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

सत्यमेव जयते

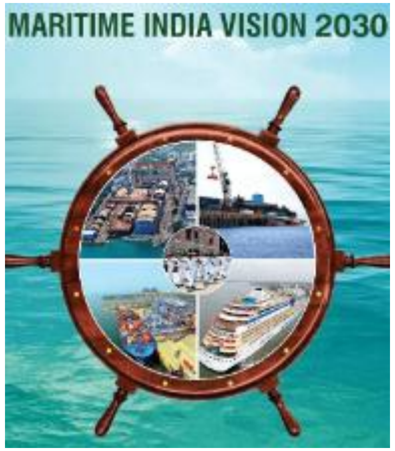
Maritime Investment Stakeholders Meet

Gujarat Maritime Board

Directorate General of Maritime Administration

19th August 2026 | Mumbai

Maritime India Vision 2030 & Maritime Amrit Kaal Vision 2047: Strategic Outlook



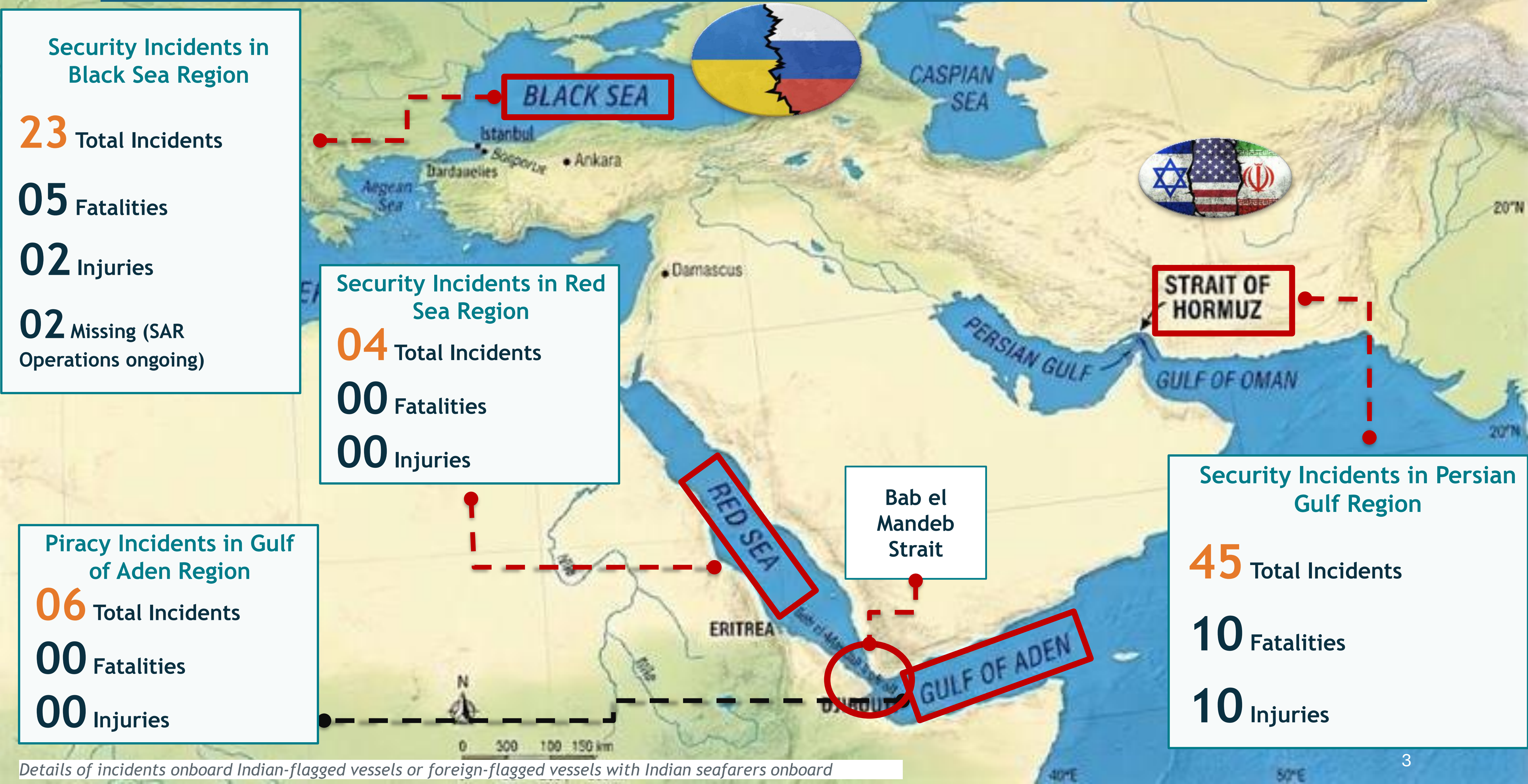
Maritime India Vision (MIV) 2030

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

Maritime Amrit Kaal Vision 2047

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

Maritime Security Incidents Across Key High-Risk Regions-2026



Security Incidents in Black Sea Region

23 Total Incidents

05 Fatalities

02 Injuries

02 Missing (SAR Operations ongoing)

Security Incidents in Red Sea Region

04 Total Incidents

00 Fatalities

00 Injuries

Piracy Incidents in Gulf of Aden Region

06 Total Incidents

00 Fatalities

00 Injuries

Security Incidents in Persian Gulf Region

45 Total Incidents

10 Fatalities

10 Injuries

Details of incidents onboard Indian-flagged vessels or foreign-flagged vessels with Indian seafarers onboard

Geopolitical Landscape of Key Maritime Chokepoints

Routes remain navigable, but risk is differentiated: geopolitical constraint at Hormuz, merchant-shipping attacks around Bab el Mandeb, and piracy in the Gulf of Aden.

STRAIT OF HORMUZ | TRANSIT TIMELINE (INDIAN FLAGGED VESSELS OR VESSELS OF INDIAN INTERESTS)

19 — **1 Mar-17 Jun**
Before Iran-USA MoU

40 — **17 Jun-18 Jul**
After MoU signing

04 — **18 Jul-Present**
After Iran announced suspension of MoU commitments

63 — **Since 1 March -Present**
Total transits of Indian Flagged Vessels or Vessels of Indian Interest

STRAIT OF HORMUZ

5.8%

of historical capacity

8/day vs 138/day historic baseline

- **264 transits** tracked over last one month
- **94.2% reduction** from historical capacity
- **46.2%** niche / grey / emerging registries

BAB EL MANDEB

>50%

traffic decline

~76/day mid-Jul → ~34/day early Aug

- **1,410 transits** tracked over last one month
- **44/day** vs 65-75/day under normal conditions
- **No formal restriction** on transit
- **4 incidents** since 15 Jul 2026

GULF OF ADEN

6

piracy incidents since Apr 2026

All incidents on foreign-flagged vessels

- **5 of 6 vessels** carried Indian seafarers
- **23 Indian seafarers** were onboard in total
- **Latest listed incident:** 17 August 2026

Details obtained from IFC-IOR for vessels (>100 metres) including all flags

Legislative Reforms and Ease of Doing Business Initiatives

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

1 PILLAR 1

Legislative reforms

INITIATIVES

Merchant Shipping Act, 2025
Coastal Shipping Act, 2025

2 PILLAR 2

Process re-engineering

INITIATIVES

Reduced licenses
Simplified registration

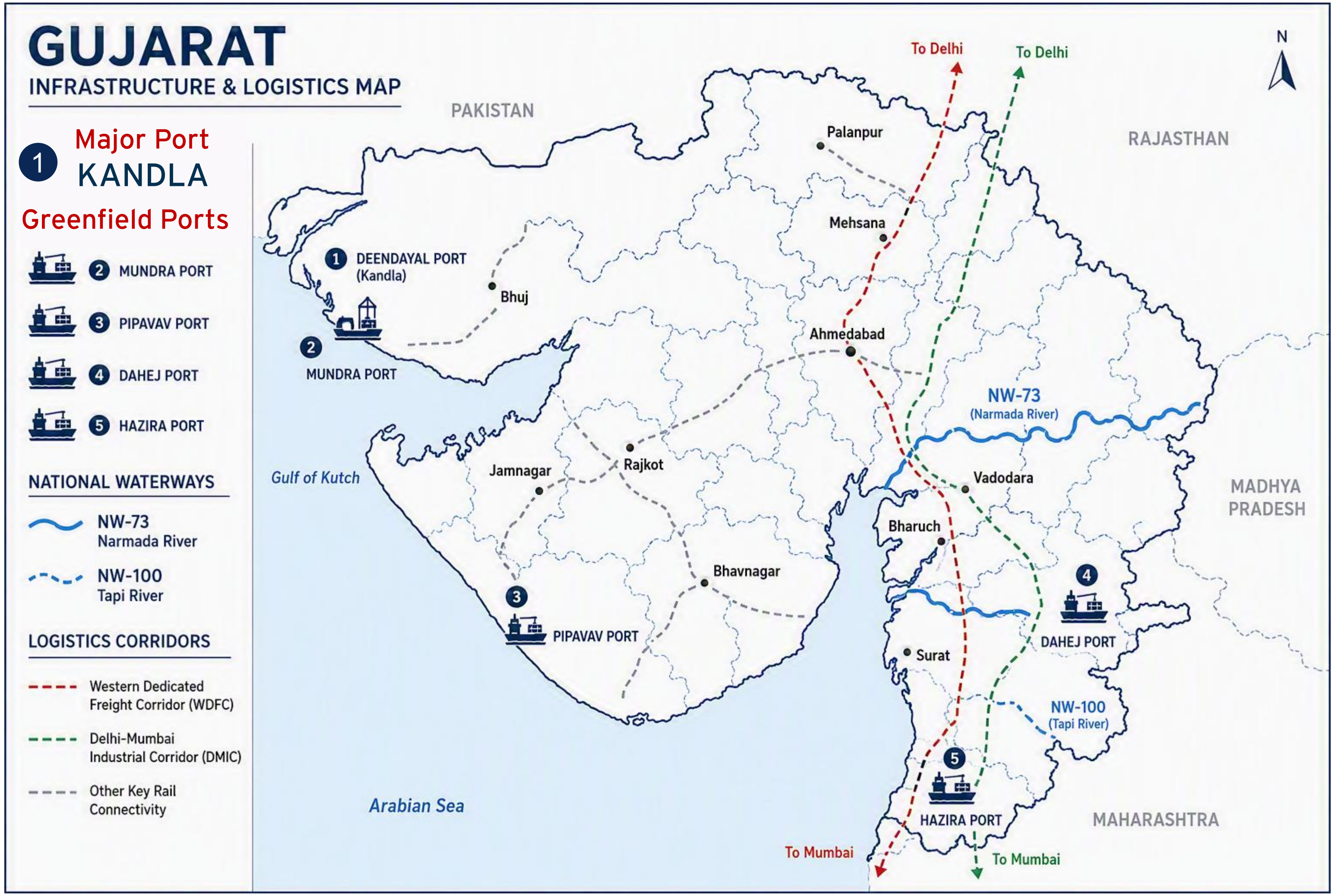
3 PILLAR 3

Digital governance

INITIATIVES

e-Samudra, e-Navik, e-Pariksha
Licensing Portal
Digital records
Dashboards

Overview of Port Infrastructure in Gujarat



Deendayal Port Authority (DPA)

- Location: Gandhidham, Kutch, Gujarat
- Berths: **35** (Kandla 25 + Tuna Tekra 5 + KICT + others)
- Key Commodities: POL · Fertilizers · Coal · Edible Oil · Salt · Chemicals · LNG
- **FY 2024-25: 150.16 MMT** | **FY 2025-26: 160.11** MMT - India's No. 1 major port
- Methanol bunkering hub (under planning) - India's green fuel gateway

44 Non-Major Ports (GMB Regulated)

- APSEZ Mundra (~ **199 MMT**) - India's largest private port
- APM Terminals Pipavav | Hazira Port Pvt. Ltd. (HPPL)
- Petronet LNG Dahej | Chhara LNG Terminal (Swan Energy, 2025)
- GMB installed capacity: ~ 598 MMT (FY25) | Target: 3,000 MMTPA
- India's first Port Policy 1995 & BOOT Policy 1997 - enabled private ports

Transport & Logistics Connectivity

- **2340.62 km coastline - India's longest (41% of national total)**
- Western DFC (WDFC): Operational through Gujarat - Rail-ASea-Rail (RSR)
- New DFC: Dankuni–Surat (Budget 2026-27) - connects Gujarat to eastern hubs
- DMIC corridor: Connects Kandla–Mundra to Delhi–Mumbai road freight
- Alang Ship Recycling: 131 plots · 32.3% global capacity · 98% India share.

Strategic Importance of Gujarat's Non-Major Ports: Focus on Sikka, Jamnagar

GUJARAT NON-MAJOR PORTS | FY 2024–25

48	**19**	**487.73 MT**	**65.7%**
non-major ports	cargo-handling ports	cargo handled	of India's non-major cargo

Cargo handled at leading ports

FY 2024–25 | million tonnes

SIKKA
136.24
MILLION TONNES

68% of GAPL (Mundra)'s throughput

3.8× Dahej's throughput

Source: figures transcribed from the supplied table image.

Sikka: 136.24 MT — second only to GAPL (Mundra)

Cargo mix POL, LNG/LPG, coal & coke, containers, chemicals & fertilizers, coastal cargo and industrial cargo.

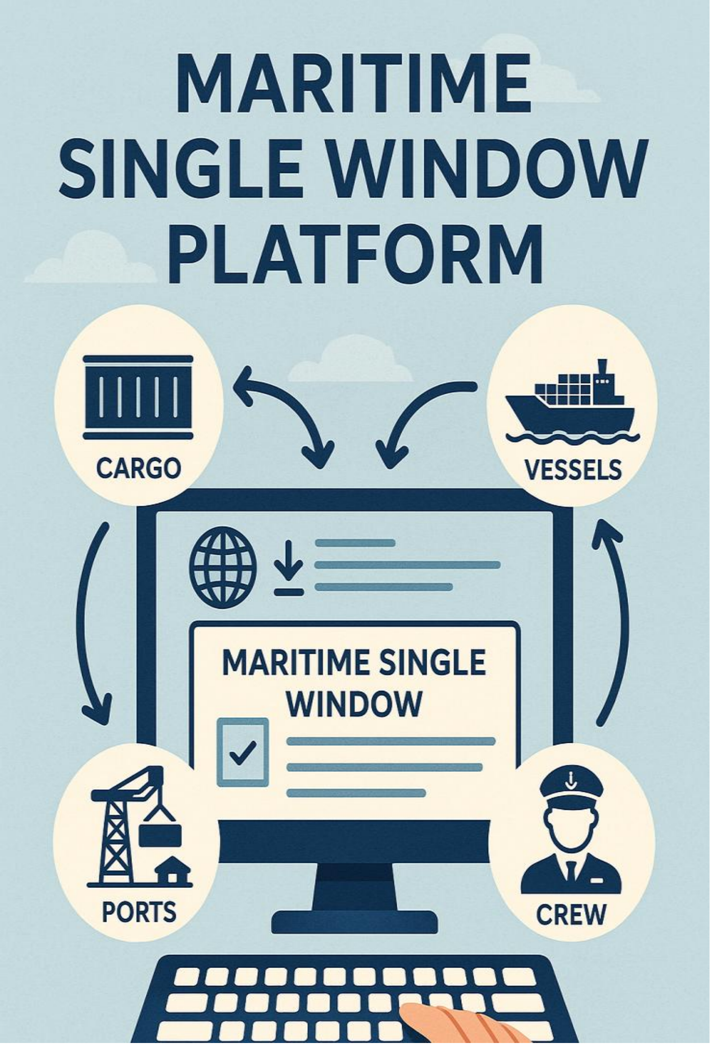
Why Sikka is strategically important

1. **Cargo scale** **136.24 MT** in FY 2024–25 makes Sikka one of Gujarat's largest non-major cargo ports.
2. **Major energy gateway** POL dominates non-major port traffic. The Sikka–Vadinar–Jamnagar corridor combines crude imports, product exports and petrochemical logistics linked to Jamnagar's refining complexes.
3. **Gulf of Kutch advantage** **Deep-water access**, proximity to **energy and industrial clusters**, and connectivity with **global shipping routes.**

Maritime Single Window

India's Maritime Single Window (MSW) — operationalized by the Directorate General of Shipping in January 2024 — is a transformative digital platform that enables shipowners, operators, and agents to submit all port-call declarations electronically through a single unified portal. Aligned with the International Maritime Organization (IMO) mandate under the FAL Convention (Resolution FAL.14(46)), the MSW eliminates paper-based, multi-agency submissions, replacing them with one-stop digital clearance. With vessel compliance rates reaching 75% across 85 ports by mid-2025, India's MSW positions the nation as a forward-looking maritime power, fully aligned with global standards and the vision of Maritime India Vision 2030.

85	75%	4.6M+	1 Jan 2024
Ports Connected	Vessel Compliance Rate (mid-2025)	Global Port Calls Per Year (IMO 2022)	MSW Became Global Mandate



Digitalisation - E Samudra

Objectives

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

1 Transition to paperless system for improved transparency and faster service delivery.

2 Automate shipping and seafarer operations, internal administration, and maintenance.

3 Integrate with Ministry of Ports, Shipping, and Waterways' IT systems for unified dashboards.

4 Enhance e-Governance operations, user interactions, and ease of doing business.

Modules and Processes

15 modules & 75 sub-processes

Coastal Branch
- Sailing Vessel Seamen

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

Crew Branch
- Seafarer-Related Processes & Available Services

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

Nautical Branch
- Ship Registration
- Shipping Entity Profile & Available Services

Commercial Matter
- Multimodal Transport Operators
- Ship Chartering

F.A.A.P.P
- Budget Preparation
- Accounts
- Audits
- Public Procurement

15 modules and 62 sub-processes

Project Features

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

Digitalisation - Training Eco system

The Training Ecosystem Vision aims to establish a unified, cloud-based digital platform with it's components supporting the objectives outlined in MIV-2030 and AKAM-2027, thereby strengthening maritime education and training.

Key Features

- Integration of 7 critical modules (e.g., Faculty Development, LMS, Web-Based Simulators) into one cohesive system.
- Real-time oversight and advanced technology for secure, transparent processes.

Current Status

- The RFP was published on 13th April. Multiple queries have been received from seven vendors in response to the RFP. Response for the queries received is being prepared.

Outcome of the Training Ecosystem RFP

- Selection of a Master System Integrator to deliver an integrated training ecosystem, improving maritime training, skilling, certification, and overall efficiency.

Digitalisation – E Pariksha

End-To-End Digitized CoC (Written and Oral)

1. User Registration
2. Eligibility Assessment
3. Seat Booking
4. Misconduct
5. Conduct of Examination
6. Evaluation & Re-evaluation
7. Data Storage
8. Question Bank & Question Paper

Objective

- To create a secure, transparent, fully digital examination system for the competency assessment and certification of seafarers

Scope

- Covers the full examination lifecycle: from registration to certificate issuance
- Includes both written and oral examinations in hybrid or CBT mode

Core Features

- Biometric verification, CCTV surveillance, online proctoring
- Encrypted question papers & scanned answer scripts and grievance redressal & feedback mechanisms from candidates

Impact

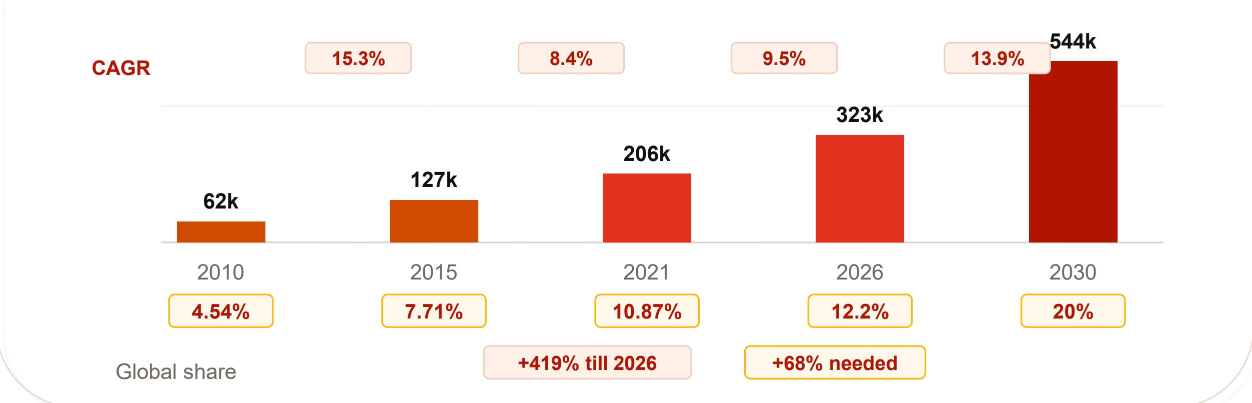
- Uniform candidate experience across all MMDs
- Improved exam integrity, operational efficiency, and transparency

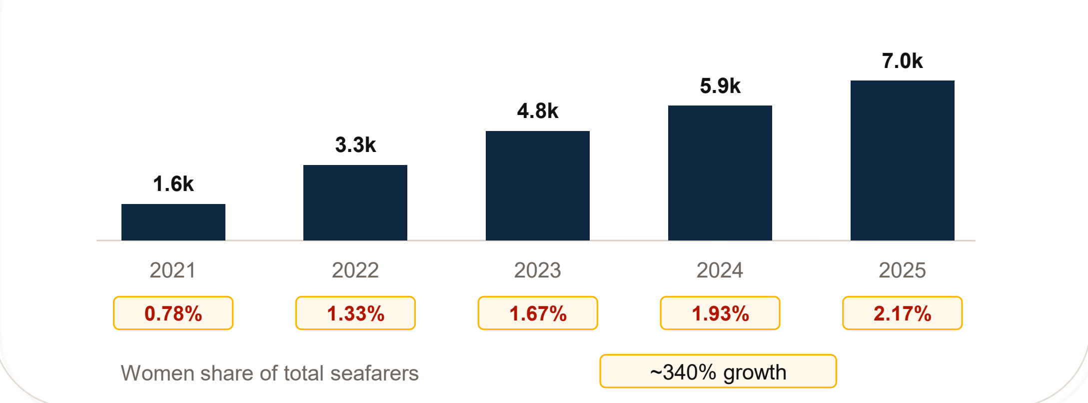
11

Mission 20%: Strengthening India's Maritime Human Capital

Mission 20% by 2030 - Graphical Representation

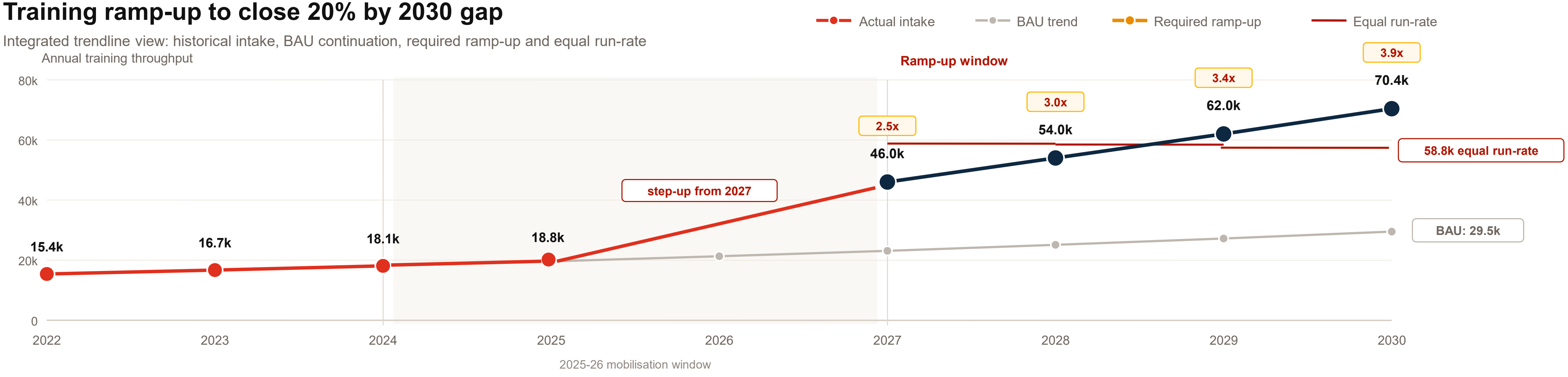
Target: 5.44 lakh Indian seafarers





Training ramp-up to close 20% by 2030 gap

Integrated trendline view: historical intake, BAU continuation, required ramp-up and equal run-rate



Historical CAGR: 8.5% | **Required ramp-up: 46.0k >> 70.4k | total 232.4k** | **2030 throughput = 3.7x of 2025** | **2030 required vs BAU = 2.4x**

Mission 20%: Strengthening India's Maritime Human Capital

Global benchmarking: one operating playbook for India’s Mission 20%

Leading maritime systems differ in focus, but converge on verified sea-time, trusted certification, employer linkage and seafarer protection.

A. What global leaders optimise for

1 Export + welfare engine

PHILIPPINES

National strategy, regulated manning, welfare and training-to-deployment funnel.

2 National assets + self-reliance

CHINA | U.S. | RUSSIA

Training ships, Sea Year, smart-ship and specialist-route capability linked to national priorities.

3 Career + services market

SINGAPORE | UK | ROMANIA

Scholarships, sponsor-led pathways, services ecosystem, simulators and offshore skill depth.

4 Standards + berth incentives

EU | MULTI-COUNTRY

STCW-aligned quality floor, mutual recognition, funded berths and portable evidence chains.

Translating benchmark evidence into a Mission 20% execution agenda

B. What India should adapt

1 Fund verified sea-time

Incentivise shipboard training through berth credits, stipends, G2G and port-call levers.

→

2 Build practical capacity

Invest in training ships, simulator/lab grids and employer-linked MTI clusters.

→

3 Digitise the trust chain

Make CoC, TAR/TRB, contracts, RPSL and records auditable and verifiable.

→

4 Create specialist corridors

Prioritise autonomous, cruise, offshore, LNG/LPG and green-shipping pathways.

→

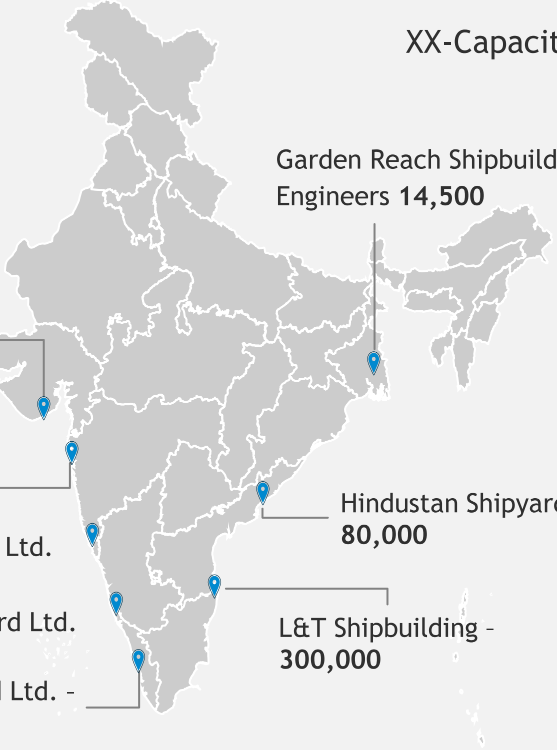
5 Protect and retain talent

Strengthen welfare, anti-fraud, women participation, wellness and sea-to-shore pathways.

80+ shipyards in India across 9 coastal states

Total design capacity of 0.8-1.0 Mn GT

8 major Shipyards (DPSUs and private)



Throughput capacity of 0.8-1.0 Mn GT

State wise list of shipyards

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

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

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

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

$ 2.7 Bn

Shipbuilding Financial Assistance scheme

(Shipbreaking Credit Note – $ 0.44 Bn)

+

$ 2.8 Bn

Maritime Development Fund

(Maritime Investment Fund – $ 2.22 Bn
Interest Incentivization Fund – $ 0.56 Bn)

+

$ 2.2 Bn

Shipbuilding Development Scheme

(Capacity & capability development and credit risk coverage)

+

Legal, Policy and Process Reforms

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

Assuming exchange rate of INR 90 per USD

Pillar 1 | Shipbuilding Financial Assistance Scheme (SBFAS)

$ 2.3 Bn

Extension of Shipbuilding financial assistance scheme

$ 0.4 Bn

Ship Recycling Credit Note

$ 0.02 Bn

Establishment of National Shipbuilding Mission

Assistance Rate Structure

Non-specialized - Small Vessel
- Up to $ 11 Mn → 15% of actual value

Non-specialized - Large Vessel
- First $ 11 Mn → 15%
- Value above $ 11 Mn → 20%

Specialized Vessel
- First $ 11 Mn → 15%
- Value above $ 11 Mn → 25%

Phased assistance as WC bridge

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

Domestic Content Requirement

< 30% Domestic Content
- No SBFAS support

30% to < 40% Domestic Content
- Pro-rata support

≥ 40% Domestic Content
- Full support

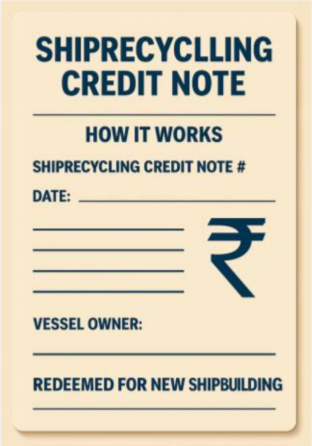
Applicable to all vessels built in Indian shipyards for domestic as well as export orders | Link to the Guidelines

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

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

SHIP RECYCLING
(HKC compliant Indian recycling yard)

40%
Fair Scrap Value



Valid for 3 Years from date of completion of recycling

New Build Offset

Upto **5%** of new vessel value

NEW SHIPBUILDING
(Indian Shipyard)

Stackable | **Partial Utilization** | **Transferable** | **Market-Driven**

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

Overview

$ 2.3 Bn
$ 7.8 Bn under consideration)

Maritime Investment Fund (MIF)

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

49.0% (Public)	51.0% (Private)

$ 0.56 Bn

Interest Incentivization Fund (IIF)

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

Priority sectors

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

Other sectors

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

Policy Instruments

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

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

Pillar 3 | Shipbuilding Development Scheme $ 2.2 Bn

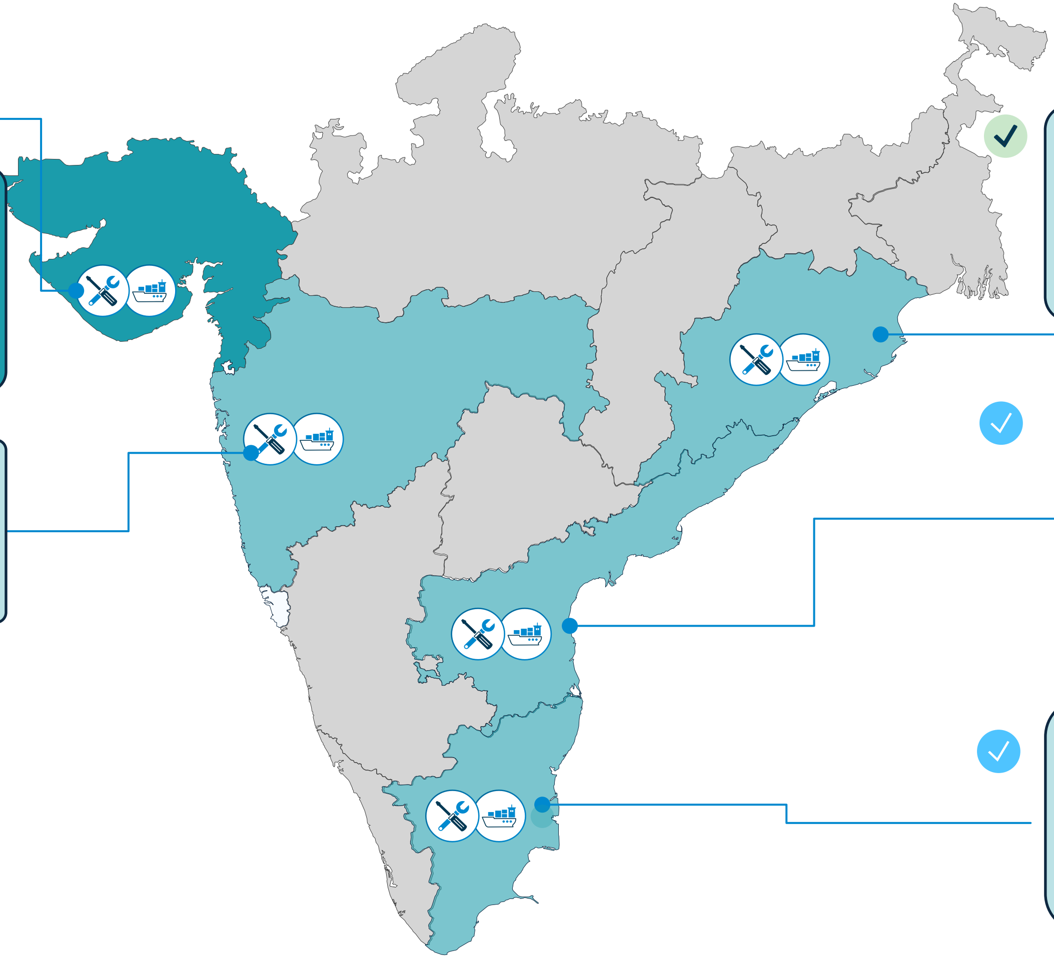
Capital support for greenfield capacity expansion	Capital assistance to existing/ brownfield shipyards towards the expansion of production capacity	Capability development initiatives: set up the India Ship Technology Centre (ISTC)	Shipbuilding risk coverage: Pre-Shipment Insurance, Post-Shipment Insurance and Vendor Default Insurance	Administrative Expenses
$ 1,110 Mn	**$ 917 Mn**	**$ 34 Mn**	**$ 160 Mn**	**$ 5 Mn**

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

Multiple shipbuilding clusters in India envisioned across strategic locations

Gujarat, Kucchadi
- 2000 acres with 10m draft in ~1km and 2.7km waterfront; 10m depth planned post dredging

Dighi, Maharashtra
- 2000 acres land, 14m depth planned post dredging; 3km waterfront



Odisha, Kendrapara
- 2000 acres of land, 12-15m depth planned post dredging & 1.8 km waterfront

Andra Pradesh, Dugarajapatnam
- 3488 acres, 13-15m depth planned post dredging & 2.1 kms waterfront

TN, Thoothukudi*
- 2050 acres of land with 2.4 km available waterfront, 10-16m planned post dredging

HD HYUNDAI

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

In Principle Approval Status

Granted   App. Under Review

Pillar 3 | SBDS Brownfield expansion scheme

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

EXISTING INDIAN SHIPYARD

SBDS Brownfield grant

25%

of Eligible Project Cost upto INR 1500 Cr per shipyard

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

Pillar 4 - Legal, Policy and Process Reforms

Right of First Refusal (RoFR)

Local SB economy boost via preference given to Indian Shipyards for domestic vessel procurement

Local Demand Aggregation

$ 11.11 Bn investment by SCI for fleet expansion (200+ vessels) by 2047 adding 10 Mn GT. $ 5.2+ Bn shipbuilding orders from Oil & Gas PSUs.

Restrictions on old imports

Restrictions on acquisition of >20 yr old and operations of >25 yr old

Infrastructure status

Large commercial ships (> 1500 GT if built, owned and flagged in India & >10,000 GT if India owned and flagged) part of IHML post Sept'25

Maritime Financing

GIFT city institutionalized as center for ship leasing with fiscal benefits (10 year tax holidays, GST exemptions, capital gain tax waivers).

Indigenization of Ancillary Equipment

Make I/II schemes for Shipbuilding OEMs (e.g., Propulsion engines)

Legal & Policy Reforms

Five (05) Major Legislations were passed in 2025 by Parliament.

Envisaged benefits of reforms:

- Improve EoDB in Indian maritime sector
- Creation of sustainable demand for Indian shipbuilding industry & easier access to maritime financing

Demand Aggregation | Domestic Fleet Expansion Plan in place

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

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

Container Manufacturing Promotion Scheme (CMPS)

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

₹10,000 Cr
Total budgetary outlay under CMPS

13 Years
FY 2026–27 to FY 2038–39

1 Lakh TEUs
per Annum
Minimum group capacity threshold

₹49,500
Base Opex value for 20ft DV / HC ISO container

Support Architecture

Component A — Capex Assistance

25%

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

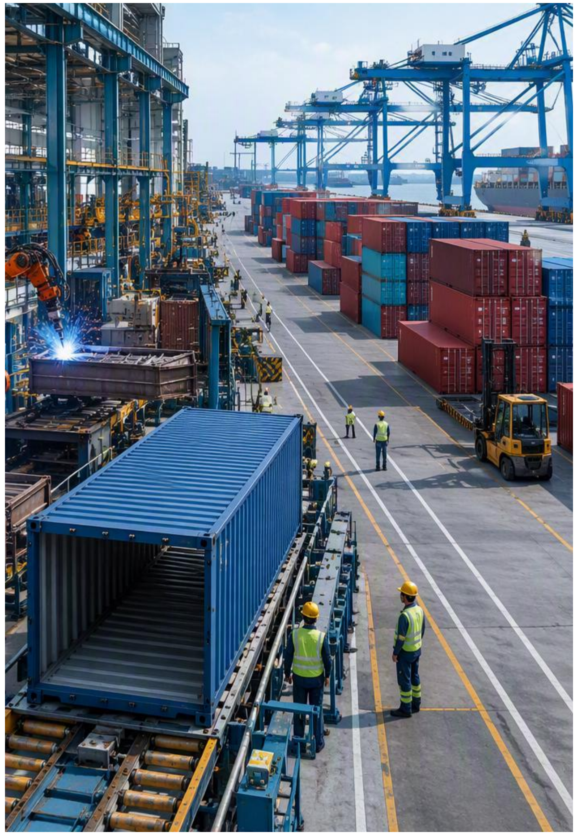
Component B — Opex Assistance

Per-container grant

Financial support for eligible containers manufactured in India and sold.

Policy Objectives

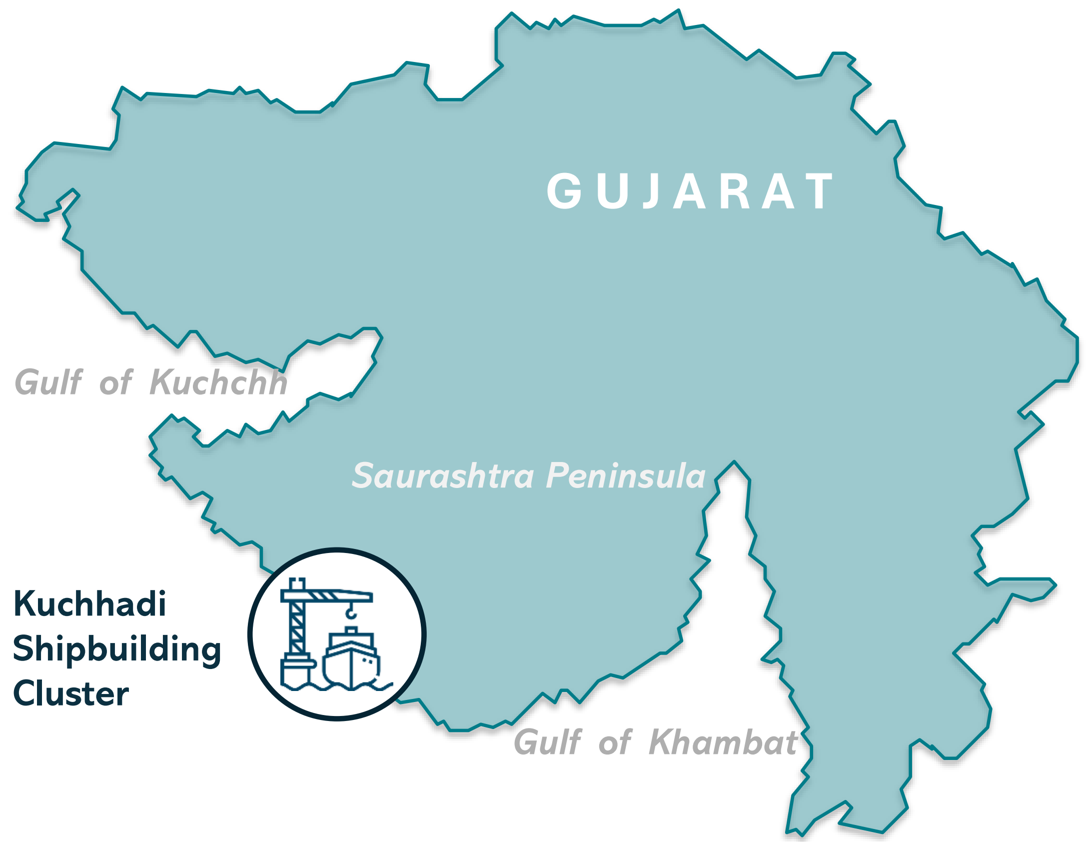
1. Capacity creation through greenfield and brownfield manufacturing units
2. Bridge structural cost disadvantage versus global manufacturing hubs
3. Reduce import dependence and strengthen EXIM supply security
4. Promote automation, quality consistency, jobs and ancillary growth



Strategic Outcome

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

Greenfield Shipbuilding Cluster at Kuchhadi, Porbandar



THE CASE IN FOUR NUMBERS

~2,000 acres
~75% government-owned land

2.7 km
continuous waterfront

10 m
natural draft at ~0.9 km offshore

1.2–1.5 Mn GT
annual shipbuilding capacity target

CONNECTED FROM DAY ONE

NH-51 direct • Rail 7.7 km • Port 10 km
8,000+ engineering MSMEs across Saurashtra

INVESTMENT READY **Government-backed infrastructure • long-term land access •**

Vadinar Expansion: Strengthening India's Strategic Ship Repair Capacity

CSL and Deendayal Port Authority plan a ₹1,570 crore ship-repair cluster at Pathfinder Creek in the Gulf of Kutch.

VADINAR LOCATION | GUJARAT

EXPANSION PLAN

1. **DPA builds the marine base**

   Three outfitting jetties, approach and berthing jetties, pump house and utilities | ₹650 Cr

2. **CSL deploys repair assets**

   Two 300 m floating dry docks, rail cranes, workshops, repair equipment and MEP | ₹920 Cr

3. **Capacity comes on stream in phases**

   First floating dock planned for 2027; second in 2028; overall implementation in 3 years 5 months from approval.

PLANNED OUTCOME

₹1,570 Cr

combined investment

2 × 300 m

floating dry docks | ships up to 270 m LoA

32–34

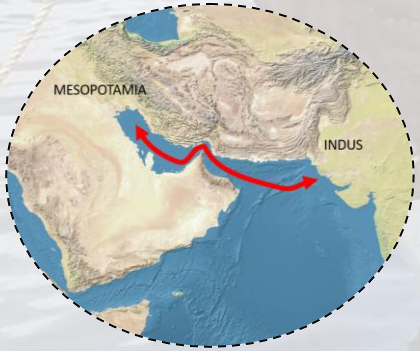
vessel repair slots per year

From the ancient dockyard of Lothal to modern global trade corridors, Gujarat remains at the heart of India's maritime journey

MARITIME HERITAGE & CIVILISATIONAL LEGACY

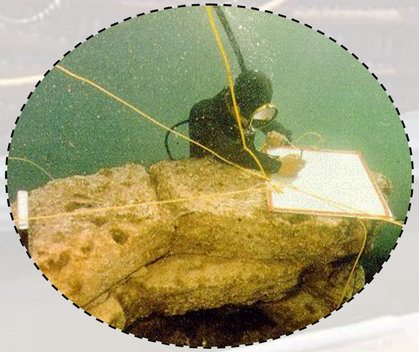
Lothal (c. 2400 BCE) is home to one of the world's earliest known tidal dockyards, demonstrating **advanced maritime engineering, ship-handling capability and overseas trade** during the Indus Valley Civilization

Gateway of Ancient Indian Ocean Trade, with Harappan settlements such as Lothal, Kuntasi, Nageshwar and Padri **linking India with Mesopotamia, Oman and Bahrain** through maritime commerce.



National Maritime Heritage Complex at Lothal is being developed to showcase India's 4,500-year-old maritime legacy and reinforce Gujarat's position as the birthplace of India's maritime civilization.

Archaeological evidence of continuous maritime activity across Gujarat's coast, including **Dwarka, Bet Dwarka, Somnath, Ghogha and Hathab, revealing ancient ports**, jetties, stone anchors and harbour infrastructure spanning millennia.



Living shipbuilding traditions survive in **Mandvi, Salaya and Sikka**, preserving **indigenous dhow-building** and seafaring practices that trace their origins to historic Indian Ocean trade networks.

GIFT City | Reforms accelerate Indian Tonnage

Complementary licensing and flagging reforms can make GIFT City a stronger base for ship ownership, leasing and international operations.

LICENSING FLEXIBILITY

Notified • 7 July 2026

1. **Section 11 exemption**
   Eligible GIFT-IFSC entities can charter foreign vessels without a licence for EXIM and international trade.
2. **Faster international operations**
   Simpler procedures improve ease of doing business and support timely vessel deployment.
3. **Protected coastal framework**
   The existing cabotage regime and safeguards for coastal trade remain unchanged.

OVERSEAS FLAGGING FRAMEWORK

Policy approach • DGS letter, 16 June 2026

1. **Global flagging flexibility**
   Proposed framework would permit IFSCA-based entities to register and operate vessels under foreign flags.
2. **Competitive ownership platform**
   Supports internationally aligned ship-owning, leasing and financing structures through GIFT City.
3. **Greater global participation**
   Broadens access to maritime capital, assets and services while deepening India-linked shipping activity.

COLLECTIVE IMPACT **Grow India-linked tonnage and strengthen the Indian shipping ecosystem**

Increased ownership
Ownership and leasing structures anchored through GIFT City

More investment
Greater participation of global maritime capital and services

Stronger ecosystem
Expanded financing, operations and maritime services in India

Gujarat powers India’s ship-recycling leadership

98%

of India’s ship recycling is concentrated in Gujarat

Alang–Sosiya gives the state a strategic role in compliant vessel dismantling, resource recovery and the coastal industrial economy.

THE GUJARAT ADVANTAGE

Scale + compliance + downstream demand create a reinforcing ship-recycling

35.4% — **of global recycling tonnage was handled by India in 2025**

Gujar.at sits at the centre of this national capacity.

115 — **Hong Kong Convention-compliant yards across India**

Compliance strengthens the sector’s safety and environmental credibility.

20–25% — **of India’s ferrous-scrap requirement can be met through recycling**

Recovered steel reduces import dependence and demand for virgin raw materials.

WHY GUJARAT MATTERS

Circular steel	Safer, greener yards	Jobs and livelihoods
Recovered material feeds industry and lowers import exposure.	HKC alignment raises operating standards and global acceptance.	15,000+ direct employees, with wider indirect opportunities.

Gujarat - Maritime institutes and GANPAT university - host of the Martime National Games

The National Maritime Games 2027 is India's integrated national sports and family platform for the maritime ecosystem, bringing together seafarers, ports, shipping companies, PSUs, maritime training institutes, shipyards, RPSLs, logistics organisations, ship-recycling units, universities, research institutions, unions, veterans and maritime families.

Ganpat University is supporting DGMA as a **strategic partner & host** in conducting the National Maritime Games 2026.

Vision of National Maritime Games

To establish the National Maritime Games as India's trusted biannual platform for sporting excellence, maritime unity, workforce wellbeing, family participation, Para inclusion and youth aspiration.

Core Objective

- Mobilise the full maritime ecosystem through a credible, nationally coordinated sporting platform.
- Provide fair opportunities for men, women, mixed teams and Para athletes under transparent entry, draw, officiating and appeal processes.
- Promote physical fitness, preventive health, mental wellbeing and sports participation among seafarers, shore personnel, cadets, students and families.
- Recognise the service of seafarers, families, women pioneers, rescuers, veterans and unsung maritime contributors.
- Strengthen collaboration between DGMA, MoPSW, maritime organisations, sports bodies, government agencies and industry partners.

Bureau of Port Security (BoPS)

01 MANDATE

Statutory authority and interim leadership

MERCHANT SHIPPING ACT, 2025 • SECTION 13(1)

Constitutes BoPS to regulate security at port facilities and vessel–port interfaces in accordance with the ISPS Code.

27 JUNE 2026

MoPSW notification constitutes BoPS and names DGMA as Director General until dedicated leadership is approved by the Government.

02 ASSURANCE

One authority for security assurance

DESIGNATED AUTHORITY

BoPS approves PFSAs and PFSPs; leads compliance audits and certification; coordinates with security agencies; and implements ISPS requirements.

06 MAY 2026 • DGS CIRCULAR NO. 22 OF 2026

CISF is authorised as a Recognised Security Organisation for port facilities, alongside the Indian Register of Shipping.

03 CAPABILITY

Cyber resilience and a national training hub

CYBER SECURITY DIVISION

An envisaged Coordination, Technology and Cyber Security Division would issue advisories and support cyber-security implementation across port facilities.

OKHA, GUJARAT • PROPOSED

With CISF, a National Center of Excellence is being proposed for training, certification, research, capacity building and coastal-security management.

Gujarat's maritime investments will amplify India's national ambitions

GMB commitment pipeline | 6 greenfield ports • 3 shipyards • 1 shipbuilding cluster

GMB EOI INVESTMENT LOCATIONS

MARITIME COMMITMENTS

6 GREENFIELD PORTS

Expand gateway capacity and catalyze port-led industrial development.

3 GREENFIELD SHIPYARDS

Build domestic construction and repair capability for India's maritime growth.

1 SHIPBUILDING CLUSTER

Create a concentrated ecosystem of yards, suppliers, technology and skills.

FOUR NATIONAL AMBITIONS

01 GLOBAL GATEWAY

More trade capacity and resilient flows

02 SHIPBUILDING CAPABILITY

Deeper yards, repair, suppliers and skills

03 STRATEGIC CAPITAL

Long-term investment into maritime assets

04 MARITIME LEADERSHIP

Gujarat as India's execution engine

NATIONAL OUTCOME | Capacity • capability • capital • maritime leadership

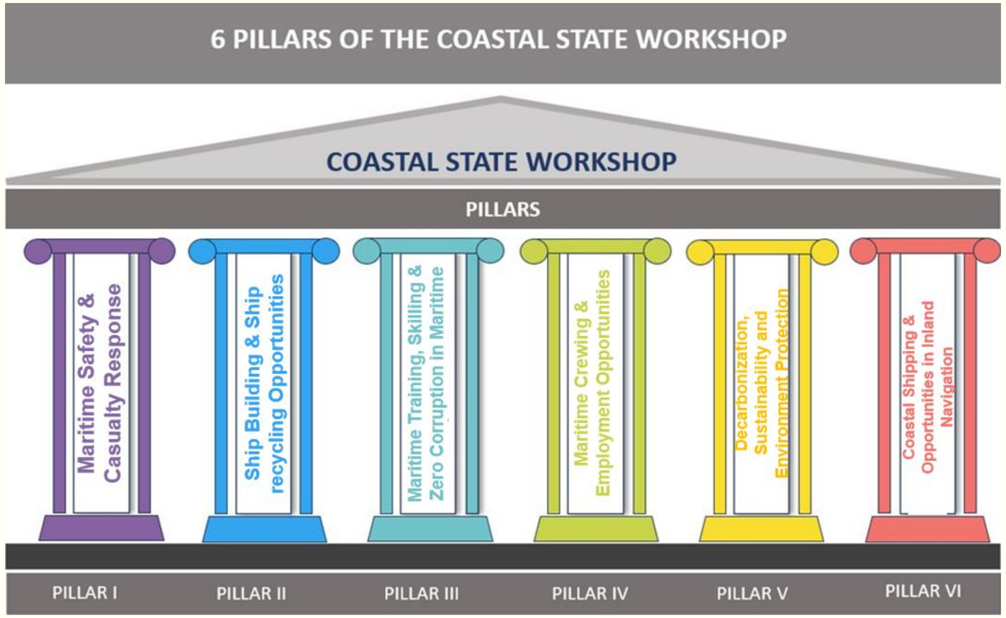
Gujarat Coastal State Workshop

Rationale

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

Objectives

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



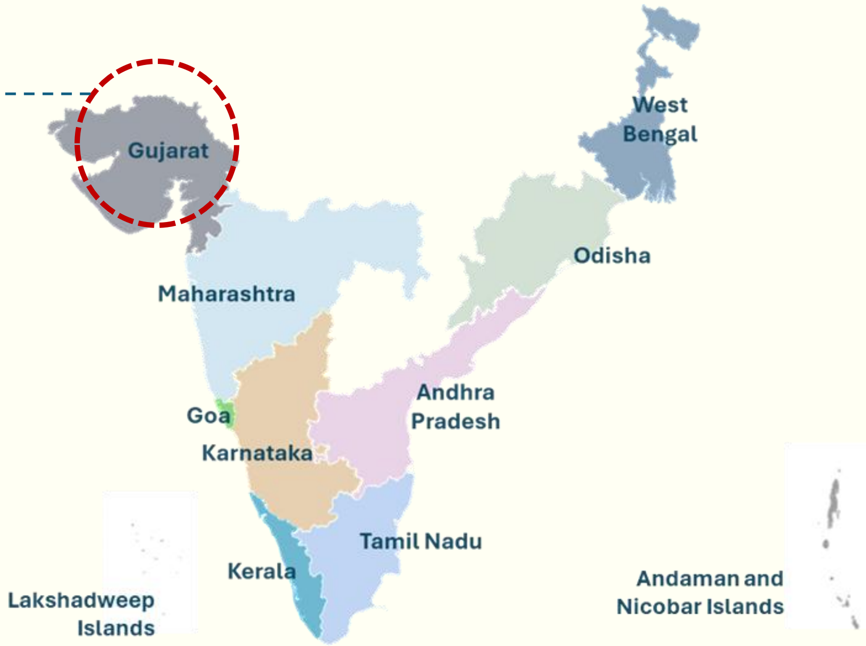
The 1st Physical Coastal State Workshop was successfully conducted in Goa in March, providing a collaborative platform for Centre-State deliberations on key maritime priorities and sectoral challenges

Upcoming workshops

Gujarat	Tamil Nadu	Andhra Pradesh	Kerala

Key Focus Areas for the Gujarat Coastal State Workshop

Port-led Economic Growth
Coastal Shipping & Inland Waterways
Shipbuilding & Ship Recycling(Alang)
Maritime Skill Development
Maritime Safety & Resilience
Green Maritime Transition Opportunities
Maritime Innovation & Governance
Gujarat as India's Maritime Growth Engine



Proposal for scheme for the traditional Seafarers on mechanized sailing vessels

Compensation Gap - Recent Case Highlight (MSV Al Faiz Noore Soleimani-I Incident, May 2026)

Incident Overview

- A recent casualty involving **MSV Al Faiz Noore Soleimani-I** has exposed a critical welfare and compensation gap affecting Indian Sailing Vessel (ISV) seafarers.
- During the May 2026 incident in the Strait of Hormuz, one ISV crew member lost his life, five were injured, and the vessel sank.
- Unlike seafarers on conventional foreign-going merchant vessels, ISV seafarers had no access to structured compensation layers such as CBA benefits, war-risk protection, P&I-backed liability cover, SWFS assistance or statutory welfare support.

Compensation Layer	Merchant Navy Seafarer	ISV Seafarer
Collective Bargaining (CBA)	₹40 lakh	NIL
War Zone Protection	Additional ₹40 lakh	NIL
P&I / Shipowner Liability	Available	NIL
SWFS Benefit	₹6 lakh	NIL
War Risk Insurance	Up to ₹1.74 Cr	NIL
Approx. Total Coverage	**₹86 lakh – ₹2.6 Cr**	**₹2–10 lakh (ex-gratia)**

→ **Compensation gap estimated at 8x–130x**

→ Welfare exclusion is **structural**, extending beyond SWFS coverage.

MULTI-DIMENSIONAL DEPRIVATION MATRIX

- **Welfare & Social Security Exclusion** - No SWFS, SPFO, SBFAP coverage
- **Employment & Insurance Gaps** - No formal SEAs, limited P&I / war-risk cover
- **Infrastructure Deficits** - Welfare infrastructure constraints at key ISV hubs (e.g., Salaya)
- **Digital & Regulatory Exclusion** - Limited integration with **e-Samudra** and welfare databases
- **Capacity & Institutional Gaps** - Limited training, telemedicine, conflict-zone preparedness and family support mechanisms

The **existing gap necessitates an integrated welfare and protection framework for ISV seafarers** under the evolving maritime regulatory ecosystem.

Proposal for scheme for the traditional Seafarers on mechanized sailing vessels

Integrated social protection architecture covering prevention, protection, compensation and family welfare

Prevention & Preparedness

- Standard certification framework, SV Maritime Training Institute (SVMTI), safety equipment retrofit support, HRA protocols, telemedicine integration and annual health screening
- **Objective: Risk prevention and operational preparedness**

Employment Protection (Layer 1)

- Model Sailing Vessel Employment Agreement (MSVEA), statutory employment framework and minimum compensation provisions
- **Objective: Formal employment and compensation protection**

Insurance Protection (Layer 2)

- Mandatory crew insurance under Rule 59, group insurance mechanism, Government premium support and PSU insurer participation
- **Objective : Affordable risk and insurance coverage**

Welfare Protection (Layer 3)

- SWFS integration, sickness support, lean-season assistance, family health cover, rehabilitation, legal aid and long-term savings mechanisms
- **Objective : Social security and welfare enhancement**

Crisis Protection (Layer 4)

- Notified Hostile Maritime Zone (NHMZ) framework, enhanced compensation, crisis contingency pool and emergency response support
- **Objective: Conflict and maritime crisis protection**

Family & Dependent Protection

- Survivor support, education assistance, dependent healthcare, counselling, women seafarer initiatives and Tindal Council
- **Objective: Family resilience and dependent welfare**

Parity Target - What This Framework strives to achieve

- For a peacetime death: ₹30L (Layer 1) + ₹15L (Layer 2) + ₹6L (Layer 3 SWFS) = ₹51 lakh → comparable to NMB(I) Home Trade rating (₹30L) + SWFS.
- For an NHMZ death: Layers 1-2 doubled + ₹50L ex-gratia + Layer 3 = ₹1,46,00,000 → within range of merchant navy foreign-going rating (₹86L-₹1.86 crore).

This is compensation parity, achieved through a four-layer architecture - not a single welfare payment.

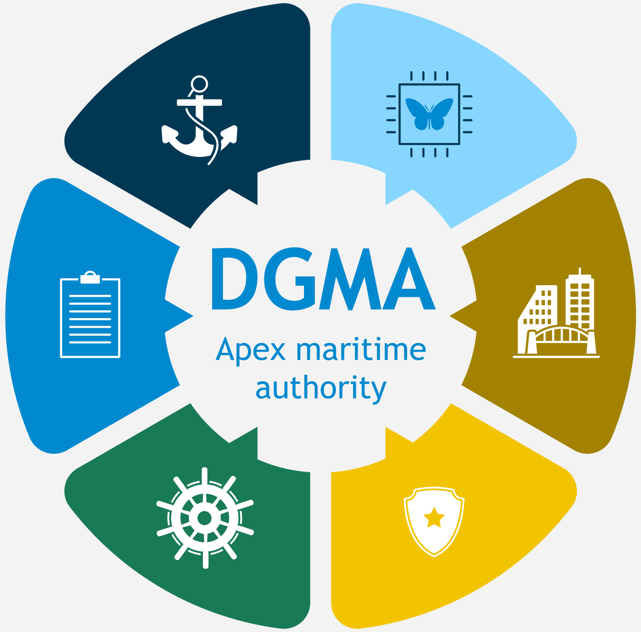
DGMA transition and support for all initiatives

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

Safety & statutory compliance
SOLAS, MARPOL, MLC, PSC/FSI

Training & seafarer welfare
STCW, certification, MTIs, RPSL

Decarbonisation & Sustainability
Alternate Fuels, recycling, ship pollution control



Digital governance
E-Samudra, E-certification, E-Navik, data integrity, DPDP Compliance

Development & infrastructure
Tonnage, shipbuilding, repairs, coastal shipping

Operations & security
IMCC, Offshore, Inland, Inter-agency Coordination

Unified mandate | **Future-ready** | **Global alignment**

सागरा: सुपन्थान: सन्तु I

“May the seas be pathways of prosperity”