



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

सत्यमेव जयते

COAST CONNECT WORKSHOP, 2026

Workshop on the Coastal Shipping Act, 2025

Gujarat Maritime University



Directorate General of Maritime Administration

22nd August, 2026 | Gandhinagar

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



MARITIME INDIA VISION 2030



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 National Games 2027

5-12 January 2027 | Mehsana, Gujarat



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 2027(January 5th to 12th January2027) – at Mehsana, Gujarat

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.



Event Window	5–12 January 2027
Proposed Venue	Ganpat University, Gujarat
Target Participant	5,000 (Approx)

Proposed Official Opening	9 January 2027,
Closing And Medal Ceremony	12 January 2027
National Outreach	265 Organization

- 28 Disciplines games across team, Racquet, aquatic, Indoor and endurance sports.
- Participation Ecosystem – Seafarers | Ports | PSUs | Shipping Companies | Shipyards | RPSLs | MTIs | Veterans | Para Athletes. |

Gujarat Coastal State Workshop, under the aegis of DGMA:

Developing a Gujarat-Specific Maritime Action Agenda

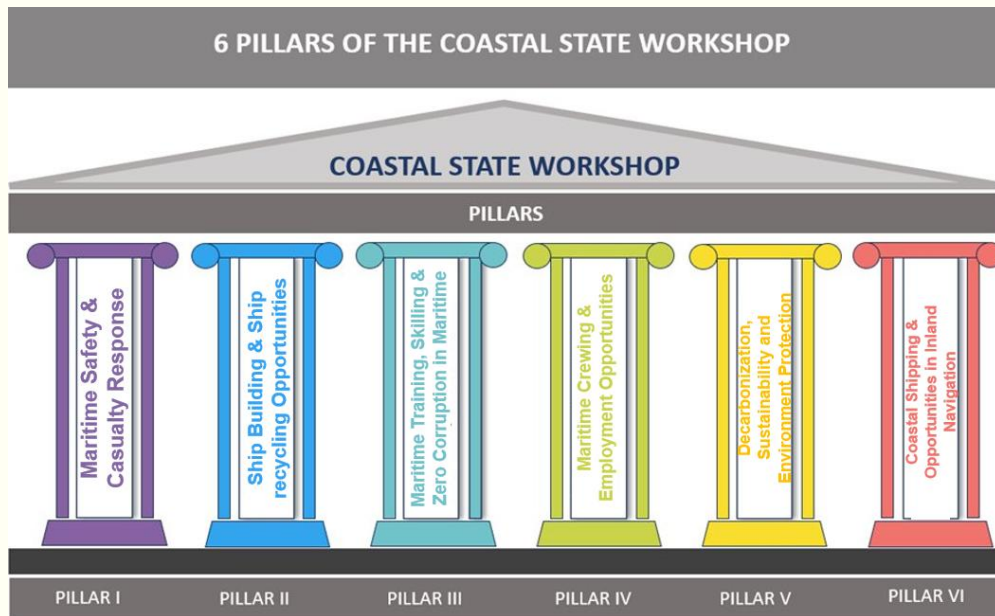


Rationale

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

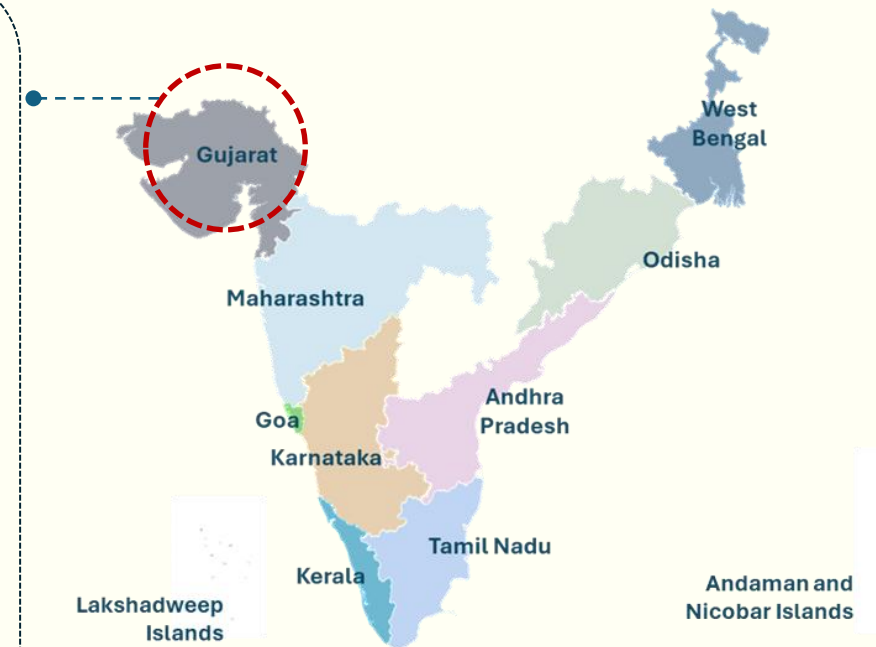
The workshop aims to facilitate focused deliberations on State-specific maritime issues, promote stakeholder coordination, and support aligned development across key sectors such as maritime safety, shipbuilding, sustainability, coastal shipping, and connectivity in all the 11 Coastal States in India



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

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



Upcoming workshops

Gujarat

Tamil Nadu

Andhra Pradesh

Kerala

GIFT City as a Catalyst for an India International Ship Registry and Maritime Financing Ecosystem



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

- 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

Gujarat 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
Recovered material feeds industry and lowers import exposure.

Safer, greener yards
HKC alignment raises operating standards and global acceptance.

Jobs and livelihoods
15,000+ direct employees, with wider indirect opportunities.

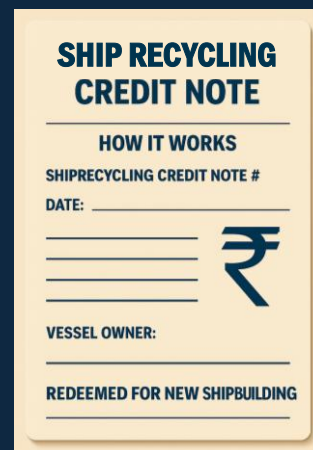
A Global First: India's Ship Recycling Credit Note (SRCN)



₹ 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)



Valid for 3 Years from date of completion of recycling



NEW SHIPBUILDING
(Indian Shipyard)



Stackable



Partial Utilization



Transferable



Market-Driven

Training, Certification & Competency Framework for Ship Recycling Workforce



A national learning journey for an HKC-compliant, environmentally sound and incident-free ship recycling workforce

Core training areas

Work Safely

1

General Safety and Safe Working Practices

- PPE use and maintenance
- General and job-specific hazard awareness
- Injury, incident and near-miss reporting
- Safe work procedures and worker responsibilities

2

Occupational Health and Worker Welfare

- Exposure prevention and occupational health risks
- Health surveillance and medical response
- Hygiene, sanitation and welfare provisions
- Worker rights, grievance redressal and safety communication

Control Critical Risks

1

Hazardous Materials Management

- Identification and communication of hazardous materials
- Asbestos-containing materials, batteries, oils, chemicals and toxic residues
- Isolation, removal, handling, transportation, storage and disposal
- Inventory of Hazardous Materials awareness

2

High-Risk Ship Recycling Operations

- Gas cutting and hot-work safety
- Safe-for-entry and safe-for-hot-work procedures
- Confined-space entry
- Working aloft and fall protection
- Lifting, rigging, crane and winch operations
- Cylinder and cutting-equipment safety

Protect & Respond

1

Emergency Preparedness and Response

- Fire prevention and firefighting
- First aid and rescue
- Oil and hazardous-material spill response
- Emergency evacuation
- Use of firefighting equipment and breathing apparatus
- Roles and responsibilities during crisis

2

Environmental Protection and Waste Management

- Waste segregation and hazardous-waste control
- Pollution prevention and spill containment
- Conservation and good housekeeping
- Downstream waste disposal and traceability
- Environmental monitoring and regulatory compliance

Certification pathway`

1

Foundation Safety Competency

Mandatory induction, PPE, hazard awareness, safe work practices and incident reporting for all workers

2

Trade-Specific Competency

Practical certification for cutters, riggers, crane operators, hazardous-material handlers and specialised personnel

3

Supervisory Competency

Job hazard analysis, permit-to-work controls, worksite supervision, emergency coordination and compliance monitoring

4

Management & Compliance Competency

HKC implementation, HSSE governance, audits, incident investigation, documentation and continual improvement

Proposed International Ship recycling conclave



01 Brief overview

A high-level international forum bringing together policy, industry and technical leaders to shape the next chapter of safe, sustainable and competitive ship recycling.

03 Location: Alang

Host the conclave close to the operating ecosystem, enabling site exposure and grounded dialogue across yards, regulators, workers, recyclers and downstream industries.

02 Purpose

- Facilitate exchange of best practices and innovation.
- Improve Alang's visibility to the world.
- Engage with technology providers and global recyclers.
- Discuss policy matters.
- Build and improve trust with investors, classification societies and global clients.

04 Expected stakeholders

- Government & regulators
- Global Shipowners
- Ship Recycling Yards
- Ports & maritime bodies
- Steel and waste-value-chain players
- Technology providers
- Financiers, insurers, academia, labour and international organisations.

Existing Social Welfare, Health & Education Infrastructure



Alang-Sosiya Ship Recycling Cluster

Worker Safety & Training Institute	Mandatory 2-week (12-day) safety and ship-recycling training provided free to all workers before employment. Two training halls, each equipped with audio-visual aids and seating for ~60 trainees, run under the dedicated safety training & labour welfare institute.
Medical Infrastructure – Alang Hospital	35-bed hospital managed by the Indian Red Cross Society with GMB financial and administrative support, offering free services including cardiology, plastic surgery, orthopaedics and a special burn ward. Equipped with MRI, CT and X-ray; specialists visit at least weekly. A second Red Cross facility offers primary care only.
Labour Housing Colony	Dormitory-type colony developed jointly by GMB and the Ship Recycling Industrial Association (SRIA), with capacity for 1,008 workers across 7 blocks (G+2), canteen, offices, shops and STP-served sanitation, provided free of charge as a welfare measure. Current occupancy stands at 20-30% of capacity.

Proposed Social Infrastructure & Worker Welfare Investments



Master Plan Proposals (Phase 1-3, 2025-2040)

₹19.60 Cr

50-bedded multi-speciality hospital & upgradation of training institute (Phase 2)

₹198.88 Cr

GMB housing & amenities clusters — 6 clusters (2+1+3) across Phase 1–3, ~600 persons each

2,000–2,500 m²

Worker welfare zone per plot with on-site 20–25 bed clinic, per ILO-aligned norms

GMB Housing & Amenities Clusters

Modular RCC housing (600 persons/cluster) with convenient shopping, neighbourhood parks & open spaces (9 m² per person), dispensaries and internal roads/parks, sized as per URDPFI norms. Six clusters proposed across the three phases.

Worker Welfare & Occupational Health

Dedicated welfare zones (min. 2,000–2,500 m²), restrooms/showers/changing rooms, on-site clinics with toxicology support, biannual safety training, PPE kits and noise-control measures, aligned to ILO and ISO 30000:2009 requirements.

Green Belt & Afforestation

Tree plantation to create a green buffer zone around industrial areas, reducing air and noise pollution (EU SSR voluntary recommendation). GMB is also required to provide compensatory afforestation land and bear NPV/afforestation charges for forest land converted for the yard.

CSR & Community Investment

Mitigation strategy for social impact includes investment in local schools and hospitals as part of CSR obligations, alongside prioritised local hiring, skill development, and early community engagement with NGOs, local government and social experts from Phase 1 (2026) onward.

National Maritime Decarbonization Policy Framework



PILLAR 8: POLLUTION PREVENTION



- Strengthening waste management and port reception facilities
- Promoting circular economy and resource efficiency
- Ensuring MARPOL compliance and environmental standards
- Cleaner operations to protect marine ecosystems
- Preventing marine pollution and building a sustainable blue economy

PILLAR 7: GREEN TECHNOLOGY



- Accelerating adoption and indigenisation of advanced maritime technologies
- Digitalisation, automation, AI/IoT and data-driven decision making
- Innovation sandboxes, pilot projects and collaborative R&D
- Enhancing efficiency, safety and competitiveness

PILLAR 6: ALTERNATE FUELS



- Promoting a safe and phased transition to alternative marine fuels
- LNG, biofuels, methanol, ammonia, hydrogen and other future fuels
- Developing bunkering infrastructure and reliable supply chains

PILLAR 5: GREEN SKILLS



- Preparing future-ready maritime workforce and institutions
- Training for new technologies, alternative fuels and digitalisation
- Strengthening capacity for safety, sustainability and compliance
- Supporting seafarer transition and career progression

NATIONAL MARITIME DECARBONIZATION POLICY FRAMEWORK

8 PILLARS FOR A DECARBONIZED, COMPETITIVE AND SUSTAINABLE MARITIME SECTOR



PILLAR 1: GREEN SHIPBUILDING AND RETROFITS



- Lifecycle-based decarbonization of India's fleet
- Energy-efficient, fuel-flexible and low- to zero-emission vessels
- Green ship certification and incentives
- Lifecycle emissions accounting and transparency

PILLAR 2: GREEN PORTS



- Port-led decarbonization through clean energy integration
- Electrification, shore power and energy efficiency in operations
- Sustainable infrastructure and green logistics
- Positioning Indian ports as competitive, low-carbon gateways

PILLAR 3: GREEN SHIP RECYCLING



- Safe, environmentally sound and circular ship recycling
- Alignment with Hong Kong Convention
- Strengthening worker safety
- Enhancing material recovery and resource efficiency

PILLAR 4: GREEN FINANCE



- Mobilising affordable and long-term capital for green maritime projects
- Blended finance and risk-sharing mechanisms
- ESG-aligned investments
- Incentivising clean technologies and innovation

Green Ports : Driving Sustainable Maritime Growth



WHAT IS A GREEN PORT?

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



SUSTAINABLE INDICATORS FOR GREEN PORTS



Green Port Index (GPI)

Measures overall environmental performance of ports.



Port Readiness Level (PRL)

Assesses preparedness for green and sustainable port operations.



Shore Power Readiness Indicator (SPRI)

Measures readiness for Onshore Power Supply (OPS) infrastructure



Environmental Ship Index (ESI)

Evaluates environmental performance of visiting ships.

PORT EMISSION SCOPES



SCOPE 1 Direct Emissions

- Port equipment & vehicles
- On-site fuel combustion
- Port owned vessels



SCOPE 2 Indirect Emissions (Energy)

- Purchased electricity
- Steam / heating / cooling consumed at port



SCOPE 3 Other Indirect Emissions

- Ships at berth & in port
- Cargo handling activities
- Waste & water treatment
- Employee & visitor travel
- Upstream & downstream logistics



Measuring, Monitoring & Mitigating Across All Three Scopes is Key to a Low-Carbon Port Ecosystem



SHORE TO SHIP POWER (ONSHORE POWER SUPPLY)

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



WHY IT MATTERS

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



POSSIBLE FINANCING OPTIONS

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



IMPLEMENTATION STATUS IN INDIAN PORTS

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



GREEN TUG TRANSITION PROGRAM (GTTP)



Initiative of MoPSW for transition of harbour tugs to green propulsion.



Targets progressive replacement of diesel-powered tugs.



Applicable to ~400 harbour tugs operating across Indian ports.



Implemented through Approved Standard Tug Designs & Specifications (ASTDS-GTTP).



Initial focus on battery-electric tugs, with provision for hybrid, methanol and hydrogen.

PHASE 1 (2024-27)



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

PHASED IMPLEMENTATION FRAMEWORK

PHASE 2-3 (2028-33)



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

PHASE 4-5 (2034-40)



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



Towards a Low-Carbon, Efficient and Resilient Port Ecosystem



Clean Energy



Energy Efficiency



Circular Economy



Climate Action



Sustainable Growth

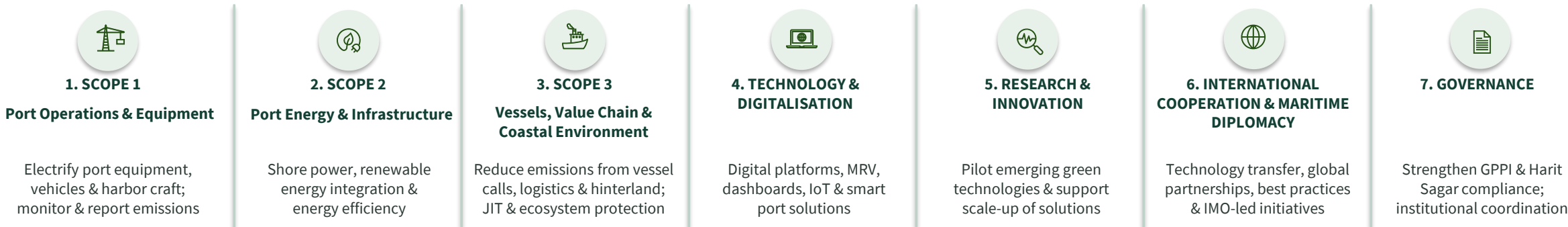


Building Green Ports Today for a Sustainable Tomorrow

Gujarat's Green Ports Journey

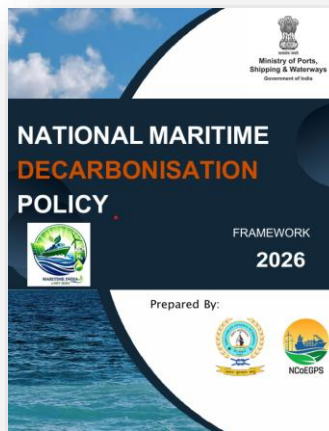


The National Maritime Decarbonization Policy (Pillar 2 : Green Ports) provides the national direction and policy architecture to enable Indian ports to decarbonise, build climate resilient operations, and emerge as global benchmarks for sustainable and future ready ports



Gujarat Already Delivering

- India's first MW-scale green hydrogen facility — Deendayal Port (2025)
- India's first shore-to-ship methanol bunkering trial at Kandla with Level 6 IAPH Port Readiness rating achieved for bunkering
- 1,000 MWp ground-mounted solar PV project underway at Deendayal Port
- 4,240 ha mangroves planted; 189 ha greenbelt developed at Mundra
- Adani Mundra Cluster positioning to become one of the world's largest green hydrogen hubs



Priorities Under the National Policy

- Scale shore power & green hydrogen/ammonia bunkering infrastructure
- Pursue GPPI and Harit Sagar Green Port Certification for non-major ports
- Extend the Green Tug Transition Programme to dredgers & harbour craft
- Adopt eco-sensitive vessel traffic management around the Gulf of Kutch
- Expand mangrove & coastal ecosystem restoration programmes
- Onboard ports onto the National Green Port Digital Platform for MRV reporting

NMDP Implementation Targets

Short-Term (0 - 6 months)

Notify phased electrification timelines; strengthen GPPI framework

Medium-Term (6 months - 2 years)

50% renewable energy share; shore power financing framework

Long-Term (2 - 5 years)

Universal shore power coverage; mandatory GPPI certification¹⁴

India as a Net Green Energy Exporter & Bunkering Destination



STRATEGIC ADVANTAGE



Long coastline with major ports on **East-West shipping lanes**



Abundant renewable energy for **green hydrogen, ammonia, methanol**



Cost advantage in solar + wind production, **lowering fuel export price**



ECONOMIC & DIPLOMATIC IMPACT



Reduces **dependency on oil imports**



Positions India as **fuel supplier** to global shipping lines



Enhances maritime influence under **Global South leadership**



FUEL EXPORT READINESS



Green Ammonia : Kandla supply to Singapore (L&T-Itochu JV)



Green Methanol : VOC Port bunkering hub under development



Hydrogen Derivatives : Mission to export through maritime corridors



PORT INFRASTRUCTURE TRANSFORMATION



Dedicated **Green Bunkering Terminals** (VOC Port, Kandla, JNPA)



Upcoming **Green Shipping Corridors**: Tuticorin – Kandla – Singapore – Rotterdam



Integration of **renewable power, storage & safety systems**



POLICY BACKING



Supported by **National Green Hydrogen Mission & National Maritime Decarbonization Framework**



Incentivized by **Harit Sagar & MIV 2030**



Aligned with **Make in India & Energy Security Vision 2047**



RENEWABLE ENERGY
ABUNDANT & LOW COST



GREEN FUEL PRODUCTION
HYDROGEN • AMMONIA
METHANOL • BIOFUELS



STORAGE & INFRASTRUCTURE
SAFE • RELIABLE • SCALABLE



BUNKERING & PORTS
WORLD-CLASS FACILITIES



MARITIME FUEL EXPORTS
FUELLING GLOBAL SHIPPING



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



Energy
Security



Economic
Growth



Environmental
Leadership



Global
Partnerships





“Ek Ped Maa ke Naam” Initiative

Ek Ped Maa Ke Naam

Plantation in the name of mothers DGMA’s commitment to the national afforestation drive, FY 2026–27

1,00,000

saplings targeted by DG Shipping

part of MoPSW's 50 lakh & the nation's 20 crore sapling target under EPMKN

Adopted by Ministry of Ports, Shipping & Waterways
Launched by National Afforestation & Eco-Development Board, MoEFCC

WHAT IT IS

A Government of India flagship campaign where trees are planted in the name of mothers, creating an emotional and symbolic connect. DGMA is driving it across the maritime sector engaging shipyards, MTIs, MMDs, RPSLs and seafarer welfare bodies.

15+

stakeholder groups engaged

13

ministries contributing nationally

WHAT IT AIMS FOR

Expand green cover & biodiversity, deepen environmental responsibility across shipping, and build lasting sustainability success is measured by sapling survival, not just plantation count.

20 Cr

saplings — national target, FY26–27

Jul–Mar

monsoon-anchored plantation window

WHAT MAKES IT EFFECTIVE

1

Digital geo-tagging

GPS-tagged sites & real-time dashboard tracking

2

Survival-first audits

Quarterly field checks, half-yearly third-party audits

3

Owned maintenance

Each site adopted, watered & fenced by a named team

4

Structured reviews

Monthly stakeholder reports, quarterly DG Shipping consolidation

Strengthening Maritime Security: Bureau of Port Security (BoPS) and National Centre of Excellence for Port Security



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 PFSAAs 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.

Focused Welfare Initiatives for the Salaya Mechanised Sailing Vessel Hub and Associated Maritime Communities in Jamnagar



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.

Focused Welfare Initiatives for the Salaya Mechanised Sailing Vessel Hub and Associated Maritime Communities in Jamnagar



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**

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**

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**

Employment Protection (Layer 1)

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

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**

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.

Sagar Mey Yog – Gujarat Chapter



"Sagar Mein Yog" is an initiative by the DGMA, Govt. of India, aimed at promoting physical and mental well-being among seafarers through yoga and mindfulness practices.

Sagar Mein Yog

- Introduced under DGS Order 19 of 2024, focusing on mental, physical, and emotional well-being of seafarers.
- Standardizes wellness practices across training institutes via MoU with NUSI.
- Helps reduce stress, fatigue, and medical emergencies enhancing safety compliance.
- Integrates structured wellness modules into Pre-Sea, At-Sea, and Post-Sea stages



DGMA is pursuing a collaborative partnership with Ganpat University for the Sagar Mein Yog initiative

[LMS Link](#)

Sagar Mein Yog enhance India's maritime regulatory framework by setting structured standards for wellness across the crewing ecosystem.

Sagar Mein Samman – Gujarat Chapter



“Honour at Sea”

Flagship Initiative of DGMA to promote gender inclusion, equality and welfare in the maritime sector.

- The **Sagar Mein Samman (SMS)** Initiative underscores the need to promote gender inclusivity and equal opportunities for women seafarers in the Indian maritime industry.
- Establishes policy-backed norms for women’s safety, equal opportunity, and career advancement.
- **₹1,00,000** is offered through the Maritime Training Trust (MTT) to encourage women cadets and ratings to enroll in pre-sea courses.
- **DGMA is pursuing a collaborative partnership with Ganpat University for the Sagar Mein Samman initiative**

4 Strategic Pillars

Empowerment & Leadership



Inclusivity & Equal Opportunity



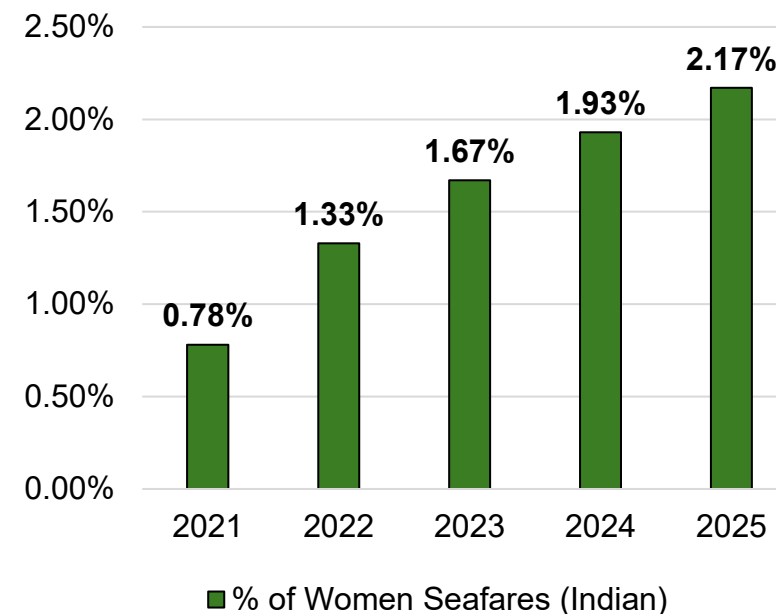
Safety & Well-being



Skill Development & Training



% of Women Seafares (Indian)



The share of women seafarers increased from **0.78% in 2021 to 2.17% in 2025**, marking a nearly **178%** growth over just four years, reflecting a strong and accelerating upward trend.

Objective: Create an Inclusive, equitable and safe maritime ecosystem for women

Zero tolerance for Fraud in Training



Raising issue over the
Call/SMS/WhatsApp

Helpline 24x7

Escalation mechanism
for resolving query

Follow-up
Support and right
guidance

Analysis
& Correction
and recurrence

Efforts to provide awareness through Social Media



Zero tolerance for corruption in Crewing



- DG Shipping follows a Zero Tolerance policy against fraud, cheating, and illegal recruitment of seafarers.
- A nationwide digital awareness campaign was launched through DG Shipping's social media platforms, publishing multiple videos on:
 - Fraudulent agents and fake job offers
 - Illegal payments to RPSL companies
 - Seafarers' rights
 - 24x7 Grievance redressal
- To strengthen outreach, DG Shipping conducted symposiums on seafarer recruitment and welfare.
 - Successfully held: Mumbai, Delhi, Kolkata
 - Upcoming: Chennai, Kandla, Goa, Kochi, Kanpur
- The campaign combines digital engagement and on-ground awareness to protect seafarers and prevent exploitation.



DG Shipping Reaffirms Zero Tolerance Towards Fraud and...



Seafarers' Rights—Know and Protect Yourself | Capt. Nitin...



Empowering Seafarers: Inside DG Shipping's Crew Branch & Its Vital...



झूटी भारतीय समुद्रकर्म नौकरियों से सावधान रहें | नौवहन महानिदेशालय...

Pilotage Rule – consolidation and uniform rules

One framework for safe and consistent port navigation



Modern statutory architecture

The Indian Ports Act, 2025, effective from 1 April 2026, replaces the legacy 1908 framework and consolidates port safety, navigation and governance within a modern statutory architecture.

Its application covers existing and newly notified ports, vessels within port limits, and notified navigable rivers and approach channels leading to ports.

Pilotage is recognized as a chargeable marine service under the notified port tariff, with standardized receipt and record requirements supporting greater transparency and digital compliance

Consistent navigation and accountability

A unified navigation framework promotes consistency across Major Ports and State Maritime Board ports, while preserving Central and State Government jurisdictions

Vessel movement within port limits requires pilotage or authorization by the harbour master/designated port officer, except where statutorily exempt.

The vessel's master and owner retain command responsibility at all times, irrespective of pilotage.

Relevance for Gujarat

The framework strengthens operational accountability through designated conservators, harbour masters and

marine officers, supported by coordinated vessel reporting, Vessel Traffic Services and Port Community Systems.

For Gujarat's multi-port ecosystem, uniform pilotage and vessel-movement principles can strengthen navigational safety, regulatory predictability and coordination across major and non-major ports, while enabling port-specific operating requirements to be implemented within a common national framework



Establishing GIFT City as a Hub for Maritime Arbitration and Dispute Resolution



GIMAC

**India's first-of-its-kind
maritime arbitration
centre**

A centre of Gujarat Maritime
University

GIFT City • Gandhinagar

01

RESOLVE

Arbitration • Mediation • Expert determination

02

SPECIALISE

Maritime and shipping disputes

03

CONNECT

Arbitrators • Maritime lawyers • Sector experts

THE AMBITION

Fast, effective Alternative Dispute Resolution for commercial and financial conflicts built in India, benchmarked globally.

Gujarat Maritime University as a Knowledge Partner for the Indian Maritime Knowledge Cluster



GMU AT A GLANCE

ESTABLISHED BY

Government of Gujarat through the Gujarat Maritime Board

CORE FOCUS

Maritime education, research, professional training and capacity building

VISION

A global centre of excellence in maritime education and research

INDUSTRY FOCUS

Bridging the maritime knowledge and skill gap

KEY AREAS

Maritime Law • Shipping • Finance • Economics • Management • Logistics

KNOWLEDGE PARTNERSHIP PRIORITIES

- | | | |
|----|-------------------------------|---|
| 01 | REGULATORY STUDIES | Review maritime Acts, Rules, Regulations and Notifications. |
| 02 | LEGAL SUPPORT | Research maritime regulation and implementation issues. |
| 03 | REGULATORY DEVELOPMENT | Evidence for amendments and new maritime rules. |
| 04 | POLICY RESEARCH | Commissioned studies and evidence-based policy inputs. |
| 05 | CAPACITY BUILDING | Joint workshops, seminars and specialised training. |
| 06 | KNOWLEDGE EXCHANGE | DGMA–GMU collaboration, expertise and dissemination. |

Suraksha Sarvapratham – Safety in Maritime



DGMA's "Suraksha Sarvapratham" initiative advances maritime safety and seeks support by experiential EHS training at L&T's Safety Innovation School, Hazira campus and DISH (Directorate of Industrial Safety & Health) Gujarat .

To reduce accidents and minimize risks aboard ships.

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

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

Instill a culture of safety among seafarers.

Web-based learning management systems for training.

Free online courses will be developed.

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

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

Coastal Cargo Promotion Scheme, 2026 (CCPS 2026)

Aiming to increase the modal shift



Vision

Develop coastal shipping as a reliable, cost-effective, sustainable and commercially viable mode of freight movement, strengthening India's multimodal logistics system

Objectives

- Increase modal share of coastal shipping from **6% to 12% by 2047** in line with **MAKV 2047**.
- Catalyse incremental cargo movement on coastal routes and expand OD pairs
- Support coastal containers, Ro-Ro, non-conventional and emerging cargo categories
- Improve coastal service reliability through performance-linked incentives

Duration

- 5 (Five) financial years + extendable by another 5 years (*subject to modification / withdrawal by MoPSW*)

Guiding Principles

Balanced Design for both Vessel Operators and Cargo Owners

Incentive support up to **25%** of voyage cost

Incentive Rates based on commodity category and distance slabs

Promote integration with IWT

Implementation through Digital Platform (NDCS+MSW 2.0)

Institutional Framework



Incentive Packages

Package A
Coastal Vessel Operator Incentive

Package B
Cargo Owner Incentive

Package C
Multimodal Transport Operator(mto) Incentive

Gujarat-Specific Coastal Shipping Action Plan: Accelerating Modal Shift Through CCPS, Ro-Ro Services and Cargo Aggregation Initiatives



Action focus: Additional, contestable cargo rather than mature captive flows



01 Map Cargo & Corridors

Identify contestable Gujarat OD pairs and cargo suitable for road/rail-to-coastal shift. Prioritise salt, steel, cement/clinker, eligible agri cargo, domestic FCL, selected chemicals and Ro-Ro.

02 Anchor at Deendayal Port

Operationalise the documented proposal to shift Cargo from road to coastal shipping at DPA through a regular barge service. Pair this with aggregation space, predictable berthing and coastal-container handling.

03 Activate CCPS Participation

Onboard cargo owners, coastal vessel operators and MTOs under Packages A, B and C. Establish beneficiary-, commodity- and OD-pair-specific baselines before claims.

04 Scale Ro-Ro & FCL Services

Develop automobile/Ro-Ro and domestic FCL corridors with regular vessel capacity and suitable port facilities. Measure Ro-Ro in CEU/CEU-km and containers in TEU/TEU-km.

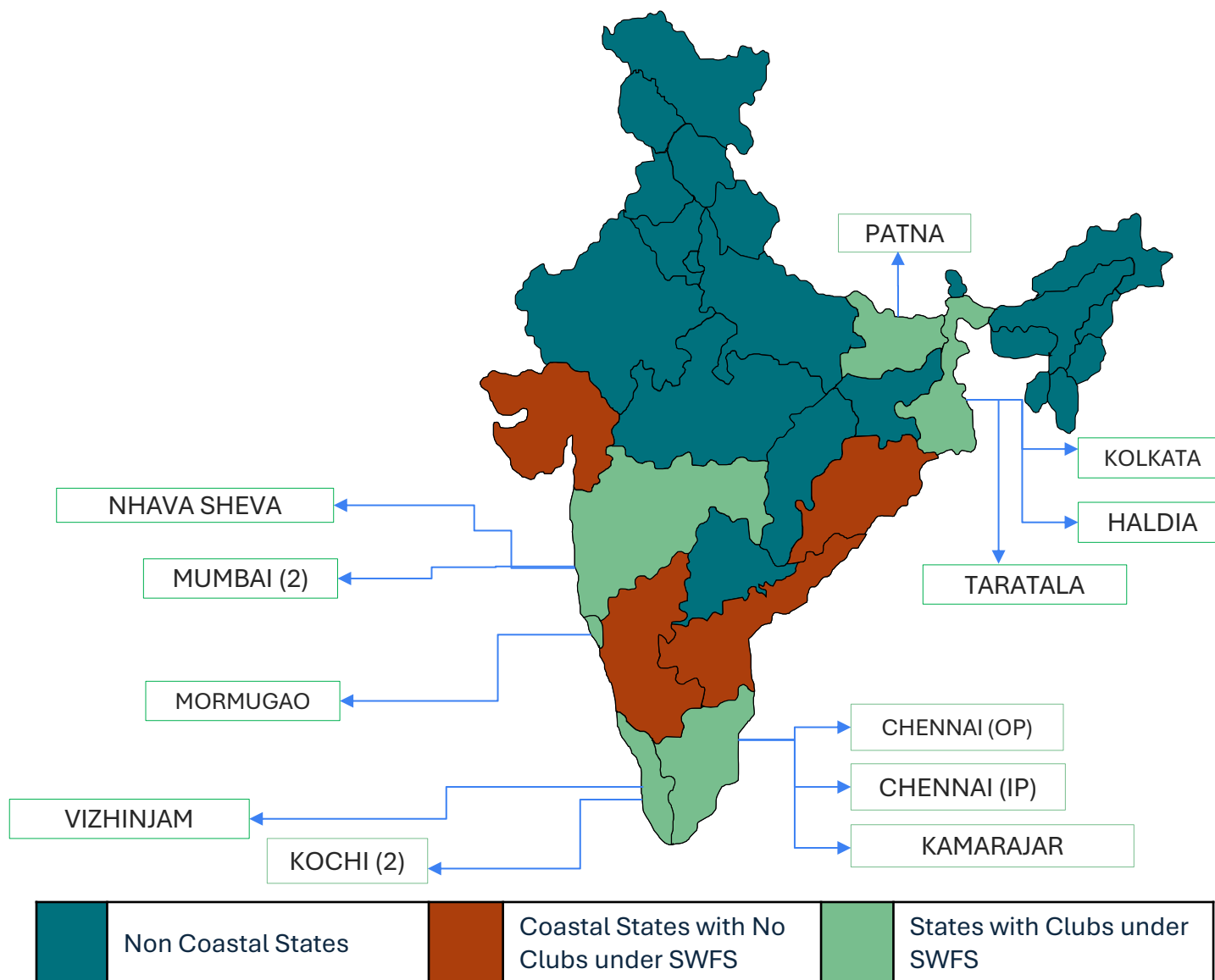
05 Integrate the Full Chain

Use MTO-led aggregation to connect first mile, port storage, coastal voyage and last mile. Build two-way cargo plans and evaluate Rail-Sea-Rail or coastal-IWT interfaces where viable.

06 Verify, Monitor & Refine

Track both incremental cargo volume and cargo movement above baseline. Use NDCS-MSW 2.0 for registration, claims and audit, with Major Ports and State Maritime Boards supporting verification.

Port Welfare Infrastructure (1/2)

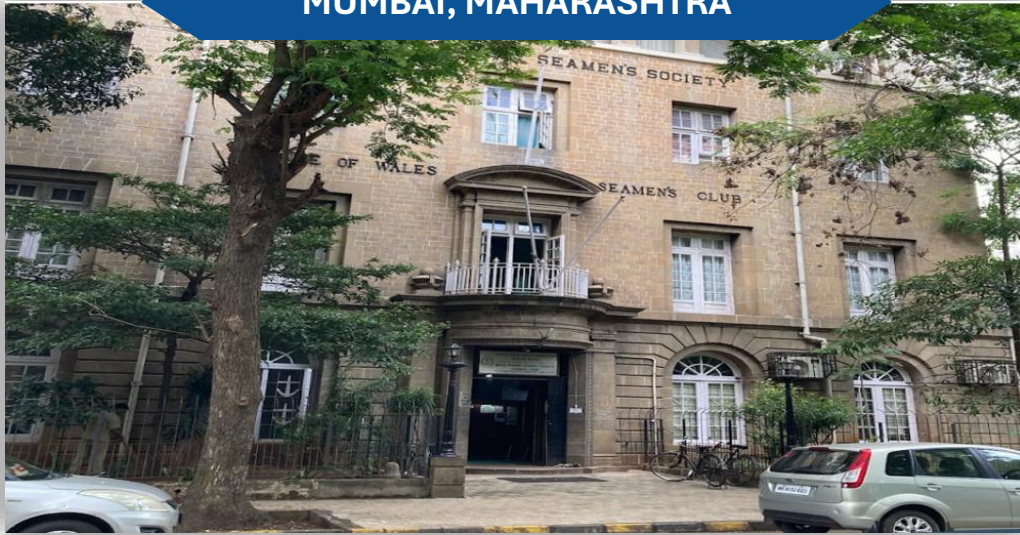


SR NO	NAME OF PROJECT	LOCATION	GRANT AMOUNT
1	MERCHANT NAVY OFFICERS AND SEAMENS SOCIETY	KOCH, KERELAM	₹50,00,000.00
2	ROYAL SEAMENS CLUB	MUMBAI, MAHARASHTRA	₹7,50,00,000.00
3	OUTREACH CENTER	PATNA, BIHAR	₹42,36,226.00
4	SEAFARERS CLUB (OUTSIDE PORT)	CHENNAI, TAMIL NADU	₹10,80,24,094.00
5	MAI & NABIK GRIHA SAMITY	TARATALA, WEST BENGAL	₹13,76,00,000.00
6	SEAFARERS CLUB	MORMUGAO, GOA	₹13,00,00,000.00
7	MARINE CLUB	KOLKATA, WEST BENGAL	₹7,75,00,000.00
8	SEAFARERS CLUB CUM HOSTEL	HALDIA, WEST BENGAL	₹1,00,00,000.00
9	SEAFARERS CLUB	VIZHINJAM, KERELAM	₹3,05,00,000.00
10	SEAFARERS CLUB (INSIDE PORT)	CHENNAI, TAMIL NADU	₹14,62,00,000.00
11	SEAFARERS CLUB	NHAVA SHEVA, MAHARASHTRA	₹2,66,00,000.00
12	SEAFARERS WELFARE CENTER	KAMARAJAR, TAMIL NADU	₹13,00,00,000.00
13	MOBILE SEAFARERS WELFARE UNIT	KOCH, KERELAM	₹1,00,00,000.00
14	SEAFARERS' WELFARE CENTRE	MUMBAI, MAHARASHTRA	₹5,75,00,000.00

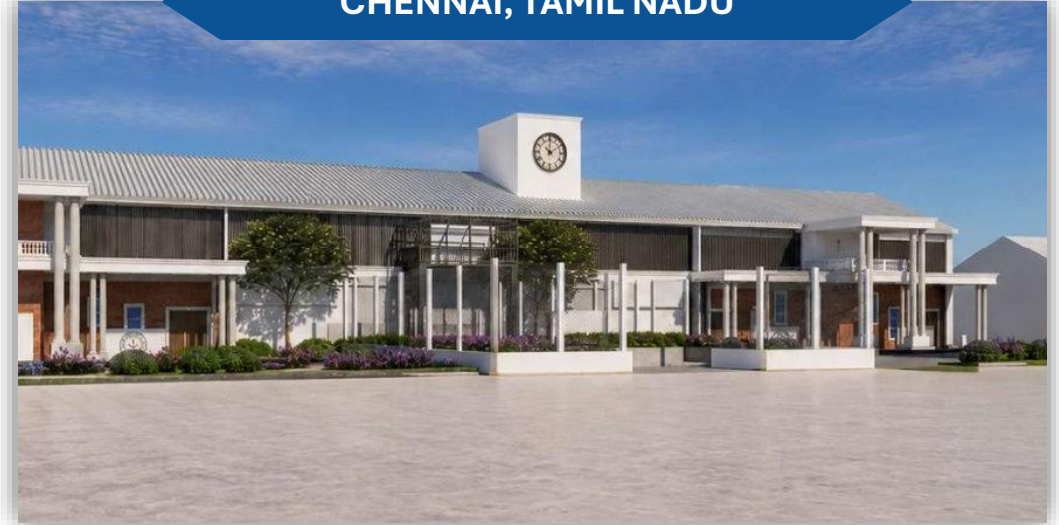
Port Welfare Infrastructure (2/2)



MUMBAI, MAHARASHTRA



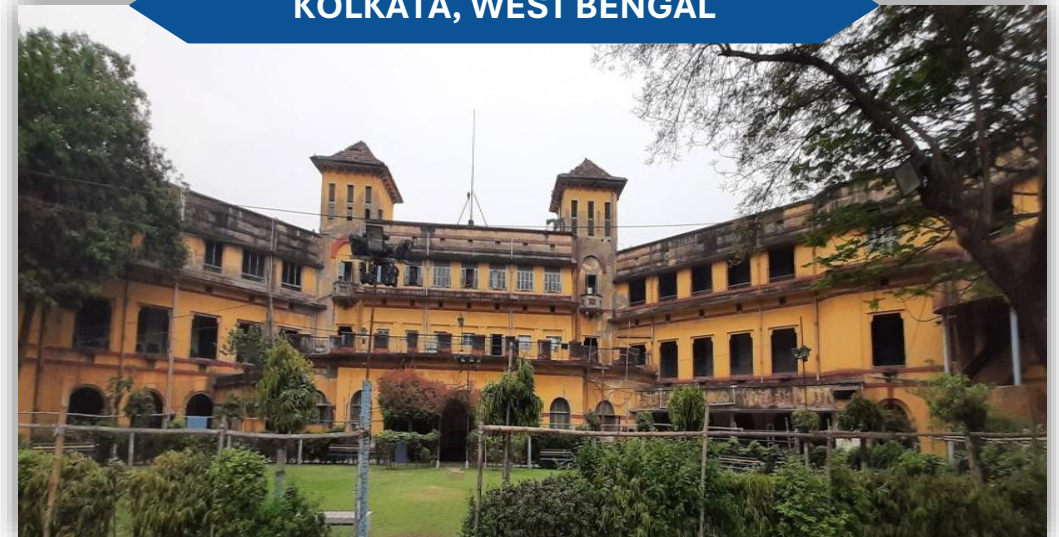
CHENNAI, TAMIL NADU



NHAVA SHEVA, MAHARASHTRA



KOLKATA, WEST BENGAL



Port Immigration Infrastructure



SWFS-enabled support to strengthen shore leave, crew change and sign-on / sign-off facilitation at Indian ports

POLICY POSITION SWFS will fund infrastructure support for Immigration Check Posts at Government and other ports.

Execution Plan

1

Port-led requirements

Ports are to identify and submit their Immigration Check Post infrastructure or support needs.

2

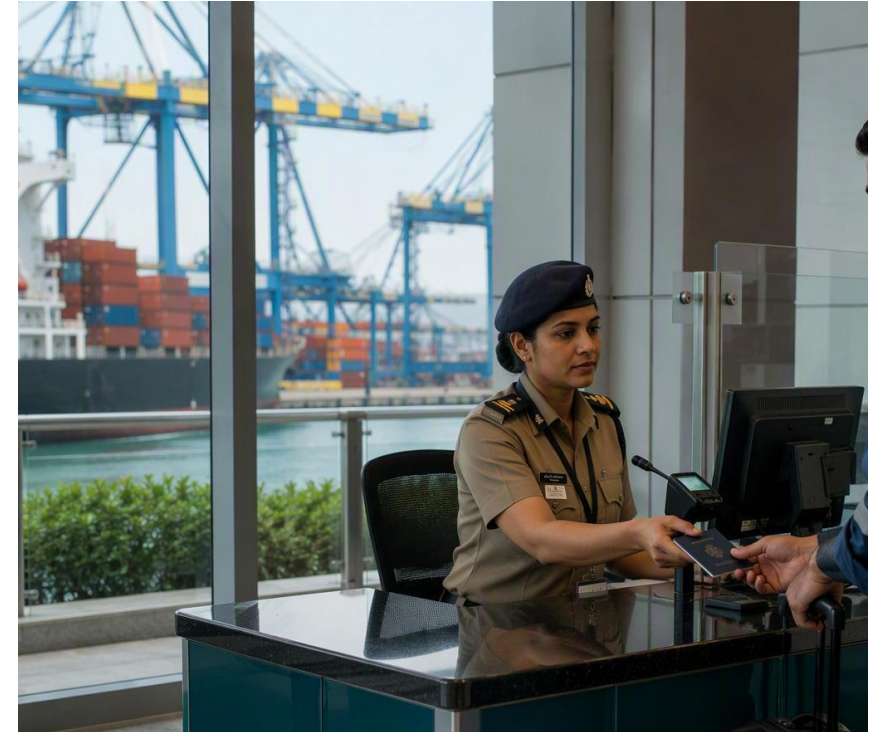
Multi-agency coordination

Proposals are to be taken up with MHA, concerned FRROs, Bureau of Immigration and Port Authorities.

3

Seafarer-service outcome

Infrastructure is linked to improved shore leave, crew change and sign-on / sign-off facilitation.



A seamless immigration interface is a core enabler of seafarer mobility at ports.

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](#)



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 Gol; 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

Gol'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

\$ 1,110 Mn



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

\$ 917 Mn



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

\$ 34 Mn



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

\$ 160 Mn

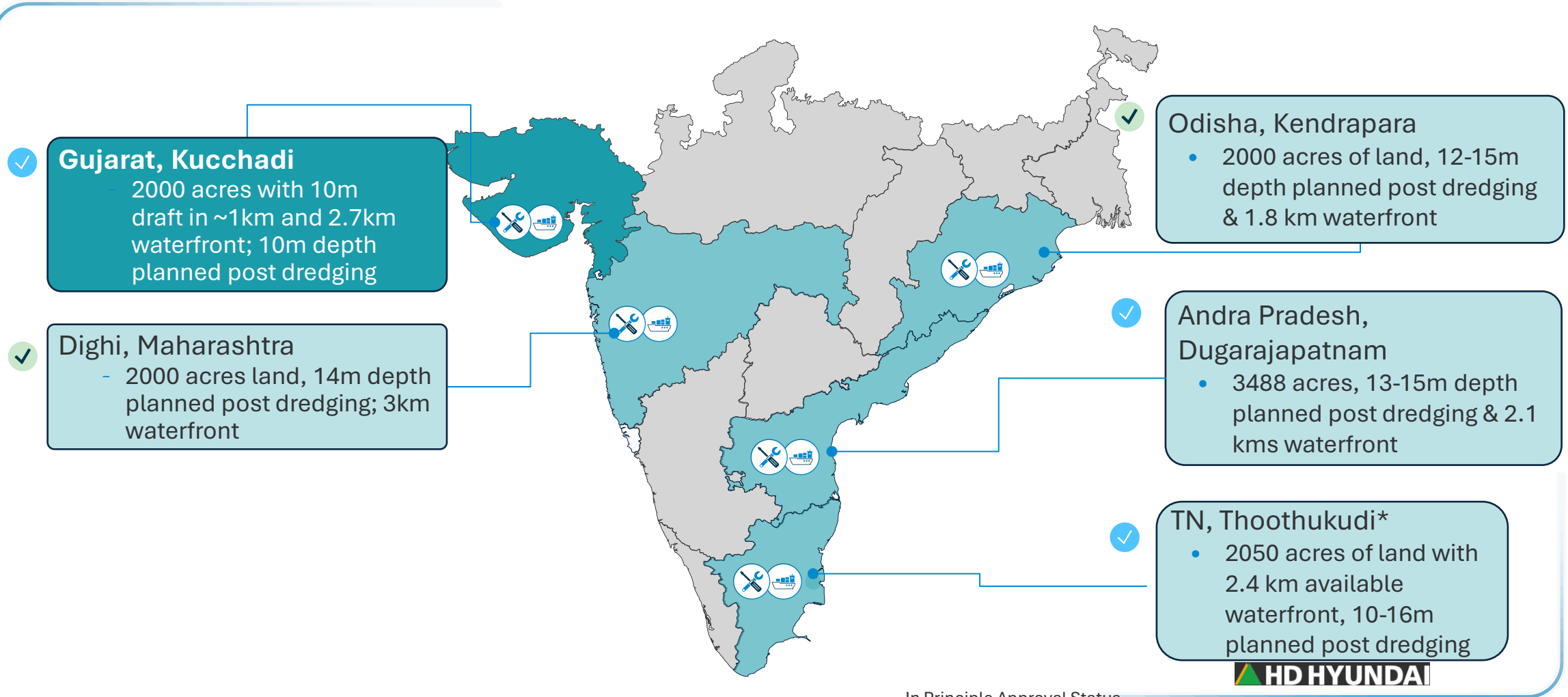


Administrative
Expenses

\$ 5 Mn

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

Multiple shipbuilding clusters in India envisioned across strategic locations



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

In Principle Approval Status

✓ Granted ✓ App. Under Review

HD HYUNDAI

Pillar 3 | SBDS Brownfield expansion scheme



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



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



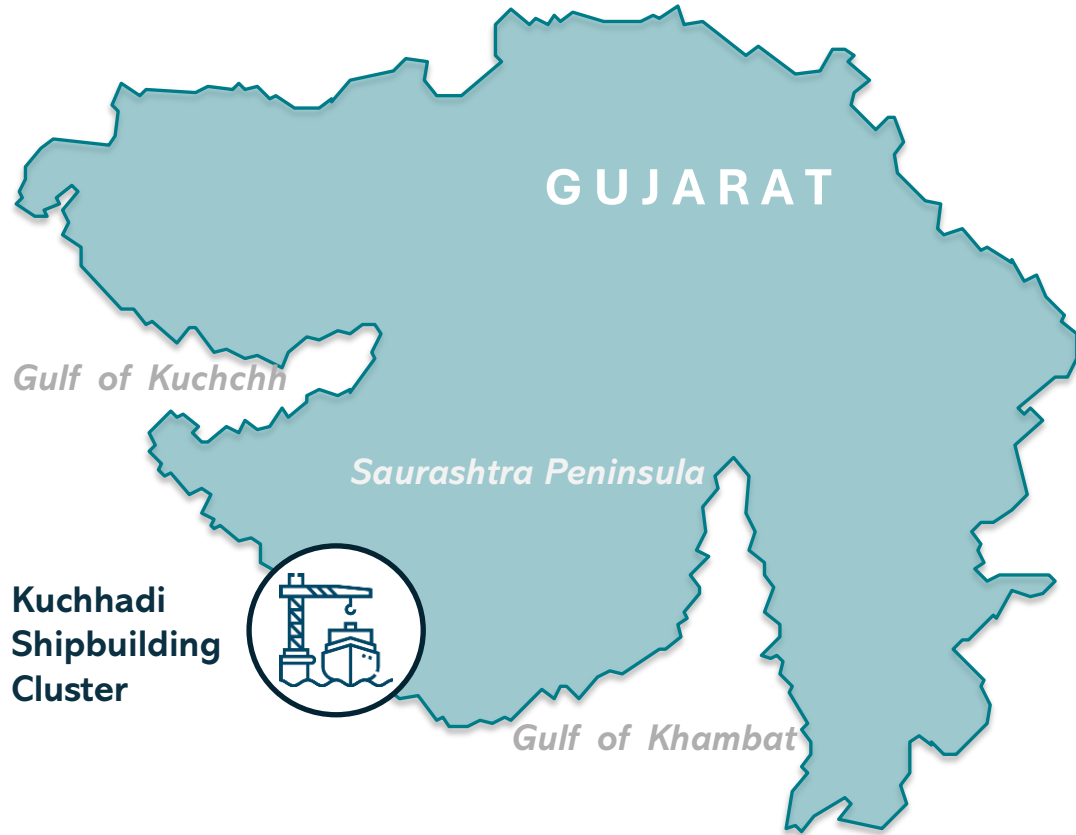
Demand Aggregation | Domestic Fleet Expansion Plan in place



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

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

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

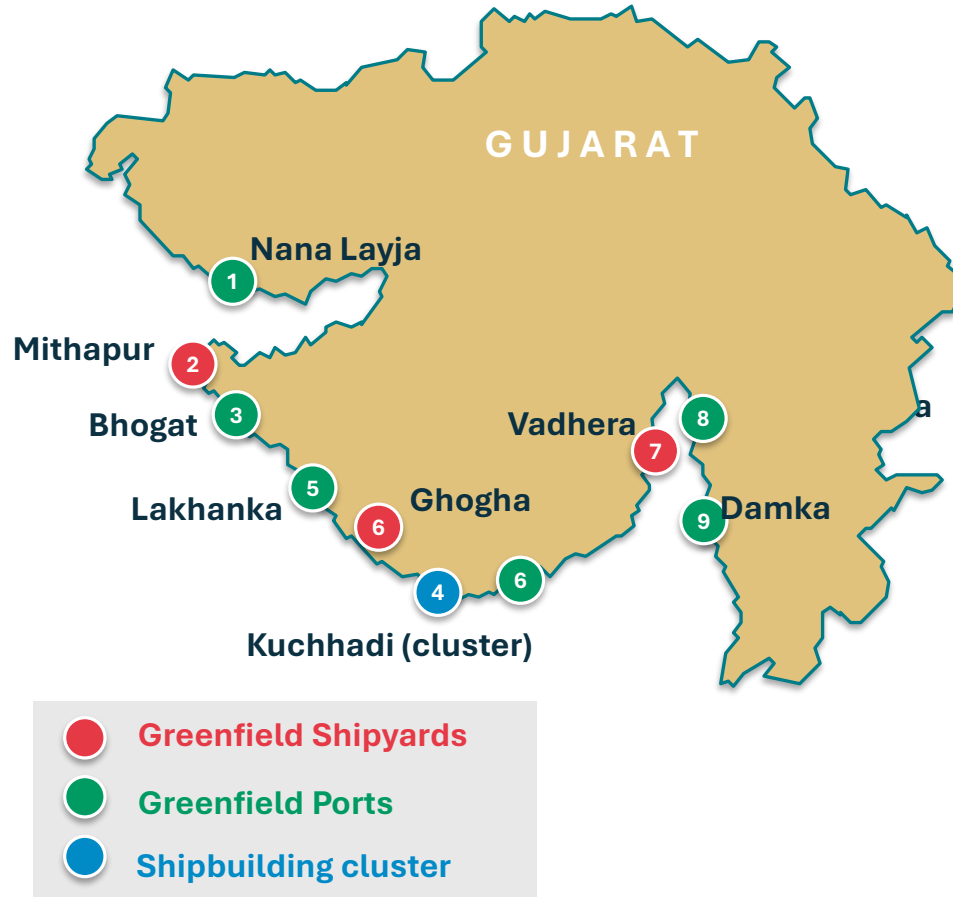
vessel repair slots per year

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



**सागराः
सुपन्थानः
सन्तु ।**

*“May the seas be
pathways of
prosperity”*