



Ministry of Ports,
Shipping & Waterways
Government of India



2ND NATIONAL PORT SECURITY CONFERENCE 2026

06TH AUGUST 2026 | HYATT REGENCY, NEW DELHI

CONFERENCE REPORT

Directorate General of Maritime Administration (DGMA)

Ministry of Ports, Shipping and Waterways, Government of India

in association with the Indian Ports Association (IPA)

06th AUGUST 2026 | HYATT REGENCY, NEW DELHI

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Introduction

The **Second National Port Security Conference 2026**, organised by the Directorate General of Maritime Administration (DGMA), Ministry of Ports, Shipping and Waterways, Government of India, in association with the Indian Ports Association (IPA), brought together policymakers, maritime security agencies, port authorities, industry stakeholders and maritime experts to deliberate upon the evolving security challenges facing India's maritime domain.

“Secure ports and safe shipping are the bedrock of a stronger maritime India.”



About the Conference

The Conference focused on strengthening India's port security architecture through effective ISPS Code implementation, emerging maritime security preparedness, cyber resilience, the proposed Bureau of Port Security (BoPS), inter-agency coordination and seafarer facilitation. The deliberations covered both conventional and emerging threats, including piracy, terrorism, cyberattacks, drones, unmanned systems, supply-chain disruptions and threats to critical maritime infrastructure.

The Conference also provided a platform for stakeholders to exchange operational experiences, discuss regulatory and institutional developments, and identify practical measures towards building a secure, resilient and future-ready maritime ecosystem.

Executive Summary

Second National Port Security Conference 2026

The Second National Port Security Conference 2026 was organized by the Directorate General of Maritime Administration (DGMA), Ministry of Ports, Shipping and Waterways, Government of India, in association with the Indian Ports Association (IPA), on 06 August 2026 at Hyatt Regency, New Delhi. The Conference brought together senior representatives from the Government, maritime administration, Indian Navy, Indian Coast Guard, CISF, State Maritime Boards, port authorities, security agencies, industry and other stakeholders to deliberate upon the evolving security challenges affecting India's maritime domain.

The Conference was convened with the overarching objective of strengthening India's port security architecture and ensuring secure ports, safe shipping and a stronger maritime India. The deliberations focused on achieving 100% ISPS compliance across eligible ports, strengthening the review and monitoring of Port Facility Security Plans (PFSPs), upgrading security infrastructure and access-control systems, enhancing training and capacity building, and adopting advanced technologies and digital solutions for port security.

Major Objectives and Areas of Deliberation

The Conference recognized that the maritime security environment is undergoing rapid transformation. Conventional threats such as piracy, terrorism, smuggling and unauthorized access are increasingly accompanied by cyberattacks, drones, unmanned systems, GPS spoofing, hybrid warfare, attacks on critical infrastructure and other technology-enabled threats. The deliberations therefore emphasized the need for a security framework that is risk-based, technology-enabled, coordinated and continuously adaptive.

The Conference also provided an important platform for sharing experiences of State Maritime Boards and port authorities in implementing the ISPS Code. Stakeholders highlighted the need to account for differences in the nature, size, cargo profile, infrastructure and operational characteristics of ports, particularly non-major ports, while

maintaining uniform national security standards. The discussions also brought out the importance of regular drills, security audits, PFSAC/PFSC mechanisms, trained security personnel and stronger coordination with local administration and security agencies.

Objectives



1. **Achieving 100% ISPS Compliance:** To achieve 100% ISPS compliance across all eligible ports through effective implementation and monitoring.
2. **Strengthening PFSP Review and Monitoring:** To strengthen periodic review, monitoring and compliance of Port Facility Security Plans (PFSPs).
3. **Upgrading Security Infrastructure:** To enhance security infrastructure, surveillance systems and access control measures at ports.
4. **Enhancing Training and Capacity Building:** To strengthen training, capacity building and regular security drills for PFSOs and security personnel.
5. **Adoption of Advanced Technologies:** To strengthen port security through advanced technologies and digital platform-based solutions for effective monitoring and security management.

Chief Guest



Shri Sarbananda Sonowal
Hon'ble Union Cabinet Minister,
Ministry of Ports, Shipping and Waterways

Shri Sarbananda Sonowal is a senior leader of the Bharatiya Janata Party and currently serves as the Union Cabinet Minister for the Ministry of Ports, Shipping and Waterways, Government of India. Born on 31 October 1962 in Mulukgaon, Dibrugarh, Assam, he holds B.C.J. and LL.B. degrees from Dibrugarh University and Gauhati University.

His public service includes Member of the Assam Legislative Assembly (2001–2004), Member of Parliament (2004–2009; 2014), Union Minister of State (Independent Charge) for Skill Development, Entrepreneurship, Youth Affairs & Sports (2014), and Union Minister of State (Independent Charge) for Youth Affairs & Sports (2014–2016). He served as the Chief Minister of Assam from 2016 to 2021 before joining the Union Cabinet in July 2021. As Union Minister, he is leading initiatives for port modernization, maritime connectivity, inland waterways development, logistics efficiency, and sustainable growth of India's maritime sector.

Guest of Honour



**Shri Vijay Kumar, IAS,
Secretary, Ministry of Ports, Shipping & Waterways
Government of India**

Shri Vijay Kumar, born on 16 July 1970, is a 1992 batch IAS officer of the A G M U T cadre. He currently serves as Secretary at the Ministry of Ports, Shipping and Waterways, New Delhi, since 1 October 2025.

His educational qualifications include a Diploma in Business Finance from The Institute of Chartered Financial Analysts of India, a B.E. in Electronics, and an M.B.A. from the University of Sydney.

Throughout his career, he has held various positions such as Chairman, Special Secretary, Principal Secretary, and Commissioner. He has received multiple awards, including the Prime Minister Award for Excellence in Public Administration (2006-07). He is proficient in English and Hindi.

Guest of Honour



**Dr. Rajendra Kumar, IAS,
Secretary, (Border Management), Ministry of Home Affairs
Government of India**

Dr. Rajendra Kumar is a senior officer of the Indian Administrative Service (IAS), belonging to the 1992 batch from the Tamil Nadu cadre. He currently serves as the Secretary (Border Management) in the Ministry of Home Affairs, Government of India, where he is at the helm of critical national initiatives involving border management and police modernization.

Dr. Kumar brings with him over three decades of rich and diverse experience in public administration, policy formulation, and implementation across various sectors at both the central and state government levels.

Ceremonial Lamp Lighting and Bouquet presentation

The inaugural proceedings of the National Port Security Conference 2026 commenced with the traditional ceremonial lighting of the lamp, marking the formal beginning of the conference. The ceremony was attended by the distinguished dignitaries present on the occasion, including Shri Sarbananda Sonowal, Hon'ble Union Cabinet Minister, Ministry of Ports, Shipping and Waterways; Dr. Rajendra Kumar, IAS, Secretary (Border Management), Ministry of Home Affairs; Shri Vijay Kumar, IAS, Secretary, Ministry of Ports, Shipping and Waterways; Shri Shyam Jagannathan, IAS, Director General of Maritime Administration; Shri Sushil Mansing Khopde, IPS, Additional Director General of Maritime Administration; and Capt. A. K. Azad, Nautical Adviser-cum-Additional Director General (Nautical), Directorate General of Maritime Administration.



The ceremonial lamp lighting was followed by the presentation of bouquets to the distinguished dignitaries as a gesture of welcome and appreciation. Shri Shyam Jagannathan, IAS, Director General of Maritime Administration, presented bouquets to Shri Sarbananda Sonowal and Shri Vijay Kumar, IAS. Shri Sushil Mansing Khopde, IPS, Additional Director General of Maritime Administration, presented a bouquet to Dr.

Rajendra Kumar, IAS. Capt. A. K. Azad, Nautical Adviser-cum-Additional Director General (Nautical), presented bouquets to Shri Shyam Jagannathan, IAS and Shri Sushil Mansing Khopde, IPS.

The ceremony formally marked the commencement of the conference and was followed by the dignitaries taking their seats on the dais for the inaugural proceedings.



Rendition of the National Song – Vande Maataram



Following the welcome of the Chief Guest and Guests of Honour, the conference proceedings commenced with the rendition of the National Song, “Vande Mataram.” The Master of Ceremonies requested all dignitaries, delegates and attendees present in the hall to rise and join in the rendition of the National Song as a mark of respect and in keeping with the spirit of the occasion.

The rendition of “Vande Mataram” was followed by a collective acknowledgement of the patriotic significance of the occasion, with the proceedings thereafter moving towards the formal inaugural segment of the conference.

Welcome Address and Conference Overview

Capt. Abul Kalam Azad



Following the inaugural ceremony, **Capt. Abul Kalam Azad, Nautical Adviser-cum-Additional Director General (Nautical), Directorate General of Maritime Administration**, delivered the Welcome Address and provided an overview of the 2nd edition of the National Port Security Conference, 2026.

Capt. Azad outlined the five major agendas of the Conference: implementation of the ISPS Code; review, audit and implementation of Port Facility Security Plans; strengthening of security standards and access control; training of Port Facility Security Officers and private security personnel; and greater use of technology, Artificial Intelligence and other technological solutions while facilitating ease of doing business.

He highlighted the progress achieved since the first National Port Security Conference, including full ISPS implementation across all 74 EXIM ports. He further informed that

security measures were being extended to other port facilities, with 42 coastal cargo and passenger berths taken up in the first phase. More than 18 ports had completed security assessments, while 58 fishing harbours were being addressed by State Maritime Boards and the Fisheries Department. Security measures for the remaining 77 ports were to be decided by the Bureau of Port Security (BoPS).

Capt. Azad also highlighted the constitution of BoPS within three months of the notification of the Merchant Shipping Act, 2025, with the related rules nearing completion of legal vetting. He referred to the authorisation of the CISF Technical Consultancy Wing as an RSO for ports, the development of training modules for private security personnel and the recently issued guidance on cybersecurity standards for ports.

He concluded by emphasising technology, capacity building and coordinated action among stakeholders to address emerging security challenges while ensuring safe, secure and efficient port operations.

Opening Remarks

Shri Sushil Mansing Khopde, IPS, Additional Director General of Maritime Administration



Following the Welcome Address and Conference Overview, **Shri Sushil Mansing Khopde, IPS, Additional Director General of Maritime Administration**, delivered the Opening Remarks. He welcomed the Hon'ble Union Cabinet Minister, senior officials of the Ministry of Ports, Shipping and Waterways and the Ministry of Home Affairs, representatives of the Indian Navy, Indian Coast Guard, CISF, State Maritime Boards, port authorities, industry and other stakeholders participating in the National Port Security Conference, 2026.

Shri Khopde highlighted that the Conference brought together stakeholders from across the maritime security ecosystem with the common objective of securing ports and protecting the people associated with port operations. While noting that all EXIM port

facilities are ISPS compliant, he emphasised that maritime security is an evolving challenge requiring continuous adaptation to emerging threats and technologies. Referring to past incidents, including the 1993 Bombay blasts and the 2008 Mumbai attacks, he underscored the importance of strengthening security measures in response to changing threats.

A major focus of his address was the Bureau of Port Security (BoPS), which he stated assumes significance following the enactment of the Merchant Shipping Act, 2025. He explained that BoPS has been conceived as a dedicated institutional framework for strengthening port facility security, enhancing coordination among agencies, ensuring compliance oversight and building a resilient maritime security architecture. He highlighted its key functions, including regulation of port facility security, review of security plans, security audits, capacity building and dissemination of security-related information.

Shri Khopde emphasised that maritime security is a shared responsibility and that no single agency or organisation can address these challenges independently. Observing that organisations often work in silos, he highlighted the role of BoPS as a coordinating body bringing together the various agencies and stakeholders involved in maritime security.

He further stressed the importance of cooperation among the Ministry of Home Affairs, Indian Navy, Indian Coast Guard, CISF, State Maritime Boards, port authorities and the maritime industry. He observed that such coordination would strengthen preparedness and contribute to a greater sense of security among seafarers, port workers, shipping companies and investors, while also enhancing public confidence in India's maritime security arrangements.

He concluded by emphasising that continued cooperation, coordination and commitment among all stakeholders would be essential for strengthening the maritime security network and achieving a safe, secure and efficient maritime sector.

Keynote Address

Shri Shyam Jagannathan, IAS, Director General of Maritime Administration



Shri Shyam Jagannathan, IAS, Director General of Maritime Administration, began his address by acknowledging the presence of the Hon'ble Union Minister for Ports, Shipping and Waterways, the Secretary, Ministry of Ports, Shipping and Waterways, the Secretary (Border Management), Ministry of Home Affairs, and senior representatives from the Indian Navy, Indian Coast Guard, CISF, State Maritime Boards, port authorities and the maritime industry. He welcomed the distinguished delegates and emphasized the importance of their collective participation in strengthening India's port security framework.

Shri Jagannathan highlighted the strategic and economic importance of the maritime sector, noting that approximately 95% of India's trade by volume and 70% by value is carried by sea. Referring to the Maritime India Vision 2030, Maritime Amrit Kaal Vision 2047 and Sagarmala, he emphasized that ports are economic and strategic assets requiring effective protection and preservation.

He highlighted the significance of BoPS under Section 13 of the Merchant Shipping Act, 2025, as the statutory authority for regulatory and compliance oversight of vessel and port security. He also outlined the role of the Recognized Security Organization (RSO) in security assessments, preparation of port security plans, audits and assessment of port-facility security arrangements, including private security deployment. He emphasized the critical role of State Governments and State Maritime Boards in translating policy into effective implementation on the ground.

Addressing the prevailing geopolitical environment, he highlighted security developments in the Persian Gulf, Strait of Hormuz, Red Sea, Bab el-Mandeb, Gulf of Aden and Black Sea, including drone and missile attacks on merchant vessels, the re-emergence of piracy off Somalia and the resurgence of Houthi-related threats. He noted the resulting disruption to global shipping, including declines in Suez transits, Red Sea traffic and Bab el-Mandeb transits, and the increased time, distance and freight costs associated with rerouting around the Cape of Good Hope.

He also highlighted the implications of the prevailing Middle East conflict for India's energy security, including the impact of the attack on the Ras Laffan LNG facility in Qatar. He outlined the response measures undertaken by the Directorate General of Maritime Administration, including crisis response, seafarer repatriation, rescue coordination, vessel monitoring, issuance of advisories, validation of citadel preparations and coordination with national and international maritime-security agencies, including LRIT, UKMTO and IFC-IOR.

Cybersecurity was identified as a critical emerging concern. Shri Jagannathan highlighted the progress of the Maritime Single Window (MSW), including 65% data-entry coverage, 85% vessel-call notifications and approximately 2,400 vessel calls and 1.4 million

transactions. He cautioned that increasing digital integration, including integration with vessel traffic management and just-in-time operations, would also increase exposure to cyber risks and therefore require stronger cybersecurity resilience.

He thereafter outlined the action agenda arising from the directions of the Hon'ble Union Home Minister, including refinement of the CISF security template; incorporation of a geospatial platform for ISPS and NSPC certification; establishment of a National Centre of Excellence for port-security training and standardized certification; protocols for cyber-intelligence sharing; and stronger institutional partnerships among security agencies, CISF, Customs, port authorities and coastal States.

Further measures highlighted included regular national and State-level workshops, a proposed National Security Action Plan, integration of Health, Safety, Security and Environment (HSSE) considerations, development of an India Maritime Compliance Code, integration of cybersecurity plans with a National Command and Control Centre, hybrid security models, sustainability within the security framework and State-specific maritime security plans.

Concluding his address, Shri Jagannathan emphasized that ease of doing business and efficient port cargo handling must be balanced with robust and fail-proof security arrangements. He called for continued cooperation among stakeholders to establish a comprehensive national security framework that ensures safe and secure ports while supporting India's economic growth.

Address by the Guest of Honour

Shri Vijay Kumar, IAS,
Secretary, Ministry of Ports, Shipping and Waterways



Following the Keynote Address, **Shri Vijay Kumar, IAS, Secretary, Ministry of Ports, Shipping and Waterways**, addressed the gathering. He welcomed the senior officials, representatives of security agencies, State Maritime Boards, port authorities, maritime industry, Port Facility Security Officers, terminal operators and other delegates, and highlighted the Conference as an important platform for strengthening the collective approach towards port security.

Shri Vijay Kumar highlighted the transformation of India's maritime sector and its growing importance to economic growth, international trade, logistics efficiency, energy security

and national resilience. Referring to the Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047, he noted the significant improvements in port capacity and operational efficiency, along with increased mechanisation and the adoption of the landlord port model and PPP-based development.

He highlighted the significance of the Merchant Shipping Act, 2025 in providing a comprehensive legal framework for maritime administration and noted that the establishment of the Directorate General of Maritime Administration represents a move towards an integrated and future-ready maritime administration with strengthened regulatory oversight and coordination.

With regard to port security, Shri Vijay Kumar reiterated the five key actionable points for the Conference: achieving 100% ISPS compliance across eligible ports; periodic review and compliance monitoring of Port Facility Security Plans; strengthening security infrastructure, surveillance and access control; regular security drills and capacity building of security personnel; and adoption of advanced technologies and digital solutions.

He emphasised that while security is non-negotiable, security arrangements must not adversely affect the competitiveness and operational efficiency of Indian ports. Referring to competition with Colombo and Singapore, he stressed that security measures should not unnecessarily increase port costs or adversely affect port KPIs.

He further highlighted the need for greater use of technology and efficient deployment of security personnel, noting that in some ports the number of security personnel exceeds the number of port employees. He suggested consideration of a hybrid security model, under which core functions could be undertaken by specialised security forces while suitable non-core functions could be performed by trained private security personnel.

He concluded by appreciating the commitment of the Indian Navy, Indian Coast Guard, CISF, port authorities, State Maritime Boards, Port Facility Security Officers, terminal operators and other security personnel in safeguarding India's maritime infrastructure, and expressed the expectation that the Conference would result in tangible outcomes for strengthening port security across the country.

Address by the Guest of Honour

Dr. Rajendra Kumar, IAS,
Secretary (Border Management), Ministry of Home Affairs



Following the address by the Secretary, Ministry of Ports, Shipping and Waterways, **Dr. Rajendra Kumar, IAS, Secretary (Border Management), Ministry of Home Affairs**, addressed the gathering. He highlighted the growing importance of maritime trade to India's economy and noted that, with the country's development objectives towards 2047, the volume of maritime trade is expected to increase substantially. He emphasised that the corresponding growth in maritime infrastructure must be accompanied by a comprehensive and forward-looking approach to maritime security.

Dr. Rajendra Kumar highlighted the evolving threat environment, including the increasing use of low-cost warfare, UAVs and drones, cyber threats, artificial intelligence and illicit trade through maritime routes. He stressed the need for security agencies to continuously assess these emerging threats and strengthen their preparedness accordingly.

He outlined various initiatives undertaken by the Ministry of Home Affairs in coordination with coastal States and other stakeholders. These included the Coastal Security Scheme, under which the third phase is under formulation, measures to strengthen coastal police capabilities and marine assets, and initiatives with the Department of Fisheries for securing fishing infrastructure and equipping fishing boats with transponders for tracking and distress response.

He further highlighted Tat Kavach, a coastal digital mapping platform enabling real-time monitoring and recording of coastal patrolling activities by authorised stakeholders. He noted that coastal assets and sensitive locations have been mapped on the platform and that its capabilities would be further enhanced with the operationalisation of the next phase of the Coastal Security Scheme.

Dr. Rajendra Kumar also referred to the implementation of the Maritime Anti-Piracy Act, 2022, the strengthening of the Bureau of Port Security (BoPS) framework in coordination with the Ministry of Ports, Shipping and Waterways, and the need to further integrate technology into the coastal and port security architecture. He emphasised that technology could strengthen surveillance, provide real-time information, improve response capabilities and optimise manpower and infrastructure requirements.

He stressed the importance of further strengthening the coastal surveillance network through Artificial Intelligence, particularly for real-time analysis of data and generation of actionable intelligence. He also highlighted the potential use of advanced scanning equipment and AI-based image analysis for rapid identification of suspicious objects and prevention of illicit activities through ports.

Concluding his address, Dr. Rajendra Kumar emphasised the need for a dynamic and holistic approach to maritime security, with close coordination among all stakeholders. He

expressed the expectation that the Conference would result in specific actionable recommendations for improving maritime trade, addressing security challenges and countering emerging threats, particularly those arising from the increasing use of advanced technologies.

Address by the Chief Guest

Shri Sarbananda Sonowal
Hon'ble Union Cabinet Minister,
Ministry of Ports, Shipping and Waterways



The inaugural session culminated with the Chief Guest's Address by **Shri Sarbananda Sonowal, Hon'ble Union Cabinet Minister, Ministry of Ports, Shipping and Waterways**. He welcomed the distinguished participants and appreciated the Directorate General of Maritime Administration for bringing policymakers, security agencies, port authorities, industry representatives and maritime experts together on a common platform. He emphasized that the security of India's ports is a shared responsibility requiring the collective efforts of all stakeholders.

The Hon'ble Minister highlighted India's longstanding maritime identity and its emergence as a major global maritime power. Referring to Sagarmala, PM Gati Shakti, Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047, he noted the expansion of ports, growth in cargo volumes and increasing integration of logistics networks and maritime infrastructure. He stressed that as India's maritime footprint expands, the responsibility to secure it must grow correspondingly, and that modern ports must be assessed not only on capacity and efficiency but also on their safety, security and resilience.

Addressing the changing security environment, Shri Sonowal observed that port security extends beyond conventional physical measures and now encompasses cyber threats, drones, supply-chain disruptions, risks to digital networks and information systems, and threats to critical infrastructure. He emphasized that security systems must be capable of anticipating risks, adapting to emerging threats and responding in a coordinated manner.

He highlighted the principle of "security by design", stressing that security considerations should be incorporated from the planning and design stage itself and integrated into the technology and operation of ports, terminals and digital systems. In this context, he referred to the Merchant Shipping Act, 2025 and the proposed Bureau of Port Security (BoPS) as important institutional developments aimed at strengthening institutional capacity, regulatory oversight and coordination among stakeholders.

Shri Sonowal emphasized that port security cannot be the responsibility of a single organization and highlighted the important roles of the Indian Navy, Indian Coast Guard, CISF, Directorate General of Maritime Administration, Marine Police, Customs, intelligence agencies, State Governments and the maritime industry. He stressed that the effectiveness of India's security architecture would depend upon close coordination among these stakeholders.

He also highlighted the increasing digitization of the maritime sector through initiatives such as e-Samudra, Maritime Single Window and One Nation One Port. While recognizing the benefits of greater integration, transparency and efficiency, he cautioned that increased digitization also creates a greater responsibility to protect networks, data and critical systems. He therefore stressed that smart ports must also be cybersecure

ports, with cybersecurity resilience integrated into the adoption of AI, automation and digital platforms.

Referring to the principle of SAGAR – Security and Growth for All in the Region, the Hon'ble Minister emphasized that security and growth are mutually reinforcing objectives. He appreciated the contribution of security agencies, port authorities, State Maritime Boards, maritime personnel, seafarers, shipping companies, logistics partners and the wider maritime industry in safeguarding India's maritime interests.

He stated that the Conference would move beyond discussions and result in practical and actionable recommendations for strengthening India's port security framework and developing the proposed BoPS as a robust, responsive and future-ready institution.

The Hon'ble Minister also specifically acknowledged the participation of the coastal States and Union Territories, highlighting their important role in ensuring the security of ports located within their respective jurisdictions. He called for deeper integration, commitment and coordination among all stakeholders and concluded by emphasizing the collective responsibility of all concerned towards protecting the nation and its maritime interests.

Technical Session 1: Maritime Security: Emerging Trends, Threats & India's Preparedness

Capt Vikram Singh Manhas, Deputy Nautical Advisor-cum-Senior DDG (Tech), Directorate General of Maritime Administration

The inaugural session was followed by the first technical session titled “Maritime Security – Emerging Trends, Threats and India's Preparedness,” delivered by **Capt. Vikram Singh Manhas, Deputy Nautical Advisor-cum-Senior Deputy Director General (Technical), Directorate General of Maritime Administration**. Capt. Manhas outlined the scope of maritime security and highlighted traditional and emerging threats affecting vessels, ports, seafarers, maritime trade and critical infrastructure, including piracy, armed robbery, maritime terrorism, smuggling and trafficking, IUU fishing, hybrid warfare,



drone and missile attacks, cyber threats, GPS spoofing and underwater infrastructure sabotage. He highlighted the growing convergence of maritime, cyber and electronic warfare domains and the increasing use of unmanned and asymmetric technologies by State and non-State actors,

with particular attention to security hotspots in the West Asia region, Red Sea, Persian Gulf and wider Indian Ocean Region.

The session also examined the implications of maritime disruptions for global trade and India's economic and energy security, including impacts on shipping routes, freight and insurance costs, supply chains and essential commodities. With regard to India's preparedness, the presentation highlighted mission-based deployments, maritime security and anti-piracy operations, persistent surveillance, anti-narcotics operations and enhanced maritime domain awareness, along with the adoption of uncrewed and counter-

uncrewed systems, AI-enabled anomaly detection, sensor fusion, predictive modelling and enhanced surveillance through UAVs and USVs. The session concluded by emphasising the need to anticipate emerging threats, strengthen technological and operational capabilities, and develop a combat-ready, credible, cohesive and future-ready maritime security architecture.

Technical Session 2: Securing India's Maritime Domain: - ISPS Compliance, Bureau of Port Security (BoPS) and PRANAAM Initiative

Capt. Nitin Mukesh, Deputy Nautical Advisor-cum-Senior DDG (Tech), Directorate General of Maritime Administration

The second technical session, titled “Securing India's Maritime Domain – ISPS Compliance, Bureau of Port Security and PRANAAM Initiative,” was delivered by **Capt. Nitin Mukesh, Deputy Nautical Advisor-cum-Senior Deputy Director General (Technical), Directorate General of Maritime Administration**. Capt. Mukesh began by outlining the importance of port security in view of the growing maritime sector and India's dependence on maritime trade. He explained the framework of the International Ship and Port Facility Security (ISPS) Code, including the roles of the Administration, port facilities, shipping companies and other stakeholders, and highlighted the importance of security assessments, Port Facility Security Plans, Port Facility Security Officers and continuous verification and auditing under the ISPS framework. He noted that 74 port facilities are presently ISPS compliant, with Gujarat, Maharashtra and Tamil Nadu accounting for a significant number of compliant facilities, and emphasized that security compliance is a continuous process requiring periodic verification and adaptation to changing security threats.



The presentation thereafter focused on the Bureau of Port Security (BoPS) established under Section 13 of the Merchant Shipping Act, 2025. Capt. Mukesh explained that the proposed framework would strengthen regulatory oversight of port facility security and vessel/port interface security, including security assessments and plans, inspections, compliance monitoring, intelligence sharing, coordination and capacity building. He also outlined the proposed institutional structure and functions of BoPS and referred to the status of the draft BoPS Rules under legislative review. The session also covered the PRANAAM Seafarer Assistance Services initiative, developed by the Directorate General of Maritime Administration in collaboration with stakeholders to facilitate Indian seafarers travelling through airports. The initiative provides document verification, immigration and airport assistance, baggage and boarding support, a 24×7 helpdesk and coordination with airlines and airport authorities. The presentation highlighted the operational outcomes of PRANAAM, under which 2,753 UK-bound and 1,030 non-UK-bound seafarers had been verified, with 22 and 8 fraudulent documents, respectively, detected. The initiative was presented as a mechanism to strengthen document verification, prevent fraudulent travel and provide structured assistance to genuine seafarers during airport transit. The session concluded by emphasising the need for a secure and resilient maritime ecosystem through effective implementation of the ISPS framework, strengthened institutional oversight through BoPS, adoption of technology and continued facilitation and protection of Indian seafarers.

Technical Session 3: Geopolitical Developments due to conflict in various region for Maritime Security and Shipping

Capt. Vikas Anand, Naval Ops, Indian Navy

Capt. Vikas Anand, Indian Navy,

examined the evolving geopolitical conflicts and their implications for maritime security, global shipping, and India, emphasizing that the Russia–Ukraine conflict, Israel–Iran tensions, Houthi attacks in the Red Sea, and instability around the Strait of Hormuz have transformed merchant shipping into both a target and an instrument of strategic pressure. He highlighted that 1,723 maritime incidents were monitored across six major



clusters in the first half of 2026, while the continuing Hormuz crisis alone accounted for 75 incidents, with 61 vessels reportedly hit, underscoring the persistent high-threat environment. He noted that these developments have disrupted established shipping routes, increased fuel consumption, transit times, freight rates and war-risk insurance premiums, while exposing seafarers to missiles, drones, piracy and armed conflict. He identified growing vulnerabilities in maritime chokepoints, freedom of navigation, critical ports and offshore infrastructure, energy security and subsea connectivity, alongside the expansion of grey-zone operations, shadow fleets, maritime crime and the convergence of maritime, cyber and electronic warfare. For India, he stressed that its geographic position, dependence on maritime trade and energy, and interests in West Asia make the evolving security environment particularly significant, with the Indian Ocean becoming increasingly congested and contested. He called for stronger coastal security against terrorism and piracy, persistent maritime presence, enhanced maritime domain

awareness, sensor fusion, technical intelligence and surveillance, and improved identification and classification of vessels operating within dense maritime traffic. Emphasizing the growing threat from uncrewed aerial and surface systems, Capt. Anand advocated rapid induction of both uncrewed and counter-uncrewed technologies, hardened vulnerable areas and points, and cost-effective responses to asymmetric threats. He further highlighted the need for AI-driven anomaly detection and predictive maritime domain awareness, supported by persistent UAV and USV surveillance, to move from merely observing the maritime domain to understanding and anticipating activity. He concluded that safeguarding India's maritime interests requires a combination of persistent presence and technological superiority, achieved through invention, innovation, Indianization and integration, to remain ahead of increasingly hybrid and multi-domain maritime threats.

Technical Session 4: Port Security – Current Challenges, Best Practices and Future Preparedness

Shri Padmakar S Ranpise, IPS, ADG (South), CISF

Shri Padmakar S. Ranpise, IPS, ADG (South), CISF, outlined the evolving security architecture and key vulnerabilities of Indian ports, emphasizing the need for standardized, technology-driven and adequately funded security mechanisms across major, non-major, fishing and non-functional ports. He highlighted that, as per the 2023 MHA security guidelines, India has around 250 ports, including 12 major ports, 68 non-major cargo-handling ports, around 130 fishing harbours and approximately 40 non-functional ports, while stressing the need to reconcile variations in port figures maintained by different authorities. He noted that CISF is deployed at all 12 major ports and has recently been recognized as a Recognized Security Organization (RSO) for port security, with plans underway to conduct fresh Port Facility Security Assessments (PFSA) and Port

Facility Security Plans (PFSP) across major and non-major ports. He emphasized the importance of training private security personnel deployed at ports, noting that over 3,200 private security personnel and 329 police personnel had already been trained,

while urging states, UTs, port authorities and private operators to ensure timely training of all security personnel. For non-functional ports and fishing harbours, he highlighted the absence of adequate physical security and called for greater use of coastal radar networks, CCTV, National Maritime Domain Awareness (NMDA), joint surveillance and periodic security assessments by CISF, Coast Guard, Coastal Police and other stakeholders. He identified serious security gaps at non-major cargo-handling ports, which currently handle around 55% of India's cargo and are projected to handle nearly



- Total no
- Major I
- Non-M
- Non-M
- Non-M
- Non-M

75% by 2047, stressing the need for sovereign security agencies, standardized security benchmarks, access control, waterfront security and Quick Reaction Teams rather than reliance predominantly on private security agencies. He advocated the creation of a National Port Security Fund, funded through nominal charges on containers or bulk cargo, to ensure that security expenditure is not constrained by port profitability or operational budgets. He further highlighted emerging threats including drones, autonomous surface and underwater vessels, narcotics and arms smuggling, inadequate cargo screening, cyberattacks on IT/OT systems, human trafficking and insider threats, citing major narcotics seizures at Mundra Port as an indication of the scale of the challenge. He called for greater security-agency involvement in cargo screening and enhanced screening capacity beyond the limited coverage currently available. Highlighting positive practices, he pointed to robust PFSA/PFSP systems, effective Port Facility Security Advisory Committees, indigenous Vessel Traffic Management Systems (VTMS), periodic joint security exercises, drone surveillance and advanced biometric access-control systems using facial and palm recognition, RFID and automated number-plate detection. Looking ahead, he stated that CISF has 40 teams ready to complete PFSA/PFSP exercises across ports within one to two years, while advocating biometric access systems, AI-enabled CCTV analytics, high-endurance surveillance drones, anti-drone and underwater detection systems, enhanced container screening, integration of security agencies into the Maritime Single Window, and comprehensive port cybersecurity assessments and plans. He concluded that India's port security architecture must progressively integrate physical, technological, maritime and cyber-security measures, with early action, stakeholder coordination and continuous technological upgradation essential to building a resilient and future-ready port security framework.

Technical Session 5: Experience Sharing by State Maritime Boards on ISPS Implementation and Port Security

The session featured presentations by representatives from various State Maritime Boards, highlighting their experiences, initiatives, and best practices in the implementation of the International Ship and Port Facility Security (ISPS) Code and port security measures. The session provided valuable insights into the approaches adopted by different States, key challenges encountered, and lessons learnt in strengthening maritime security and enhancing the overall effectiveness of port security systems.

1. Maharashtra Maritime Board

Commandant Santosh B. Nair

Coastal Safety & Security Officer, Maharashtra Maritime Board

Commandant Santosh B. Nair, CSSO, MMB, outlined the maritime security challenges and ISPS implementation across Maharashtra's 877-km coastline, covering 48 notified port limits, 16 non-major port facilities and two major ports, with the upcoming Vadhavan Port further expanding the State's maritime infrastructure. He highlighted that 13 of the 16 MMB-regulated port facilities are ISPS compliant, while the remaining three are at various stages of PFSA/PFSP and ISPS audit. He emphasized the security measures being implemented across port facilities, including quarterly validation of Crisis Management Plans with cybersecurity components, regular mock drills, participation in Coast Guard and Coastal Police exercises, patrols by port operators, and training of private security personnel by CISF, with 439 of 462 personnel already trained. He also highlighted regular Port Facility Security Advisory



Committee meetings, conducted every six months, and active participation of Regional Port Office personnel in coastal security exercises to strengthen coordination with security agencies and other stakeholders. As part of capacity building, Maharashtra Maritime Board has enhanced coastal defence through binoculars, torches, night-vision equipment, baggage scanners, door-frame and handheld metal detectors, additional security sentries and e-ticketing facilities at passenger terminals, while also supporting the on-boarding of non-AIS passenger ferries onto the Indian Navy's Maritime Domain Awareness application. He identified the need for greater clarity regarding the role of CISF and IRS as Recognized Security Organizations (RSOs) for PFSA/PFSP vetting, timely deputation of RSO personnel for initial audits, and rationalisation of ISPS requirements for smaller passenger-oriented port limits and facilities that do not handle EXIM or coastal cargo. He further noted that Maharashtra has sought exemption from ISPS compliance for certain smaller jetties, passenger terminals, fish-landing centres and fishing-harbour-type facilities where the nature of operations does not warrant full ISPS requirements, while awaiting further guidance from the authorities. He clarified that, notwithstanding earlier Statements of Compliance, fresh PFSA and PFSP exercises are required under the current directions. Commandant Nair concluded by reaffirming the Maharashtra Maritime Board's commitment to strict ISPS implementation, continuous security enhancement, capacity building and coordinated coastal security, with 13 port facilities already holding Statements of Compliance.

2. Andhra Pradesh Maritime Board

Capt. Sridharma Sastha

Port Officer, Andhra Pradesh Maritime Board

Capt. Sridharma Sastha, Port Officer, Andhra Pradesh Maritime Board, outlined the status of port infrastructure and ISPS implementation in Andhra Pradesh, noting that the State Maritime Board, established in 2019, oversees six operational ports, comprising one major and five non-major ports, with a combined capacity of approximately 321



million metric tonnes, while four additional ports are under development. He highlighted the operational facilities at Kakinada Anchorage, Rava, Kakinada Deep Water, Gangavaram and Krishnapatnam, along with the upcoming Kakinada Gateway, Ramayapatnam, Machilipatnam and Mulapeta ports, and

provided an overview of their respective capacities, cargo profiles and ISPS compliance status. He emphasized that Port Facility Security Advisory Committees (PFSACs) have been constituted at all ports in accordance with the DG Shipping Circular no. 4 of 2022 and are meeting every six months, with participation from CISF, Narcotics Control Bureau, Intelligence Bureau, State Intelligence agencies and other security stakeholders, enabling regular review of Port Facility Security Plans and identification of additional security requirements. He highlighted ongoing capacity building of private security personnel, with CISF training already covering around 60% of personnel at Kakinada and

90% at Adani Gangavaram, while training at Krishnapatnam, Kakinada and Rava is being progressed with the objective of completing the programme within the next few months. For the four ports under construction, he noted that IRS has been engaged for PFSA/PFSP preparation at three facilities, with initial assessment already completed at Ramayapatnam, while arrangements for Kakinada Gateway are yet to be finalized. He raised concerns regarding the requirement for existing ISPS-compliant ports holding valid Statements of Compliance (SOC) to undergo fresh PFSA/PFSP, arguing that repeated assessments could create an additional compliance burden and seeking clarification from DG Shipping on the applicability of the directive. He suggested that fresh PFSA/PFSP by CISF should primarily be considered for newly notified port facilities, facilities without approved PFSPs, or ports undergoing substantial changes in infrastructure or operations, while existing compliant facilities should be considered for exemption where appropriate. He further emphasized the need for risk-based and port-specific security planning rather than a one-size-fits-all approach, taking into account differences in cargo profiles, infrastructure and geographical characteristics of non-major ports. He called for harmonized regulatory communication among DG Shipping, CISF, State Maritime Boards and port operators to avoid conflicting interpretations, duplication of assessments and unnecessary compliance burdens, while ensuring uniform and effective implementation of ISPS requirements across Andhra Pradesh's emerging and operational port network.

3. Karnataka Maritime Board

Smt. Suvarna Doddamani,

Director, Port and Member (Maritime & IWT Operations)

Presentation by Shri Vasu Deva,

Advisor, Karnataka Maritime Board



Shri Vasu Deva, Advisor, Karnataka Maritime Board, outlined Karnataka's experience in implementing the ISPS Code and strengthening security at its major and non-major ports, noting that the State has one major port, New Mangalore Port Authority, and two operational non-major ports, Karwar and Old Mangalore, with Karwar being ISPS compliant and Old Mangalore at an advanced stage of obtaining compliance. He highlighted that Karwar Port handles approximately 92% petroleum/liquid bulk traffic, necessitating enhanced safety and security infrastructure, including a recently commissioned firefighting facility costing around ₹19 crore, along with AIS, radar, VHF/radio communication systems and dedicated pilot and tugboat fleets. He traced Karwar's ISPS compliance journey from the initial Port Facility Security Assessment in 2005 through its subsequent updating and successful completion, while noting the

commissioning of augmented firefighting facilities for Class B petroleum products following PESO approval. He emphasized the institutional framework comprising a Port Security Authority, Port Facility Security Advisory Committee and multi-agency coordination mechanism, with the Port Officer functioning as the designated Port Security Authority to ensure a clear chain of command and rapid decision-making. For Old Mangalore Port, he highlighted the deployment of armed security, 16 CCTV cameras with speed-dome functionality, RFID-based access control and perimeter fencing, while noting that ISPS implementation initiated in 2022 is at an advanced stage. He further highlighted the training of Port Security Officers at Rashtriya Raksha University, constitution of the Port Facility Security Committee, coordination with local police for Quick Reaction Teams, and ongoing efforts to establish an independent port firefighting facility instead of relying on municipal fire services. He identified key challenges including relocation of existing fishing activities from ISPS-designated areas, dependence on external emergency-response infrastructure, and unauthorized local fishing vessels entering or operating near port areas, emphasizing stakeholder consultation and multi-agency coordination as important solutions. He highlighted best practices such as a single-point Port Security Authority, RFID access control, CCTV surveillance, VHF communication, dedicated pilot and tug fleets, IMO Level-1 oil-spill preparedness, on-site response equipment and coordination with MMD, IRS and PESO. Drawing lessons from the implementation process, he stressed that a clearly designated Port Security Authority enables effective command and compliance management, while proactive coordination with district administration, police and maritime agencies is essential, particularly for ports located within urban areas. Looking ahead, Karnataka Maritime Board recommended the development of integrated smart surveillance using AI-enabled CCTV, drone-based monitoring and RFID access systems, establishment of independent emergency-response units for firefighting and other critical incidents, and creation of a dedicated ISPS security fund at the State and national levels to support critical security infrastructure. He also proposed an AI-enabled port security and compliance dashboard integrating maritime boards, major and non-major ports and other stakeholders, which would streamline monitoring of ISPS compliance, reduce paperwork and enable more efficient oversight of port security across the country.

4. Kerala Maritime Board

Comdt. Sreekumar Gopalakrishnan (Rtd.),
Port Security Coordinator, Kerala Maritime Board



Comdt. Sreekumar Gopalakrishnan (Rtd.), Port Security Coordinator, Kerala Maritime Board, presented Kerala's approach towards ISPS implementation and the proposed enhancement of security across its port network, noting that the State has 18 notified non-major ports, of which only six are presently functional and handling business. These include four ports under Kerala Maritime Board, Vizhinjam International Seaport under the PPP model, and the inland container terminal. He highlighted that security arrangements are presently concentrated at these functional ports, with Port Security Committees, multi-agency coordination involving the Navy, Coast Guard, Customs, Immigration and other security agencies, and designated PFSOs in place at ISPS-compliant facilities. He noted that Kerala's port security architecture is still at a relatively nascent stage, with the Kerala Maritime Board becoming operational only in recent years and the first ISPS certifications being obtained from 2023 onwards. Security at the ports

is presently being provided through the Kerala State Ex-servicemen Development and Rehabilitation Corporation (KEXCON), a Kerala Government PSU employing ex-servicemen, while discussions are underway with SISF regarding port security coverage and security audits. He highlighted that NSG audits have been completed, an energy-security audit report is under consideration, and a pilot security audit involving SISF is proposed for Kollam and Beypore ports. Given financial constraints, he proposed a phased enhancement strategy, beginning with high-priority functional ports and progressively extending security coverage to other facilities. Under the proposed hybrid security model, SISF would secure core operational areas, while KEXCON/private security personnel would cater to non-core areas. The phased approach would initially cover Kollam and Beypore, followed by already ISPS-compliant ports such as Kovalam-Vizhinjam port and Azhikkal port requiring infrastructure enhancement, then other functional or partially functional ports such as Kottayam and Alappuzha, and subsequently ports with limited or no current activity. He stated that the proposed security audits would focus on identifying security gaps, structural modifications, manpower requirements, access control, surveillance integration, emergency-response coordination and cost-benefit assessment. He identified major challenges including limited budgetary allocations, shortage of trained manpower and expertise, coordination among multiple agencies, and the presence of fishing activity within or alongside port areas. He emphasized that ports co-located with fishing harbours require a different security approach, as conventional proactive security models may not always be practical and reactive security measures may initially be more effective due to the unrestricted movement of fishing vessels. He highlighted the proposed transition towards SISF-based security coverage, which would provide uniform standards, scalability as port traffic increases and clearer accountability for security-related incidents. He further stressed the need to rationalize the number of notified ports, as several of the 18 ports have limited assets, no significant commercial activity and inadequate physical boundaries for effective security. Kerala Maritime Board therefore proposes de-notification of ports with no present or foreseeable commercial activity, enabling security resources to be concentrated on viable and strategically important facilities. Looking ahead, he outlined the completion of the Kollam and Beypore pilot security audits, development of a state-

wide port-security framework for SISF deployment across non-major ports, greater adoption of technology and strengthening of the training ecosystem through in-house expertise, external agencies and knowledge-sharing initiatives. He concluded that a phased, risk-based and resource-conscious approach, supported by standardized security arrangements and technological enhancement, would be essential for establishing a sustainable security framework across Kerala's diverse port network.

5. Odisha Maritime Board

Capt. Sushant Bag

Chief Nautical Officer, Odisha Maritime Board

Captain Sushant Bag, Chief Nautical Officer, Odisha Maritime Board, outlined the emerging port-security framework in Odisha and the State's progress towards implementation of the ISPS Code, noting that the Odisha Maritime Board was established in 2022 and became fully operational from 1 April 2026 following the merger of the Port and Inland Transport Department with the Board. He highlighted Odisha's 571.71-km coastline, with Paradip Port as the State's sole major port, two operational non-major ports and additional ports under development, including Subarnarekha and Astaranga, along with a captive jetty.



He stated that the operational OMB ports are fully compliant with ISPS Code requirements, with Port Facility Security Assessments (PFSA) and Port Facility Security Plans (PFSP) implemented, periodically reviewed and supported by valid Statements of Compliance. He noted that regular ISPS drills and Port Facility Security Committee (PFSC) meetings are being conducted in accordance with DG Shipping Circular 04/2022, and that OMB will comply with the revised arrangement under which the CISF Technical Wing is designated to undertake PFSA/PFSP reviews. He also highlighted the forthcoming implementation of the Bureau of Port Security (BOPS) framework under the Merchant Shipping Act, 2025 and the Ministry of Ports, Shipping and Waterways

notification of June 2026. Existing security practices at OMB ports include metal-detector screening, identity-card verification, vehicle checks using hand-held inspection mirrors and controlled entry/exit procedures. He identified areas for further improvement including periodic PFSP reviews, regular internal security audits, and enhanced stakeholder coordination, and improved visitor and contractor management, greater use of digital reporting, and continuous monitoring. On capacity building, he highlighted regular ISPS and security-awareness training for port employees and security personnel, along with awareness programmes for contractors, vendors and other port users. In preparation for the hybrid security model, OMB has begun sending port security personnel to the CISF Technical Wing at Paradip, with the first batch of 25 personnel already undergoing training and plans to progressively train all security personnel in accordance with the applicable DG Shipping directions. Drawing lessons from the implementation process, he emphasized that continuous vigilance, regular training and awareness, strong coordination among port users and security agencies, and periodic review of security plans are essential to address evolving threats. He highlighted strengthened surveillance and waterside security, regular security drills and emergency preparedness as key measures contributing to a stronger port-security culture. He further noted that OMB ports have established close coordination with Indian Coast Guard, Customs, Immigration, Marine Police, fisheries department and local district administration, significantly improving maritime domain awareness, emergency response and regulatory compliance. Looking ahead, he recommended strengthening access control and waterside security, conducting regular security training and drills, enhancing cybersecurity, improving visitor and contractor management, and fostering a strong security culture while ensuring compliance with the evolving Merchant Shipping, Ships and Port Security framework and BOPS requirements. He concluded by reaffirming the Odisha Maritime Board's commitment to maintaining ISPS standards and ensuring safe, secure and resilient maritime trade in the State.

6. Captain of Ports Department, Government of Goa

**Shri Octavio A. Rodrigues, Captain of Ports,
Captain of Ports Department, Government of Goa**



Shri Octavio A. Rodrigues, Captain of Ports Department, Government of Goa, opened by highlighting Goa's maritime-port security framework, noting that the state has five non-major ports, of which Panaji Port is the only functional port and has remained ISPS compliant since 2005 with a validly renewed Statement of Compliance (SOC). He then outlined Panaji Port's anchorage-based EXIM operations, covering approximately 65 km of inland waterways and 9 nautical miles offshore, with cargo handling undertaken through trans-shipment, while noting that EXIM cargo operations have remained suspended since 2012 due to the mining ban. He further highlighted the Department's river-navigation activities, including ferry services operated by around 36 boats and facilities used by local fishing trawlers. On security, he detailed Panaji Port's comprehensive arrangements, including RFID-based visitor and employee identification,

facial-recognition access control, handheld metal detectors, door-frame detectors, under-vehicle inspection mirrors, X-ray baggage scanners and an integrated CCTV network covering the terminal, departmental buildings, jetty and waterfront, supported by high-performance PTZ cameras. He emphasized the role of the Port Security Advisory Committee, comprising the District Disaster Management Authority, Indian Navy, Indian Coast Guard, Intelligence Bureau, Goa Police, Coastal Security Police, ATS, Bomb Squad, Fire Services, Port Health Organisation and other stakeholders, along with local police, coastal-security and fire-response facilities, quarterly mock drills and coordinated exercises. The Department also maintains dedicated marine assets, including a high-speed patrol boat, tug boat and Tier-I pollution-response boat, while a 24×7 control room operates with AIS, marine communication systems and round-the-clock security personnel, supported by SOPs, a Port Facility Security Plan, Crisis Management Plan and Contingency Plan. He noted that the four other non-major ports are largely non-functional and primarily serve fishing activities, with security maintained through coastal police stations, and outlined plans to extend vessel traffic monitoring to their approaches. Looking ahead, he presented an advanced Vessel Traffic Management System (VTMS) for Panaji Port and the Goa coastline, with an approved DPR of approximately ₹55 crore incorporating solid-state radar with a range of around 35 km, long-range PTZ cameras extending up to 15 km offshore, and AI-based drone surveillance for vessel identification, detection of rogue vessels, oil pollution and prohibited fishing activities, with information to be shared with the Coast Guard, Navy, Coastal Police and other agencies. He also raised the need for clarity on the renewal of Panaji Port's SOC amid the proposed involvement of CISF, stressing that additional security requirements should be integrated with existing arrangements to avoid duplication and prevent disruption to port operations. Finally, he reaffirmed Goa's commitment to maintaining maritime security across its approximately 195 km coastline through coordinated efforts of the Ports Department, Coast Guard, Coastal Police and Fisheries Department, including security training for fishing communities, and urged the Government to revive funding for coastal-security patrol boats to strengthen surveillance capabilities and advance national maritime security objectives without compromising port operations.

7. Andaman & Nicobar

**Capt. Pramod Kumar Gautam, Harbour Master,
Port Management Board, Andaman & Nicobar Administration**



Capt Pramod Kumar Gautam, Harbour Master, Port Management Board, Andaman & Nicobar Administration, opened by highlighting the unique maritime profile of the Andaman & Nicobar Islands, comprising 836 islands, of which 32 are inhabited, with an extensive coastline of approximately 1,962 km and a strategic location around 750 nautical miles from mainland India and approximately 19 nautical miles from Strait of Malacca/. He then outlined the port infrastructure, comprising 24 ports, including one major port and 23 non-major ports distributed across the North & Middle Andaman, South Andaman and Nicobar districts. He noted that in 10 ports have established port control towers and supporting infrastructure, while six ports are anchorage-based and have limited or no dedicated port infrastructure. Three ports are currently engaged in EXIM activities and three are ISPS compliant, with one having a valid Statement of Compliance, while the remaining functional ports are undergoing security assessments and are expected to achieve ISPS compliance shortly. He further highlighted the use of Port

Meadows as a ship-to-ship transshipment anchorage, where navigation is presently supported through designated coordinates. Maritime security across the islands is jointly maintained by the Port Marine Police, Indian Coast Guard and Indian Navy, with internal security areas being covered in accordance with ISPS guidelines. He also stated that the administration is coordinating with the Directorate General of Shipping and CISF for security assessments and preparation of Port Facility Security Plans (PFSPs), with eight CISF teams constituted for the exercise and two teams already deployed the Andaman region. Looking ahead, he emphasized the strengthening of security and port-monitoring capabilities through the proposed establishment of a Vessel Traffic Management System (VTMS) for the functional ports, in coordination with the Directorate General of Lighthouses and Lightships, to further enhance maritime surveillance and navigational safety across the strategically important island territory.

8. Lakshadweep

Shri Avinash Singh

Additional District Magistrate, Lakshadweep



Shri Avinash Singh, Additional District Magistrate, Lakshadweep, opened by highlighting the unique maritime profile of the Union Territory, comprising 36 islands with a land area of approximately 32 sq km but a vast maritime domain of around 20,000 sq km of territorial waters and 4 lakh sq km of Exclusive Economic Zone (EEZ), with the islands located approximately 220–440 km from the western coast of Kerala and Karnataka. He emphasized that maritime connectivity is a lifeline for the island population and that port security therefore has the dual objective of securing the maritime interface while ensuring uninterrupted essential connectivity. He then outlined that all Lakshadweep ports are classified as non-major ports, with significant variations in their location, physical configuration, vessel interface and supporting infrastructure. The port infrastructure comprises four principal categories-breakwaters, deep-water eastern jetties, shallow-water western jetties and mooring buoys, with Kavaratti and Minicoy

having both eastern and western jetties, while breakwaters are present at Androth and Kalpeni. He noted that these physical differences directly influence security considerations, including ship–shore interfaces, access points, passenger and cargo movement and restricted areas. On existing security arrangements, he highlighted the dedicated Lakshadweep Wharf and passenger terminal at Kochi, where CISF manages security and XBIS scanners are used for passenger luggage and cargo screening, complemented by notified Port Facility Security Officers at all island facilities. XBIS scanners have already been deployed at five of the 10 inhabited islands, with coverage planned for all 10 islands by October 2026, while the Indian Navy and Indian Coast Guard provide additional support wherever required. He further outlined the ongoing transition towards a systematic, risk-based and formally documented port facility security framework, with the Port Facility Security Assessment (PFSA) targeted for completion by October 2026, followed by preparation of Port Facility Security Plans (PFSPs). He explained that the PFSA will identify and assess threats, vulnerabilities and gaps in existing security measures, while the PFSP will translate these findings into an actionable and proportionate security framework rather than adopting a uniform approach across all islands. Finally, he identified four key priorities for strengthening Lakshadweep’s maritime security- risk-based security, enhanced physical and technological security, capacity building and regular exercises, and strengthened inter-agency coordination, with the objective of further integrating Lakshadweep into the national maritime security architecture while maintaining the continuity of vital island connectivity.

Technical Session 6: Cyber Security in Ports

Shri Avinash Vaze, Senior Surveyor, Indian Register of Shipping

Shri Avinash Vaze highlighted the increasing cyber risks associated with the growing adoption of Internet of Things (IoT), computer-based systems and interconnected technologies across ports and ships, noting that greater connectivity expands the potential attack surface. He outlined key threats including denial-of-service attacks, data breaches, supply-chain and third-party attacks, phishing and social engineering, ransomware, GNSS jamming and unauthorized access, with threat actors ranging from



organized criminals and terrorists to state-sponsored groups and insiders. He emphasized that cyber incidents can disrupt navigation and port operations, cause financial and reputational losses, delay cargo handling, endanger crew, passengers and cargo, threaten the environment, and

create cascading impacts across allied industries. Identifying inadequate access controls, poor network segregation, outdated operating systems, insufficient cybersecurity awareness, weak backup and recovery mechanisms, and legacy equipment as major vulnerabilities, he stressed the need to consider cyber risks within Port Facility Security Assessments (PFSA) and ISPS-related security frameworks. He further highlighted the increasing cyber exposure of ships due to integrated onboard systems and satellite connectivity with shore-based stakeholders, and outlined IMO and IACS requirements,

including E26 and E27, for cyber-resilient ship design, construction, commissioning and operation, supported by network zoning, firewalls, role-based access, system integrity, monitoring and incident response. For ports, he advocated technologies such as Security Information and Event Management (SIEM), Intrusion Detection & Prevention Systems (IDPS), zero-trust architecture, multi-factor authentication and secure IoT systems, while stressing the importance of structured incident-reporting mechanisms, trained response teams and regular drills. Finally, he recommended comprehensive gap assessments for legacy systems, timely mitigation and replacement of vulnerable equipment, selection of appropriately certified systems based on risk levels, continuous network monitoring, trained cybersecurity teams and simulated exercises, and outlined IRS's role in supporting the maritime industry through cyber gap assessments, component certification, ship cyber-resilience requirements and verification of E26/E27 compliance.

Technical Session 7: Compliance of ISPS in Other than Major Ports- Best Practices

Capt Sachin Srivastava, COO, Adani Karaikal Port, Puducherry



Capt Sachin Srivastava highlighted the evolving regulatory and operational framework for ISPS compliance at non-major ports, emphasizing the need for a consistent, standardized and multi-agency security regime involving the Directorate General of Shipping, ports, Coast Guard, Navy, Customs, Police and other stakeholders. He outlined the importance of the ISPS Code under SOLAS, covering security assessments, Port Facility Security Plans, inspections, access control, restricted-area management, Declaration of Security and continuous ship–port communication, while stressing effective coordination between Ship Security Officers and Port Facility Security Officers. He further emphasized enhanced due diligence and vessel screening, including verification of satellite-phone declarations, AIS information, routing patterns and screening of vessels, owners, managers and beneficial owners against international sanctions lists, noting that modern port security must extend beyond physical protection

to legal, commercial and supply-chain risks. For non-major ports, he highlighted layered perimeter security through boundary protection, controlled gates, biometric verification, RFID-enabled vehicle access, visitor-management systems, CCTV, marine patrols, AIS and Port Facility Security Advisory Committee coordination, supported by cybersecurity measures such as endpoint protection, firewalls, encryption, multi-factor authentication and data-loss prevention. He noted that emerging threats such as ransomware, phishing and attacks on industrial control systems require the integration of physical and cyber security with continuous employee awareness. Looking ahead, he showcased the increasing use of AI, computer vision and automation in port operations, including automated gates, container recognition, intrusion detection, facial recognition, traffic analytics, safety monitoring, yard and warehouse intelligence, stockpile and conveyor monitoring, and cargo-handling analytics, enabling ports to move from merely recording incidents to proactively identifying risks and generating real-time alerts. He emphasized that AI should augment rather than replace human expertise, enabling continuous surveillance, faster decision-making and improved compliance. Finally, he highlighted the need for greater clarity on the implementation of PFSA and PFSP requirements across the large network of non-major ports, and stressed that the future of maritime security lies in integrated platforms combining physical security, cybersecurity, AI-driven analytics, compliance monitoring and real-time decision support, supported by strong governance, trained professionals and coordinated regulatory oversight.

Panel Discussion: Strengthening India's Maritime Security Architecture



The technical sessions were followed by a panel discussion on the theme of “Ensuring Secure Ports, Safe Shipping and Stronger Maritime India.” The session was moderated by Capt. Tushar Kinikar, Terminal Head, MIPDL, Kattupalli, Adani Ports and SEZ, and featured Capt. Harinder Singh, Nautical Adviser; Shri Opesh Kumar Sharma, Director; Capt. Praveen Kumar Singh, Deputy Conservator, Mumbai Port Authority; and DIG Girish Datt Raturi, Indian Coast Guard Headquarters, New Delhi as panelists.

The discussion examined the changing maritime security environment and the need to strengthen coordination, standardisation, coastal surveillance, port security, cyber resilience and institutional mechanisms under the proposed Bureau of Port Security (BoPS).

❖ Role of BoPS in Establishing Uniform Port Security Standards

Question:

The moderator raised the issue of how the establishment of the Bureau of Port Security (BoPS) under the Merchant Shipping Act, 2025 would change the existing port-security framework, particularly considering the variation in security standards between major and non-major ports. He sought views on how a common benchmark could be established without disregarding the different operational characteristics and risk profiles of individual ports.

Response:

Capt. Harinder Singh explained that India had developed a comprehensive coastal security architecture involving the Marine Police, Indian Coast Guard, Indian Navy, Customs and other agencies. However, implementation of the ISPS framework had historically operated somewhat separately from the wider coastal-security architecture. This resulted in variations in the manner in which security standards were interpreted and implemented across different ports and facilities.

He explained that the significance of BoPS would lie primarily in ownership and standardisation of security standards, rather than in replacing the operational responsibilities of existing security agencies. BoPS would provide a common statutory framework for setting security standards, policy coordination and compliance measures. A risk-based methodology would enable the security requirements of different ports to be assessed according to their respective threat profiles while maintaining a common baseline of security standards.

The discussion further highlighted the importance of strengthening implementation at non-major ports, including through structured assessments, audits, training and capacity building, rather than relying solely on self-certification.

❖ Coastal Surveillance and Emerging Maritime Threats

Question:

The moderator highlighted that threats to port security increasingly originate beyond the physical boundaries of ports and may emerge from the sea. Referring to incidents involving drones, narcotics trafficking and other maritime threats, he sought the Indian Coast Guard's perspective on strengthening surveillance and response in territorial waters and improving coordination with port authorities and other agencies.

Response:

DIG Girish Datt Raturi explained that effective port security must form an integral part of the broader coastal-security architecture. He emphasised that threats should ideally be detected and addressed at sea before reaching port approaches, anchorages or harbour areas.

He highlighted the Indian Coast Guard's network of coastal radar stations and its continuous maritime-domain monitoring, supported by information received from other agencies and the use of analytical and AI-enabled tools. Vessels of interest, including suspicious vessels, dark shipping and vessels displaying unusual behaviour, are monitored and subjected to further investigation through appropriate surveillance and response mechanisms.

He further highlighted the importance of exercises such as Sagar Kavach in validating institutional mechanisms for responding to threats such as hijacking and sabotage within port limits. He also emphasised the importance of coordinated responses to pollution incidents, particularly considering the significance of maritime routes for India's energy security.

The panellist recommended faster and more effective information sharing between agencies, including through platforms such as the Maritime Single Window, designation of appropriate single points of contact within organisations, scenario-based training and exercises, and greater regional cooperation across the Indian Ocean Region.

❖ Security Challenges at Mumbai Port

Question:

The moderator raised the specific security challenges faced by Mumbai Port, considering its location within a densely populated metropolitan area, extensive waterfront, diverse maritime activities and proximity to sensitive establishments. He sought information on the technological and operational measures being adopted and the practices that could be replicated at other ports.

Response:

Capt. Praveen Kumar Singh explained that Mumbai Port faces unique security challenges owing to its geographical location, scale and diversity of maritime activities. The port encompasses a large water area and coastline and accommodates cargo vessels, oil terminals, passenger boats, fishing vessels, anchorages and public maritime activities.

He noted that emerging threats include cyberattacks, drones, insider threats, unauthorised craft, sabotage and misinformation. He also highlighted the importance of appropriately defining ISPS areas within mixed-use port infrastructure, citing the example of the Mumbai International Cruise Terminal, where coordination among the relevant authorities enabled commercial areas to be separated from designated ISPS areas while maintaining appropriate security controls.

The panellist further highlighted the use and strengthening of Vessel Traffic Management System (VTMS), CCTV surveillance, digital access control, gate management, communication systems and intelligent video analytics. Integration of vessel information, gate movements and surveillance alerts, together with cybersecurity, system redundancy, backup arrangements and operator training, was identified as an important component of the port's security strategy.

❖ Cyber Resilience and Digital Security of Ports

Question:

The moderator observed that Indian ports are undergoing rapid digital transformation and that disruption to a single critical digital system could potentially affect port operations and, consequently, the wider economy. He sought clarification regarding the Ministry's approach towards strengthening cyber resilience and the anticipated role of BoPS in protecting the digital infrastructure of ports.

Response:

Shri Opesh Kumar Sharma explained that cybersecurity must address two interconnected objectives: preventing disruption and ensuring effective response when prevention fails. He emphasised that port systems must not only be protected against cyberattacks but must also possess sufficient redundancy and recovery mechanisms to restore operations with minimum disruption.

He highlighted the multi-layered cybersecurity governance framework involving the National Informatics Centre (NIC), the Ministry, the Indian Ports Association and specialised technical institutions. He noted that major ports receive cybersecurity support through the Indian Ports Association and the C3iHub at IIT Kanpur.

The panellist explained that port operations increasingly depend on interconnected IT and operational technology systems, including ERP systems, Port Community Systems, financial applications, cloud infrastructure, terminal operating systems, vessel traffic management systems, gate automation, surveillance and access-control systems. A disruption to any critical component could therefore have wider implications for maritime trade.

He further referred to the comprehensive cybersecurity programme undertaken for major ports in collaboration with IIT Kanpur, including cybersecurity audits, vulnerability assessment and penetration testing, implementation of cybersecurity controls, continuous monitoring, training and capacity building, and development of cybersecurity policies and information-security management systems.

❖ Audience Interaction – ISPS Compliance and Existing Security Certifications

Question:

During the audience interaction, a representative raised a question regarding the transition to the proposed BoPS framework, particularly in relation to ports that are already compliant with the ISPS framework and possess valid Statements of Compliance (SoCs), including those undergoing regular audits and annual verification. Clarification was sought on whether such ports would be required to undergo a fresh assessment and security-planning process.



Response:

In response, it was indicated that the existing compliance position would continue to remain relevant and that ports possessing valid security certifications should not assume that their existing status would automatically become invalid. The transition to the new framework would be governed by the applicable statutory and regulatory directions once the new framework is operationalised.

❖ Observations from the Panel Discussion

The panel discussion brought together perspectives from maritime administration, port operations, the Indian Coast Guard and the Ministry, highlighting that India's maritime-security architecture must evolve in response to increasingly complex and interconnected threats.

The discussion identified five broad priorities:

1. Establishment of uniform and risk-based port-security standards through BoPS;

2. Integration of port security with the wider coastal-security and maritime-domain-awareness framework;
3. Strengthening surveillance and coordinated response against drones, unmanned systems, smuggling and other emerging threats;
4. Building cyber resilience across the increasingly digital port ecosystem; and
5. Enhancing inter-agency coordination, information sharing, training and joint exercises.

The panel concluded with the overarching observation that secure ports and safe shipping are fundamental to a resilient maritime economy, and that emerging threats require continuous coordination between regulatory authorities, security agencies, ports, industry and technology stakeholders. The session reaffirmed the conference theme of “Ensuring Secure Ports, Safe Shipping and Stronger Maritime India.”



Closing Remarks and Vote of Thanks

Capt. Mahadev Dandiya, Nautical Surveyor-cum-DDG, Directorate General of Maritime Administration

The conference concluded with the Closing Remarks and Vote of Thanks delivered by **Capt. Mahadev Dandiya, Nautical Surveyor-cum-Deputy Director General, Directorate General of Maritime Administration.**

Capt. Dandiya expressed sincere gratitude to the senior dignitaries, speakers, panellists, delegates and all stakeholders who contributed to the conference. He acknowledged the key messages delivered during the inaugural session, including the importance of maritime security, the five actionable points outlined by the Hon'ble Union Minister, the evolving role of the Directorate General of Maritime Administration, and the need for a coordinated and risk-based approach to maritime security.



He also acknowledged the contributions of the technical-session speakers in addressing the implementation of the ISPS Code, port facility security planning, emerging maritime security threats, India's multi-agency response architecture, ISPS compliance across the 74 EXIM ports, the proposed Bureau of Port Security and the PRANAAM initiative for facilitating Indian seafarers.

On behalf of the Directorate General of Maritime Administration, Capt. Dandiya extended his appreciation to all speakers, panellists, delegates, the organising team and the staff of the venue for their contribution towards the successful conduct of the Conference. He emphasised that secure ports and safe shipping are fundamental to a stronger maritime

India and reaffirmed India's commitment to a responsible, inclusive and forward-looking maritime future.

The conference concluded with the National Anthem, followed by the presentation of mementoes and a group photography session.

For the present National Port Security Conference 2026, keeping the same visual style as your previous report, I would use 5 key takeaways. They should be short enough to fit into the boxes but substantive enough to reflect the actual conference discussions.

Key Outcomes of the Proceedings

A significant outcome of the Conference was the recognition that maritime and port security is a shared national responsibility. Effective security cannot be achieved by any single agency and requires seamless coordination among DGMA, Indian Navy, Indian Coast Guard, CISF, State/UT Governments, State Maritime Boards, port authorities, Customs, intelligence agencies, Marine Police and the maritime industry. The Hon'ble Union Minister also emphasised that the Conference should translate deliberations into practical and actionable measures.

The Conference reaffirmed the importance of achieving 100% ISPS compliance across eligible port facilities and maintaining continuous compliance through periodic review, verification and auditing. It was also emphasised that security requirements should be implemented in a manner that does not unnecessarily affect port efficiency, competitiveness or cargo-handling performance. The need for a risk-based and port-specific approach, particularly for non-major ports, emerged as an important stakeholder recommendation.

The proposed Bureau of Port Security (BoPS) emerged as a key institutional mechanism for strengthening regulatory oversight, establishing uniform security standards, monitoring compliance, facilitating coordination and building capacity across port facilities. Stakeholders broadly emphasised the need for a clear and effective institutional framework under the Merchant Shipping Act, 2025, while ensuring coordinated implementation with existing maritime and security agencies.

Another major outcome was the recognition that cybersecurity must form an integral part of port security. With increasing dependence on Maritime Single Window, Port Community Systems, ERP, terminal operating systems, vessel traffic management, automated gates, surveillance and other digital platforms, disruption of critical IT/OT systems could have wider implications for port operations and maritime trade. The Conference therefore stressed cybersecurity audits, vulnerability assessment, continuous monitoring, trained cybersecurity teams, information sharing, redundancy and recovery mechanisms.

The Conference further highlighted the increasing role of Artificial Intelligence, drones, counter-drone systems, advanced surveillance, biometric access control, RFID, sensor integration and maritime-domain-awareness platforms in strengthening port security. Technology was viewed as an enabler for early detection, improved situational awareness, efficient deployment of manpower and faster response to emerging threats.

Key Takeaways

UNIFIED MARITIME SECURITY APPROACH

Maritime security was emphasised as a shared national responsibility, requiring coordinated action by DGMA, Navy, Coast Guard, CISF, ports, State/UT authorities, Customs, intelligence agencies and industry.

STRONGER REGULATORY & INSTITUTIONAL FRAMEWORK

The Merchant Shipping Act, 2025 and proposed Bureau of Port Security (BoPS) were highlighted as key steps towards uniform standards, effective oversight, compliance monitoring and stronger port-security governance.

EMERGING THREATS & RISK-BASED PREPAREDNESS

The threat landscape now extends beyond conventional security to cyberattacks, drones, unmanned systems, GPS spoofing, maritime terrorism, asymmetric threats and critical infrastructure vulnerabilities, requiring continuous risk assessment and preparedness.

CYBER & TECHNOLOGY RESILIENCE

The Conference stressed that smart ports must also be secure ports, with stronger cybersecurity, AI-enabled surveillance, data sharing, sensor integration and protection of critical IT and operational technology systems.

SECURE PORTS, SAFE SHIPPING & SEAFARER FACILITATION

Effective ISPS compliance, coordinated maritime-domain awareness and initiatives such as PRANAAM were highlighted as essential to ensuring secure ports, safe shipping and efficient facilitation of Indian seafarers.

Way Forward

①	Strengthen BoPS Implementation Operationalize the Bureau of Port Security as a dedicated institutional mechanism for uniform standards, regulatory oversight, inspection and compliance across port facilities.
②	Establish Uniform Security Standards Adopt a risk-based and standardised approach to strengthen ISPS compliance across major and non-major ports while recognising port-specific security requirements.
③	Build Cyber & Technology Resilience Strengthen protection of critical IT and operational technology systems through regular audits, AI-enabled monitoring, information sharing, system redundancy and enhanced cyber preparedness.
④	Enhance Maritime Domain Awareness Integrate coastal surveillance, port security, intelligence sharing and coordinated response mechanisms to detect and address threats before they reach ports and harbour areas.
⑤	Strengthen Inter-Agency Coordination Develop seamless coordination among DGMA, Indian Navy, Coast Guard, CISF, port authorities, State/UT agencies, Customs, intelligence agencies and maritime industry through common protocols, exercises and designated points of contact.
⑥	Expand Seafarer Facilitation Strengthen and expand initiatives such as PRANAAM to provide secure, efficient and technology-enabled assistance to Indian seafarers during airport transit.

Highlights of the Conference

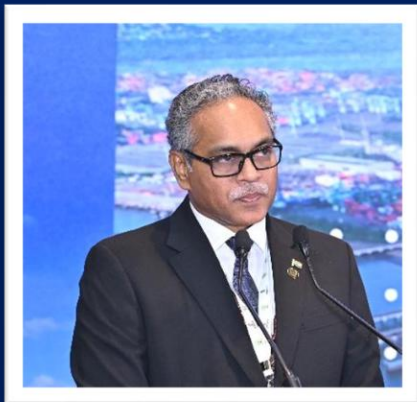


Appendix I: Programme Schedule

Time	Module	Speaker/Lead
09.00 – 09.15	Welcome all guests & Registration of invitees.	-
09.15 – 09.25	Ceremonial Lamp Lighting & Bouquet Presentation	Dignitaries
09.25 – 09.30	National Song	-
09.30 – 09.40	Welcome Address & Conference Overview	Capt. A K Azad Nautical Adviser-Cum-Addl. DG(Nautical), Directorate General of Maritime Administration
09.40 – 09.50	Opening Remarks	Shri Sushil Mansing Khopde, IPS Addl. Director General of Maritime Administration
09.50 – 10.00	Keynote Address	Shri Shyam Jagannathan, IAS Director General of Maritime Administration
10.00 – 10.10	Address by Guest of Honour	Shri Vijay Kumar, IAS Secretary, Ministry of Port Shipping and Waterways
10.10 – 10.20	Address by Guest of Honour	Dr. Rajendra Kumar, IAS Secretary (Border Management), Ministry of Home Affairs
10.20 – 10.40	Address by Chief Guest	Shri Sarbananda Sonowal Hon'ble Union Cabinet Minister, Ministry of Ports, Shipping and Waterways
10.40 – 11.05	Session I: Maritime Security – Emerging Trends, Threats and India's Preparedness	Capt. Vikram Manhas Dy. Nautical Advisor, Directorate General of Maritime Administration
11.05 – 11.30	Session II: Securing India's Maritime Domain: ISPS Compliance, Bureau of Port Security (BoPS) and Pranaam Initiative	Capt. Nitin Mukesh Dy. Nautical Advisor, Directorate General of Maritime Administration
11.30 – 11.45	Tea Break	-
11.45 – 12.10	Session III: Geopolitical Developments due to conflict in various region for Maritime Security and Shipping	Capt. Vikas Anand Naval Ops, Indian Navy
12.10 – 12.35	Session IV: Port Security – Current Challenges, Best Practices and Future Preparedness	Shri Padmakar S. Ranpise, IPS ADG (South), CISF
12.35 – 15.15	Session V: Experience Sharing by State Maritime Boards on ISPS Implementation and Port Security	State Maritime Boards
12.35 – 12.45	Maharashtra	Commandant Santosh B. Nair Coastal Safety & Security Officer, Maharashtra Maritime Board

12.45 – 12.55	Andhra Pradesh	Capt. Sridharma Sastha Port Officer, Andhra Pradesh Maritime Board
12.55 – 13.05	Karnataka	Smt. Suvarna Doddamani Director, Port and Member (Maritime & IWT Operations)
13.05 – 14.15	Lunch Break	-
14.15 – 14.30	Kerala	Comdt. Sreekumar Gopalakrishnan (Rtd.) Port Security Coordinator, Kerala Maritime Board
14.30 – 14.45	Odisha	Capt. Sushant Bag Chief Nautical Officer (CNO), Odisha Maritime Board (OMB)
14.45– 14.55	Goa	Shri Octavio A. Rodrigues Captain of Ports, Captain of Ports Department, Goa
14.55 - 15.05	Andaman & Nicobar	Capt. Pramod Kumar Harbour Master, Port Management Board
15.05 – 15.15	Lakshadweep	Shri Avinash Singh Additional District Magistrate, Lakshadweep
15.15 – 15.45	Session VI: Cyber Security in Ports	Shri Avinash Vaze Senior Surveyor, IRS
15.45 – 16.15	Session VII: Compliance of ISPS in Other than Major Ports- Best Practices	Capt. Sachin Srivastava COO, Adani Karaikal Port, Puducherry
16.15 – 16.50	Panel Discussion: Strengthening Port and Ship Security – Emerging Challenges and the Way Forward Moderator: Capt. Tushar Kinikar, Terminal Head - MIDPL (Kattupalli) Adani Ports & SEZ	▪ DGMA: Capt. Harinder Singh, NS-&-DDG(Tech), DGMA ▪ Coast Guard: Shri Girish Datt Raturi, DIG, Coast Guard Headquarters, New Delhi ▪ Major Ports: Capt. Pravin Kumar Singh, Deputy Conservator, Mumbai Port ▪ MoPSW - Shri Opesh Kumar Sharma, Director, MoPSW
16.55 – 17.00	Closing Remarks & Vote of Thanks	Capt. Mahadev Dhandhiya Nautical Surveyor -&-DDG (Tech), Directorate General of Maritime Administration
17:00	National Anthem	

Appendix II: Profile of Speakers



Shri Shyam Jagannathan, IAS
Director General of Maritime
Administration

Shri. Shyam Jagannathan, is an Indian Administrative Service (IAS) officer [1997 Batch] of the Assam Meghalaya cadre in the rank of Additional Secretary to the Government of India. He took over charge as Director General of Shipping in the Directorate General of Shipping, Ministry of Ports, Shipping and 23 on 03rd July 2023.

In his previous role, Mr. Shyam Jagannathan was the Development Commissioner, Santa Cruz Exclusive Export Processing Zone, Special Economic Zone - Mumbai, Department of Commerce, Ministry of Commerce and Industry.

Mr. Shyam Jagannathan holds a postgraduate degree in MSc (Biochemistry) with Distinction from Osmania University Hyderabad and his areas of interest are public finance and leveraging Technology for better public services.



Shri Sushil Mansing Khopde,
IPS
Addl. Director General of
Maritime Administration,
Mumbai

Shri Sushil Khopde, an Indian Police Service officer of 1995 batch from the Bihar cadre, has joined the Directorate General of Maritime Administration on 17th April 2025 as the Additional Director General of Maritime Administration under the Ministry of Ports, Shipping and Waterways. He brings with him a wealth of experience from his distinguished career in law enforcement and public administration drawn from nearly three decades of public service.

A Master's degree holder in Engineering from IIT Bombay, Shri Khopde has held several key positions including Superintendent of Police in various Districts, Deputy Inspector General of Police, Inspector General of Police and Additional Director General of Police heading Special Task Force (STF) in Bihar. His tenure has been marked by significant contributions to maintaining law and order, implementing community policing initiatives and enhancing internal security mechanisms.

In recognition of his exemplary service, Shri Khopde has been conferred with three President's Police Medals for Meritorious Service (2011), for Gallantry (2015) and for Distinguished Service (2022).

In his current role as Additional Director General of Maritime Administration, Shri Khopde is poised to bring his vast administrative experience and leadership to advance the objectives of the Directorate General of Maritime Administration reinforcing safety, security and capacity building in alignment with Maritime India Vision 2030 and Amrit Kaal Vision 2047, contributing to the development of the Indian Maritime Sector.



Capt. A K Azad
Nautical Adviser-Cum-
Addl. DG (Nautical),
Directorate General of Maritime
Administration, Mumbai

Graduate of Madurai Kamaraj University with the Bachelor of Engineering degree in Electronics and Communication branch. After a brief stint in engineering firms, joined the Shipping Corporation of India Limited, Mumbai.

He served in various ranks up to the rank of Captain in SCI for a period of 15 years and sailed on several types of ships including Oil Tankers, Bulk Carriers, General Cargo Ship, etc. Subsequently, joined the Indian Maritime Administration in 2008 as Nautical Surveyor-cum-Deputy Director General of Shipping. He served in the Directorate General of Shipping for seven years and later in Mercantile Marine Department Mumbai, Chennai and Kochi for a period of seven years as Deputy Nautical Adviser.

He did the Master of Science in Maritime Affairs degree from the prestigious World Maritime University, Sweden.

Presently, he is serving as Principal Officer of Mercantile Marine Department Mumbai and holding additional charge of Nautical Adviser to the Govt of India, DG Shipping. During his stint in MMD and DGS, played a pivotal role in bringing in e-Governance solution for Certification of Seafarers. Also, he played crucial role in several initiatives of reforms in the functioning of Directorate General of Shipping. He participated in several meetings of International Maritime Organization as part of the Indian Delegation.



Capt. Vikram Singh Manhas
Dy Nautical Advisor -cum-
Senior DDG (T),
Directorate General of Maritime
Administration, Mumbai

Capt. Vikram Singh Manhas is a senior maritime professional with over 35 years of maritime experience which includes 16 years at sea, and 19 years ashore working with Indian maritime administration, oil majors, and shipping companies of international repute. In addition he has worked in Oil and Gas industry for about 2 years, giving him a fair exposure in offshore oil and gas operations. He currently serves as Deputy Nautical Advisor-cum-Senior Deputy Director General (Technical) at the Nautical Wing of the Directorate General of Maritime Administration and head the Maritime Security Branch and the Nautical Examination, Assessment and Certification Branch.



Capt. Nitin Mukesh
Dy Nautical Advisor -cum-
Senior DDG (T),
Directorate General of Maritime
Administration, Mumbai

Capt. Nitin Mukesh is an accomplished maritime professional whose distinguished career bridges both the private and government sectors. His comprehensive background from commanding vessels across the globe has uniquely equipped him to spearhead the safety and security of maritime operations today.

He completed the MSC Programme in Maritime Affairs from WMU, Malmo, and is an esteemed member of the Institute of Charter and Shipbroker. He has been serving as Deputy Nautical Advisor and Senior Deputy Director General of Shipping. Today, he plays a pivotal role in managing critical areas such as Maritime and Port Security, ISPS (International Ship and Port Facility Security), the accreditation of medical examiners, as well as the approval of Life Raft Service stations and Life-Saving Appliances on-board vessels.

Capt. Nitin Mukesh's broad experience and unwavering dedication make him an authority in maritime safety and security, ensuring that every voyage and port operation under his purview is executed with the highest standards of professionalism and care.



Capt. Vikas Anand
Naval Ops, Indian Navy

Capt Vikas Anand, commissioned in the Indian Navy in 2006, is presently appointed at the Naval Headquarters. His academic qualifications include BSc (Spl) for Goa University, MSc in Nautical Science & Tactical Operations from CUSAT, and MSc in Defence Studies from Madras University.

He is an alumnus of Naval Academy, Goa and Defence Services Staff College, Wellington. He has served onboard various afloat and ashore appointments during his service tenure, and has a vast operational experience.



**Shri. Padmakar S. Ranpise,
IPS, ADG (South)
CISF**

On 08.04.2024, Shri Padmakar S. Ranpise, IPS, joined CISF as Additional Director General and served in CISF HQ New Delhi as ADG (HQ) till 28.07.2025.

He assumed the charge of Additional Director General (South), Navi Mumbai on 29.07.2025. Shri Padmakar S. Ranpise is BE in E&TC from College of Engineering, Pune and M. Tech in Electronics Design from IISc Bangalore. He joined the Indian Police Service in the Year 1995 and was allotted Orisha Cadre. He has served in Odisha Police as SP in various Districts.

He has also served as DIG SAP, DIG NCR Talcher, IG(Personnel), IG(Vigilance) and Addl. Commissioner of Police, Bhubaneswar in Odisha State. He served on deputation in CRPF as IG, Jammu Sector & Western Sector Mumbai before joining CISF. He is recipient of the Governor's Medal of Odisha and President's Police Medal for distinguished service.



**Commandant Santosh B. Nair
Coastal Safety & Security
Officer, Maharashtra Maritime
Board**

Commandant Santosh B Nair is a serving Coast Guard Officer on a 3 years Deputation with Maharashtra Maritime Board, Mumbai. He is an alumnus of Indian Naval Academy and is from 23rd Batch of Coast Guard Officers.

He joined Naval Academy on 06 Jan 1995. During his over 30 years of service in Coast Guard he has held various ashore and afloat appointments. His important ashore appointments include Commanding Officer of Coast Guard Station Kavaratti in Lakshadweep, Executive Officer Coast Guard Station Mumbai, Commanding Officer Coast Guard Station Dahanu in Maharashtra, Executive officer Coast Guard Station Paradip and Officer in Charge Integrated Local Procurement Cell, Chennai. His afloat appointments include Commanding officer of Coast Guard Ship Rajkamal, ACV H-186 and ACV H-192. He has about 2800 hrs of Hovercraft experience as First Pilot.

During his service he has been Commended twice by Director General Indian Coast Guard for his Devotion to duty and once by Regional Commander for the Tsunami Operations at Maldives.

The officer joined Maharashtra Maritime Board, Mumbai on 02 Sep 2024 on deputation and is presently carrying out the duties of Coastal Safety and Security Officer.



Capt. K. Sridharma Sastha
Port Officer,
Andhra Pradesh Maritime
Board

Capt. K. Sridharma Sastha is a Master Mariner with over 28 years of maritime experience, comprising 17 years at sea and 11 years in maritime administration. He is a graduate of T.S. Chanakya and BITS Pilani, a Member of the Institute of Chartered Shipbrokers and the Institute of Directors. He has served on a wide range of merchant vessels and is presently serving with the Andhra Pradesh Maritime Board, where he has been instrumental in digitizing port administration and strengthening maritime governance. He has also played a significant role in implementing maritime policies, enhancing port security and regulatory compliance, and promoting the adoption of modern technologies for efficient and sustainable port operations.



Shri. Vasu Deva
Advisor,
Karnataka Maritime Board

Vasu Deva is an Advisor to the Karnataka Maritime Board with over 10 years of experience in the maritime sector. He has advised the Board on maritime policy, Public-Private Partnership (PPP) initiatives, and maritime infrastructure development. He also serves as the Chief Executive Officer of Black Brix, a management consulting firm specializing in infrastructure and maritime advisory services. He has extensive experience in project advisory, transaction advisory, policy formulation, feasibility studies, and infrastructure planning across the ports and logistics sectors. He has worked closely with government agencies, port authorities, state maritime boards, and private sector stakeholders, supporting the development of sustainable maritime infrastructure and enabling investments through strategic planning, stakeholder engagement, and PPP-based project structuring.



Comdt. Sreekumar G (Retd)
Port Security Coordinator,
Kerala Maritime Board

Comdt. Sreekumar G (Retd) Retired from Indian Coast Guard after 35 years of Maritime Security and Administration assignments Presently Port Security Coordinator, Kerala Maritime Board and Registrar of Inland Vessels for the state of Kerala



Capt. Sushant Bag
Chief Nautical Officer (CNO),
Odisha Maritime Board (OMB)

Capt. Sushant Bag Chief Nautical Officer (CNO), Odisha Maritime Board (OMB), Government of Odisha, under the Commerce & Transport Department.

A Master Mariner with over 28 years of distinguished maritime experience,

At Odisha Maritime Board, Capt. Bag is responsible for matters relating to port navigation, maritime safety, implementation of the International Ship and Port Facility Security (ISPS) Code, inland water transport, port security, marine regulations, and maritime infrastructure development. He is actively involved in advancing Odisha's maritime vision through initiatives in Blue Economy, port-led development, coastal shipping, inland waterways, maritime security, and digital transformation.

Capt. Bag has represented the Government of Odisha at several national maritime forums and conferences, contributing to policy discussions and technical deliberations on maritime governance, port security, and sustainable maritime development.



Shri Octavio A. Rodrigues
Marine Engineer Class-I,
Mechanical Engineer
Captain of Ports, Goa

Octavio A. Rodrigues is a Marine Engineer Class-I and Mechanical Engineer, born on 31 December 1967, with over three decades of extensive experience in the maritime industry.

He began his career with the Shipping Corporation of India, serving as a Marine Engineer from 1992 to 1996. He later joined Maersk, where he worked as Chief Engineer from 2004 to 2009, before taking on the role of Technical Superintendent/Manager at A.P. Moller-Maersk Singapore for two years.

In 2011, he joined the Government of Goa as a Marine Engineer and Ship Surveyor, serving with distinction for 12 years. In recognition of his expertise and dedicated public service, he was promoted to the position of Captain of Ports in February 2024. Based in Nuvem, Margao, Salcette, Goa



Capt. Pramod Kumar
Harbour Master,
Andaman & Nicobar

A maritime professional with over 30 years of experience in merchant shipping, port management, and maritime administration, Capt. Pramod Kumar Gautam is currently serving with the Port Management Board, Andaman & Nicobar Administration. He has over 10 years of managerial experience in Government organizations, including the Port Management Board, Jawaharlal Nehru Port Authority (JNPA), and the Directorate General of Shipping.

He began his career as a seafarer, sailing on worldwide trading vessels and gaining extensive international exposure through operations at ports across the globe. He holds a B.Sc. in Nautical Science from the University of Mumbai and a Master (Foreign Going) Certificate of Competency awarded by the Government of India.

Capt. Gautam brings extensive expertise in port operations, harbour administration, maritime safety, and strategic port management, with a strong commitment to enhancing the efficiency and sustainability of India's maritime sector.



Shri Avinash Singh
Additional District Magistrate,
Lakshadweep

Shri Avinash Singh, DANICS is a civil servant of the Delhi, Andaman and Nicobar Islands, Lakshadweep, Daman and Diu and Dadra and Nagar Haveli (DANICS) cadre. He is presently serving in the Lakshadweep Administration as Additional District Magistrate-cum-Collector and Deputy Collector-cum-CEO, Kavaratti. He also serves as Director, General Administration & Protocol and Information & Public Relations in the Lakshadweep Administration.



Shri Avinash Vaze
Senior Surveyor, IRS

Shri Avinash Vaze is a Marine Radio Officer by profession and has sailing experience of 15 years on various type of merchant ships. In 2012 he joined Plan Approval Centre of Indian Register of Shipping with scope of work including plan approval relating to GMDSS, Integrated Navigation Systems, and type approval of radio equipment, navigation equipment / systems and internal communication systems. With emergence of cyber risk management in shipping industry and maritime autonomous surface ships, he has been involved in development of IRS Guidelines on Maritime Cyber Safety, IRS classification notes on Type Approval of Cyber Secured Control System Components, IRS Guidelines on Remotely Operated Vessels and Autonomous Surface Vessels Also he has been actively involved in the activities of IACS Safe Digital Transformation Panel (SDTP).



Capt. Sachin Srivastava
Chief operating officer,
Adani Karaikal Port

Capt. Sachin Srivastava is a highly experienced maritime professional and a Master Mariner with a career spanning almost three decades in both onboard and shore-based roles. He joined the merchant navy in 1996 and sailed the high seas until 2011 as the Master of a container vessel. Transitioning to a shore-based role, he served as a container ships operational manager before moving into private port operations. Over the past 13 years, he has held key positions, from Marine Pilot to Head of Marine Services at Mundra Port and now as the Chief Operating Officer of Karaikal Port.

His expertise in marine operations, port management, and vessel handling has been instrumental in the seamless operations of several major ports under the Adani Group. With a strong background in piloting, port security, and marine service management, he ensures operational excellence, regulatory compliance, and strategic growth. Currently leading Karaikal Port, he continues to drive innovation, efficiency, and safety in the maritime industry.



Capt. Mahadev Dhandhiya
NS-cum-Deputy Director
General (T) Directorate General
of Maritime Administration,
Mumbai

Capt. Mahadev Gunvantrai Dhandhiya is currently serving as Nautical Surveyor-cum-Deputy Director General (Technical) with the Directorate General of Maritime Administration (DGMA). A Master Mariner with over two decades of experience in the maritime industry, he has had a distinguished career across maritime administration, port management, commercial shipping, and vessel operations. In his present role, he oversees India's national nautical examination and certification system.

Before joining the maritime administration, Capt. Dhandhiya served as Head of Port Operations and Port Facility Security Officer (PFSO) at Gujarat Chemical Port Ltd., where he was responsible for port operations, commercial performance, and infrastructure development. He also headed marine operations and served as PFSO at Kovaya Terminal. Prior to that, he worked as Senior Lead – Shipping & Chartering at AMNS Shipping & Logistics, overseeing commercial vessel management, chartering, and ship owning.

Earlier in his career, he served as Operation Superintendent – Marine at GS Shipmanagement Pvt. Ltd. and as Senior Manager – Operations at ACT Infraport, handling vessel operations, charter party management, and commercial shipping activities. Before moving ashore, he spent many years at sea with The Great Eastern Shipping Co. Ltd., rising to the rank of Master Mariner and commanding Supramax, Panamax, Kamsarmax, and Capesize vessel

Appendix III: Profile of Panelists



Capt. Tushar Kinikar
Terminal Head - MIDPL
(Kattupalli)
Adani Ports & SEZ
Chennai, Tamil Nadu

Capt. Tushar Kinikar is General Manager & Terminal Head of Marine Infrastructure Developer Pvt. Ltd. (MIDPL), the Adani Ports & SEZ container terminal at Kattupalli, near Chennai. A Master Mariner holding Class 1 FG Certificate of Competency, he brings over 25 years of maritime experience spanning deep-sea command of large vessels, marine pilotage at Mundra, and port leadership ashore.

Prior to Kattupalli, he served as Head – Marine at Adani Vizhinjam Port (2021–2025), where he played a pivotal leadership role in the greenfield development of India's first semi-automated deep-water transshipment port, from breakwater construction and marine infrastructure through to the commencement of commercial operations.

In his current role, he leads container terminal operations, dry cargo and Container Freight Station activities, and commercial strategy at Kattupalli, while driving a programme of digital transformation across gate, yard and operations.

Capt. Kinikar holds an MSc in Shipping and Logistics from Southampton Solent University and a BTEC Higher National Diploma in Nautical Sciences from South Tyneside College, UK.



Capt. Harinder Singh
NS-&DDG (Tech), Directorate
General of Maritime
Administration,
Mumbai

A maritime professional with over twenty-nine years' experience, which includes 23 years in safe tanker operations in India's national shipping carrier with 16 years of sailing experience followed by 07 years as Chief Manager. For last six and a half years' he is serving the Indian Maritime Administration, currently in charge of the Casualty Branch, DGCOMM centre and LRIT National Data Centre.

He participated in the USCG-led inquiry into the MV Dali incident in Baltimore, Maryland. Actively coordinated successful response operations for multiple vessels, including MSC Elsa 3, Wan Hai 503, Interasia Tenacity, and Fulda. He was awarded the Director General, Indian Coast Guard Commendation Medal on India's 79th Independence Day in recognition of outstanding maritime incident management during 2025 casualties and his commitment to enhancing maritime safety.

He holds Master (FG) CoC and is an alumnus of WMU, completing MSc with specialisation in Maritime Safety and Environmental Administration. He also holds Post Graduate Diploma in Shipping Management.



**Shri Opesh Kumar Sharma,
Director, MoPSW**

A Naval Officer with over two and a half decades of experience in maritime security and related domains. He is presently serving as Director in the Shipping Division of the Ministry of Ports, Shipping and Waterways, Government of India, where he has been handling matters relating to maritime security. His extensive experience in maritime affairs and security contributes to strengthening India's maritime security framework and enhancing coordination among relevant stakeholders.



**Captain Pravin Kumar Singh
Deputy Conservator
Mumbai Port Authority**

Captain Pravin Kumar Singh was appointed Deputy Conservator of the Mumbai Port Authority on December 12, 2024. With a distinguished maritime career spanning 14 years, beginning in 1996, he has served on various vessels in multiple capacities, ultimately attaining the rank of Master. In October 2009, Captain Singh joined the Mormugoa Port Authority as a Pilot, where he executed numerous innovative manoeuvres and successfully rescued a stranded vessel when the Emergency Towing Vessel (ETV) failed. In September 2014, he transitioned to the New Mangalore Port Authority as Dock Master and was promoted to Harbour Master in February 2017.

During his tenure, he introduced several groundbreaking initiatives, including a novel oily waste handling concept that significantly increased the port's revenue by over tenfold. As Dock Master, he prepared an in-house Oil Spill Contingency Plan (OSCP), which was the only OSCP vetted by the Indian Coast Guard among Major Ports. In July 2019, Captain Singh assumed the role of Deputy Conservator at VOC Port Authority.

He reinstated Vessel Traffic Services (VTS) operations within five weeks and later commissioned India's first indigenously made VTS under the Atma Nirbhar Bharat initiative in collaboration with M/s NTCPCW. He was instrumental in implementing e-Office as Secretary (Stat). Additionally, he introduced virtual buoys and launched the mobile applications "Sagar Drishti" and "Pilot e-Card." Academically, Captain Singh holds a Diploma in Port Management and an MBA in Port & Shipping. His commitment to continuous learning is evidenced by his completion of over 150 certificate courses on the iGOT Karmayogi portal.



Shri Girish Datt Raturi
DIG, Coast Guard Headquarters,
New Delhi

Deputy Inspector General Girish Datt Raturi is a 1999 batch Indian Coast Guard General Duty Officer. The officer is holding the appointment of Principal Director (Operations, Coastal Security and Sea Training) at Indian Coast Guard Headquarters. During his 27 years long career he has done various afloat and ashore appointments including sea command of three Coast Guard ships, the latest being a Special Role (Pollution Response) Vessel.

The officer specialises in Navigation and Direction. An alumni of National Defence Collage, New Delhi, the Officer possesses a masters degree in Nautical Science and Tactical Operations, and an Executive - MBA degree in Strategic Leadership and Public Policy. The officer has sailing experience of thirteen years, wherein he has participated in variety of ICG operations ranging from Tsunami rescue & relief, SAR, Anti-terror ops, Oil Pollution Response etc. The officer has navigation experience of sailing across Asian and African regions and entering several foreign ports. The officer has also participated in various exchange programs and bilateral exercises with Coast Guards and Navies of Asian countries. The Officer has been commended by the Director General Indian Coast Guard twice for his contribution in various ICG Operations. The Officer is a keen golfer who enjoys listening to good music.

