-traffic corridors.

Show recommended actions ▾



#### ANDHRA PRADESH SNAPSHOT

**1,053 km** coastline (~9.5% of India's total)

Visakhapatnam major port + 7 operational non-major ports

**4** fishing harbours · **350** fish landing centres

Handles **~12%** of India's national cargo throughput

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### Ship Building and Ship Recycling Opportunities

Positioning Andhra Pradesh inside India's ₹69,725 crore shipbuilding push and its east-coast ship-recycling diversification strategy.

**₹69,725  
Cr**

national four-pillar  
shipbuilding &  
maritime package

**115**

HKC-compliant ship-  
recycling yards —  
India leads globally

**~25%**

of India's existing  
port capacity is in AP

**16th**

India's current global  
shipbuilding rank  
(target: top 5 by  
2047)

#### KEY POINTERS

- **National package:** ₹69,725 Cr across four pillars — Financial Assistance (₹24,746 Cr), Maritime Development Fund (₹25,000 Cr), Shipbuilding Development Scheme (₹19,989 Cr), and Legal/Policy Reforms — running to 2036.
- **Ship Recycling Credit Note (₹4,001 Cr):** owners recycling in India get a credit worth 40% of scrap value, redeemable against a new build in an Indian yard.
- **India's recycling scale:** handles 30–35% of global recycling tonnage annually, but 98% of capacity sits in Gujarat's Alang-Sosiya cluster — creating a strong case for east-coast diversification.
- **AP's flagship site — Dugarajapatnam:** a 2,000-acre cluster with >14m draft, positioned for a large yard (>0.5M GT) at an indicative ₹29,254 Cr (~USD 3.29 Bn) investment.
- **Enabling policy:** Andhra Pradesh offers SGST reimbursement, stamp-duty exemptions, single-window clearances, and concessional coastal land leases for maritime investors.

Show recycling & roadmap detail ▾



#### ANDHRA PRADESH SNAPSHOT

Ranks **2nd** nationally in cargo handled at non-major ports (118 MMTPA)

Existing shipyard capacity of **80,000 DWT**

3 industrial corridors (VCIC · CBIC · HBIC) link ports to hinterland

Candidate sites at Dugarajapatnam, Machilipatnam & Bhavanapadu, sized by draft depth

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## Maritime Training, Skilling and Zero Corruption

Growing a transparent, DGMA-aligned skilling pipeline in Andhra Pradesh to help lift India's global seafarer share from 12% to 20% by 2030.

12% → 20%

4

~2,500

9 am – 6 pm

India's targeted share of global seafarers by 2030

DG Shipping–approved Maritime Training Institutes in AP

seafarers produced by AP institutes each year

anti-fraud helpline window (call / SMS / WhatsApp)

## KEY POINTERS

- **Mandate:** DGMA (formerly DGS) regulates seafarer safety, maritime education, certification, and coastal shipping development through a Directorate and 9 MMDs nationwide, including Visakhapatnam.
- **Zero-tolerance push:** reinforcing anti-corruption safeguards in training, certification, and institutional governance through e-governance, digital monitoring, and a dedicated helpline.
- **Joint DGS–APMB framework:** a proposed coordination mechanism for joint inspections, data exchange, and performance tracking of maritime training institutes across the state.
- **ITI integration:** proposal to embed maritime modules (seamanship, marine safety, welding, electrical) into Industrial Training Institutes across coastal districts, creating a pathway from ITI to DGMA-approved seafaring courses.
- **Five mandatory STCW courses** (PST, Fire Fighting, First Aid, PSSR, Security Awareness) remain the baseline every seafarer must clear before joining a ship.

Show emerging skilling priorities ▼

### ○ ANDHRA PRADESH SNAPSHOT

MTIs: Vizag Himt, Behara Institute, Praveenya Institute, BIMT Vizag

2 pre-sea + 2 post-sea training institutes currently approved

Growing demand expected as ITI–maritime pathways scale up

Alignment target: Maritime India Vision 2030 & Maritime Amrit Kaal Vision 2047

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## Maritime Crewing and Employment Opportunities

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Strengthening ethical recruitment, closing the state welfare gap, and opening onshore career pathways for AP's growing seafarer workforce.

**39,399**

registered seafarers  
from AP as of June  
2024

**6th**

AP's national rank in  
seafarer supply  
(~5.9% of India's  
total)

**2**

valid RPSL  
(recruitment)  
companies currently  
in AP

**+38.4%**

growth in AP's  
seafarer talent pool  
since 2020

#### KEY POINTERS

- **Regulatory footprint:** MMD Visakhapatnam is operational and handles certification, ship registration, and casualty investigation for northern AP and parts of Odisha; MMD Kakinada is proposed to decentralise services for southern AP.
- **Recruitment oversight gap:** only 2 valid RPSL companies operate in AP against several flagged invalid operators — underlining the need for stronger enforcement against fraudulent recruitment.
- **Abandonment cases:** the ILO/IMO joint database records 5 foreign-flag and 3 Indian seafarer abandonment cases at AP ports (Gangavaram, Kakinada, Visakhapatnam) — mostly resolved.
- **No state welfare scheme yet:** Andhra Pradesh currently has no state-specific seafarer welfare/pension scheme; Goa's ₹2,500/month DBT pension for retired seafarers is cited as a replicable model.
- **Emerging opportunity hub:** Kakinada is developing into India's second-largest oil & gas exploration area, opening new offshore and onshore employment.

Show onshore career pathways ▼

#### ○ ANDHRA PRADESH SNAPSHOT

350+ million tonnes of cargo handled annually across AP ports

7 operational airports support crew travel & deployment logistics

Priority sectors: ports, fisheries, cruise tourism, port-linked industry

No dedicated seafarer welfare/insurance scheme — identified gap

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## Decarbonization, Sustainability & Sea and Environment Protection

Turning Andhra Pradesh's ports and coastline into a testbed for shore power, green fuels, and marine-litter control ahead of IMO's 2050 net-zero deadline.

**80%**

of world trade moves  
by sea

**~3%**

of global CO<sub>2</sub>  
emissions come from  
shipping

**115**

HKC-compliant  
recycling yards, all  
Hong Kong  
Convention-aligned

**50% →**

**100%**

green-tug transition  
target, 2030 → 2047

### KEY POINTERS

- **Policy anchors:** aligned with IMO's Net Zero 2050 ambition and India's Panchamrit Pledge (500 GW non-fossil capacity by 2030, net zero by 2070).
- **Digital backbone — Swachh Sagar Portal:** tracks port waste declarations, MARPOL Annex VI fuel-consumption reporting, plastics disposal, bunker suppliers, and ballast-water data in real time.
- **Marine plastic focal point:** DGMA is India's designated National Focal Point for IMO's RegLitter initiative; ~3.5 million tonnes of mismanaged coastal plastic waste is flagged as a national concern.
- **Alternate fuel roadmap:** LNG as a transition fuel to 2035; green ammonia (Kandla→Singapore export), green methanol (VOC Port bunkering hub), and India's first Green Hydrogen pilot plant (VOC Port, Sep 2025) positioning India as a low-cost global green-fuel hub.
- **Shore power (OPS):** live pilots at Kamarajar Port, VO Chidambaranar, and JNPA cut CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>x</sub> and PM emissions from berthed ships.

Show AP-specific green opportunities ▼



### ANDHRA PRADESH SNAPSHOT

~9 GW renewable capacity installed, targeting 16 GW by 2029

Rich coastal ecology across mangroves, estuaries & turtle nesting sites

Candidate for a State MARPOL Facilitation Cell under APMB

Phase-I RE + BESS pilots proposed at Krishnapatnam & Kakinada

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## Coastal Shipping & Opportunities in Coastal, Inland Navigation and Multimodal Shift

Shifting cargo from road to water under the new Coastal Shipping Act, 2025 — with Andhra Pradesh's rivers and greenfield ports as a proving ground.

**145 MTPA**

AP's targeted port cargo capacity by 2030

**20%**

of India's total port cargo AP aims to capture by 2047

**8 → 14 Mn t**

targeted growth in inland/coastal cargo volume

**US\$20 Bn**

Blue Economy investment potential by 2035

### KEY POINTERS

- **Coastal Shipping Act, 2025:** simplifies licensing for Indian-flagged vessels, widens the definition of "coasting trade," integrates coastal with inland waterways, and mandates a biennial National Coastal & Inland Shipping Strategic Plan.
- **National Database for Coastal Shipping (NDCS):** a new digital system for licensing, vessel registry, and route/voyage data — states are asked to nominate a nodal officer and sign a data-sharing MoU with DGMA.
- **Modal-shift target:** raise coastal shipping's share of domestic freight from ~0.5% to 7%, and inland waterway share for the east/NE region to ~2%.
- **Level-playing-field gap:** rail freight subsidies currently disadvantage coastal/IWT movement; GST on multimodal transport (12%) also exceeds single-mode rates — both flagged for policy correction.
- **AP infrastructure base:** 3 declared National Waterways (NW-4, NW-40, NW-104), 900+ km of navigable inland waterways under development, and new RO-RO/RO-PAX services planned on

the Krishna and Godavari rivers.

Show green & connectivity enablers ▾

○ ANDHRA PRADESH SNAPSHOT

6 operational + 4 greenfield ports (Ramayapatnam, Machilipatnam, Mulapeta, Kakinada Gateway)

Employment potential: 75,000+ jobs by 2030, 1,00,000+ by 2047

Shipbuilding/repair sector targets 25% of India's national share by 2047 (APMP-2024)

One port or fishing harbour planned every ~50 km of coastline

— WHERE THIS LEADS

# Expected Outcomes of the Workshop

Recommendations from all six pillars feed into a shared DGMA–Andhra Pradesh implementation track, to be carried forward through the Andhra Pradesh Maritime Board.

SAFETY

Fewer fishing-vessel collisions and stronger cyclone & disaster-response readiness aligned to DGMA SOPs.

INDUSTRY

A phased pipeline toward an HKC-compliant east-coast shipbuilding and recycling cluster.

SKILLING

A transparent, corruption-free training ecosystem with clear ITI-to-seafarer career pathways.

WELFARE

Stronger recruitment oversight and a dedicated seafarer welfare scheme for the state.

SUSTAINABILITY

LOGISTICS

Shore-power pilots, cluster waste facilities,  
and a green-fuel bunkering pathway.

A larger share of cargo moving by coast  
and river under the new Coastal Shipping  
Act, 2025.