



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

NATIONAL SHIPPING BOARD SAGAR सवाद



PRESENTED BY

Directorate General of Maritime Administration

25th August 2026 | Delhi

Present Geo political Scenario



Maritime Security Incidents Across Key High-Risk Regions-2026

Security Incidents in Black Sea Region

25 Total Incidents
05 Fatalities
05 Injuries
02 Missing (SAR Operations ongoing)

Security Incidents in Red Sea Region

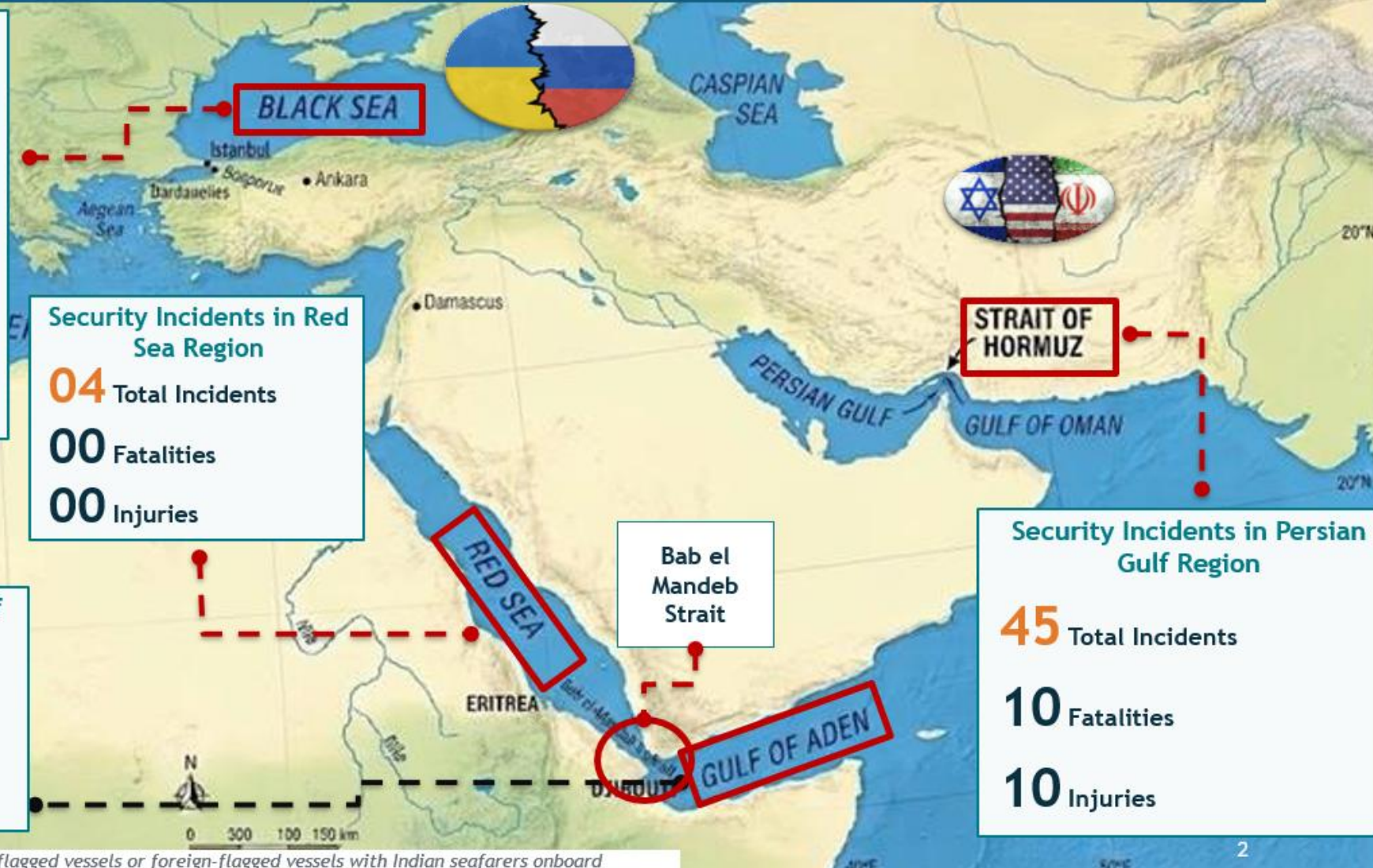
04 Total Incidents
00 Fatalities
00 Injuries

Piracy Incidents in Gulf of Aden Region

07 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

Strengthening Seafarer Safety and Security during Geopolitical Crises



**During Gulf Crisis
(as on 19.08.2026):**

17,309 calls were
monitored

44,294 emails were
handled

4150 stranded Indian
seafarers were safely
repatriated

Institutional Measures Taken

Proactive Risk Assessment and Advisory Framework

Proactive advisories for High
risk regions

Continuous review of voyage
plans, crew deployment

Enhanced monitoring of
security developments

Strengthened Maritime Security Protocols

Mandatory Enhanced
Watchkeeping & Situational
Awareness

Compliance with International
Security Requirements

Regular Security &
Contingency Reviews

Institutional Crisis Response Mechanism

Dedicated QRT for Real-Time
Monitoring & Coordination

24x7 Control Room &
Emergency Helpline

Multi-Stakeholder Coordination Framework

High-Level Stakeholder
Reviews

Continuous Coordination with
Embassies & Maritime
Authorities

Centralised monitoring and
rapid decision-making during
emergencies.

Welfare and Humanitarian Support

Repatriation assistance for
stranded seafarers.

Financial Support for
Deceased Seafarers in High-
Risk Zones

Medical, Family &
Psychological Support

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
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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

MIV-2030 – Mission 20 % (1/2)



Current Seafarer Ecosystem Overview: BIMCO/ ICS 2026

GLOBAL SUPPLY

2.566M

2026 estimated seafarers

OFFICERS

1.049M

41% of global supply

RATINGS

1.517M

59% of global supply

NET GROWTH SINCE 2021

+672.9K

+35.6% total | ratings contributed ~72% of the net addition

TOP 5 COUNTRIES

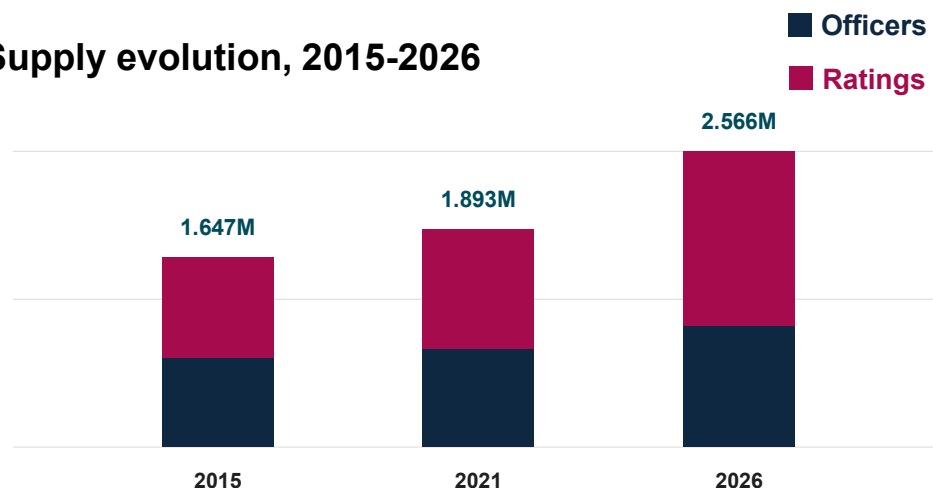
1.505M

combined count

Global seafarer count: officer / rating breakup

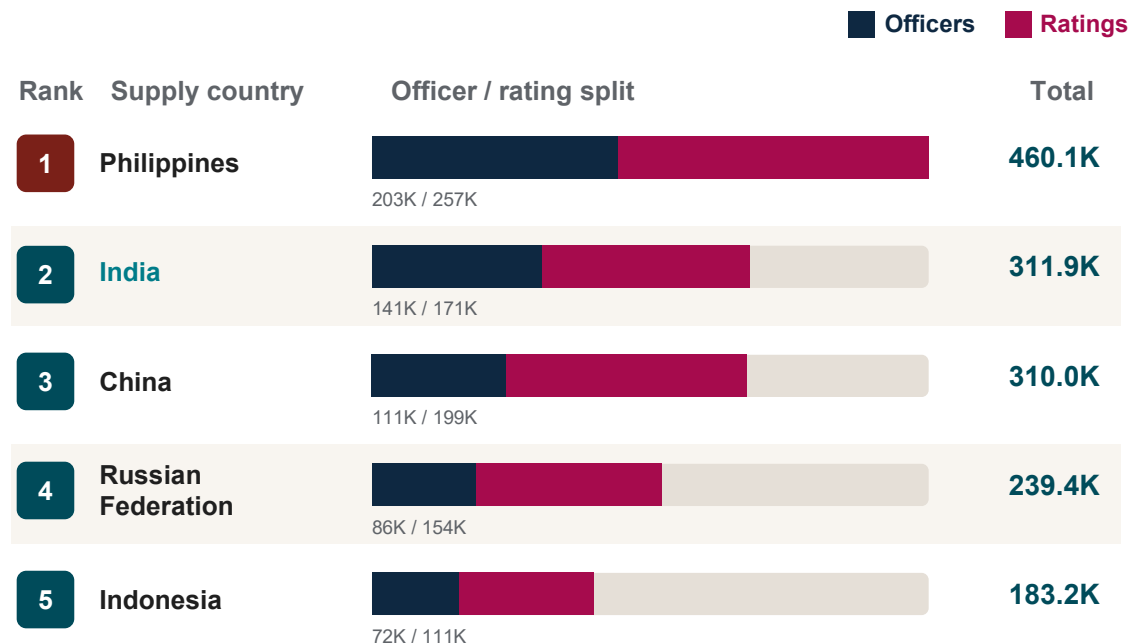


Supply evolution, 2015-2026



Ratings added 481K since 2021 versus 191K officers, widening the ratings-heavy supply base.

Top 5 seafarer supply countries by estimated count



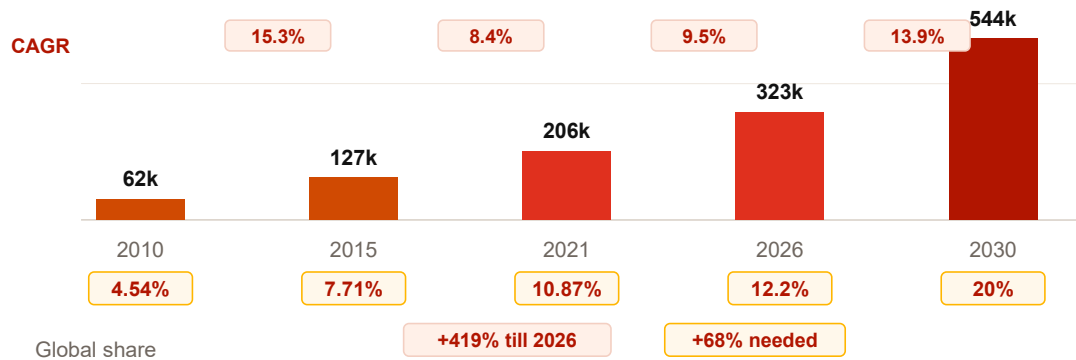
Philippines leads overall; India and China are effectively neck-and-neck at ~312K and ~310K seafarers.

MIV-2030 – Mission 20 % (1/2)

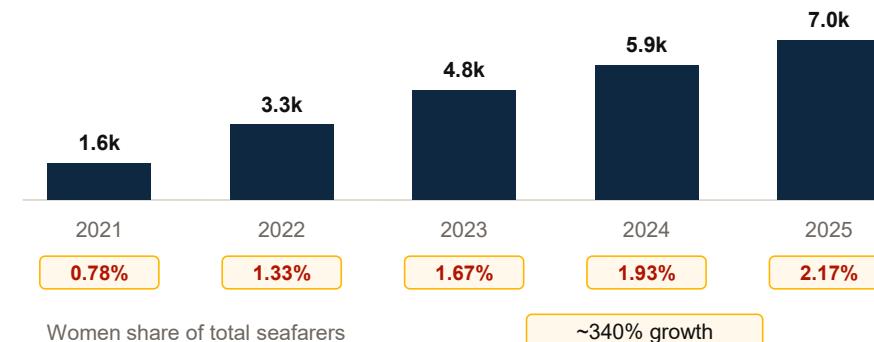


Mission 20% by 2030 - Graphical Representation

Indian seafarer count: historical base and required growth

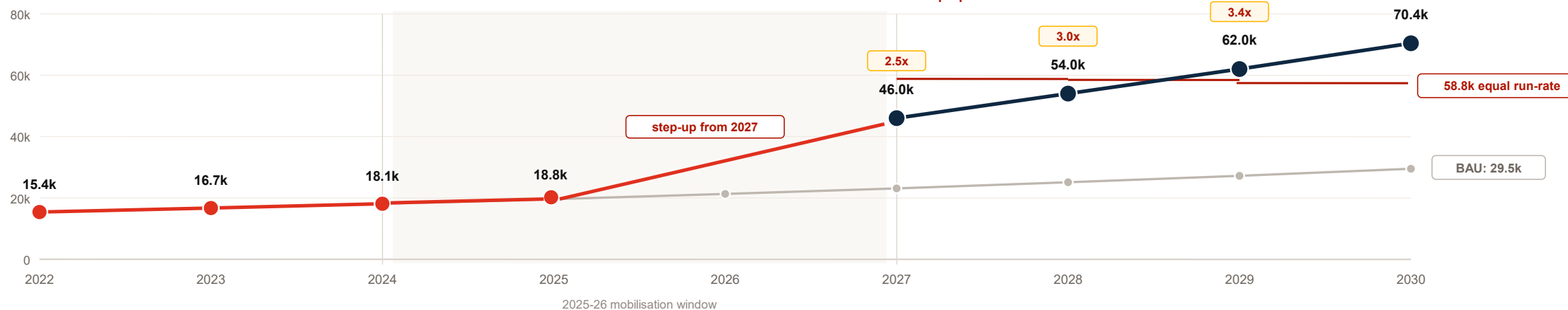


Women seafarers: clean count and share view



Training ramp-up to close 20% by 2030 gap

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



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



“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.

4 Strategic Pillars

Empowerment & Leadership



Inclusivity & Equal Opportunity



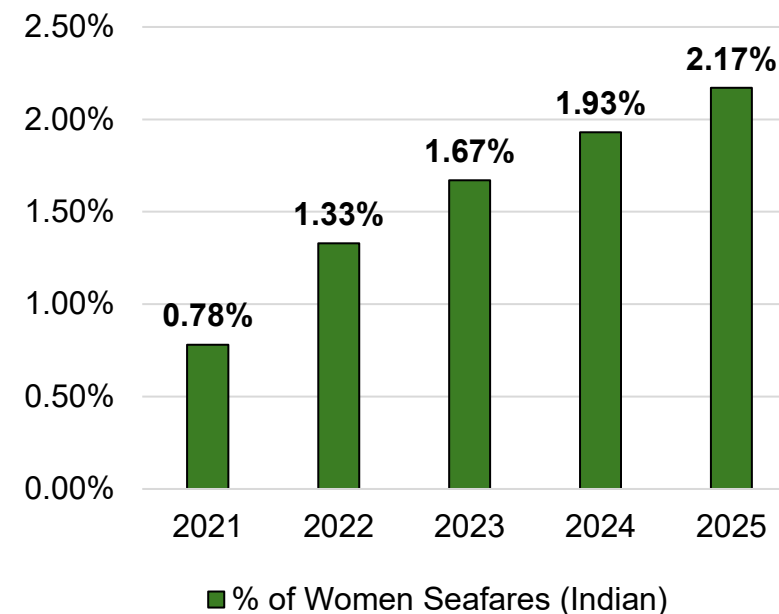
Safety & Well-being



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

Key Initiatives for Seafarer Welfare



Welfare & Financial Security

1. Seafarer Welfare Fund Society (SWFS)

- 12 schemes support serving and retired seafarers, women, bereaved families and children.
- Health, education, insurance and other welfare assistance.
- ₹90 crore for 14 clubs, hostels, outreach centres and welfare facilities.

2. Seamen's Provident Fund Organisation (SPFO)

- Provident fund security for retirement, service completion, disability and death.
- ERP implementation to strengthen transparency, governance and service delivery.

Inclusion & Holistic Well-being

3. Sagar Mein Samman

- Gender inclusion, equal opportunity, safety and career advancement for women seafarers.
- ₹1 lakh MTT support for women cadets and ratings undertaking pre-sea courses.
- Women seafarers: 0.78% (2021) to 2.17% (2025)—approximately 178% growth.

4. Sagar Mein Yog

- Yoga and mindfulness for physical, mental and emotional well-being.
- DGS Order No. 19 of 2024; integrated across pre-sea, at-sea and post-sea stages.
- Reduces stress and fatigue while strengthening safety awareness.

Four complementary initiatives combine welfare access, long-term security, inclusion and holistic well-being across the seafarer lifecycle.

Sagar Mein Yog



"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



[LMS Link](#)

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

Towards Stronger Welfare and Social Security for Seafarers



Seamen's Provident Fund Organisation
Under ministry of ports, shipping and waterways

Seafarer Welfare Fund Society (SWFS)

Welfare & Immediate Support

- The SWFS welfare schemes are designed to support seafarers and their families through initiatives focused on health, education, welfare infrastructure, and various financial assistance measures.
- Welfare Schemes: A total of 12 ongoing schemes covering active seafarers, retired personnel, women seafarers, families of deceased seafarers, and children of seafarers
- Seafarers Welfare Infrastructure Projects under welfare initiatives: ₹ 90 Cr/- over ~14 projects
- Insurance Coverage for seafarers by supporting insurance premium payments through a structured and equitable system.

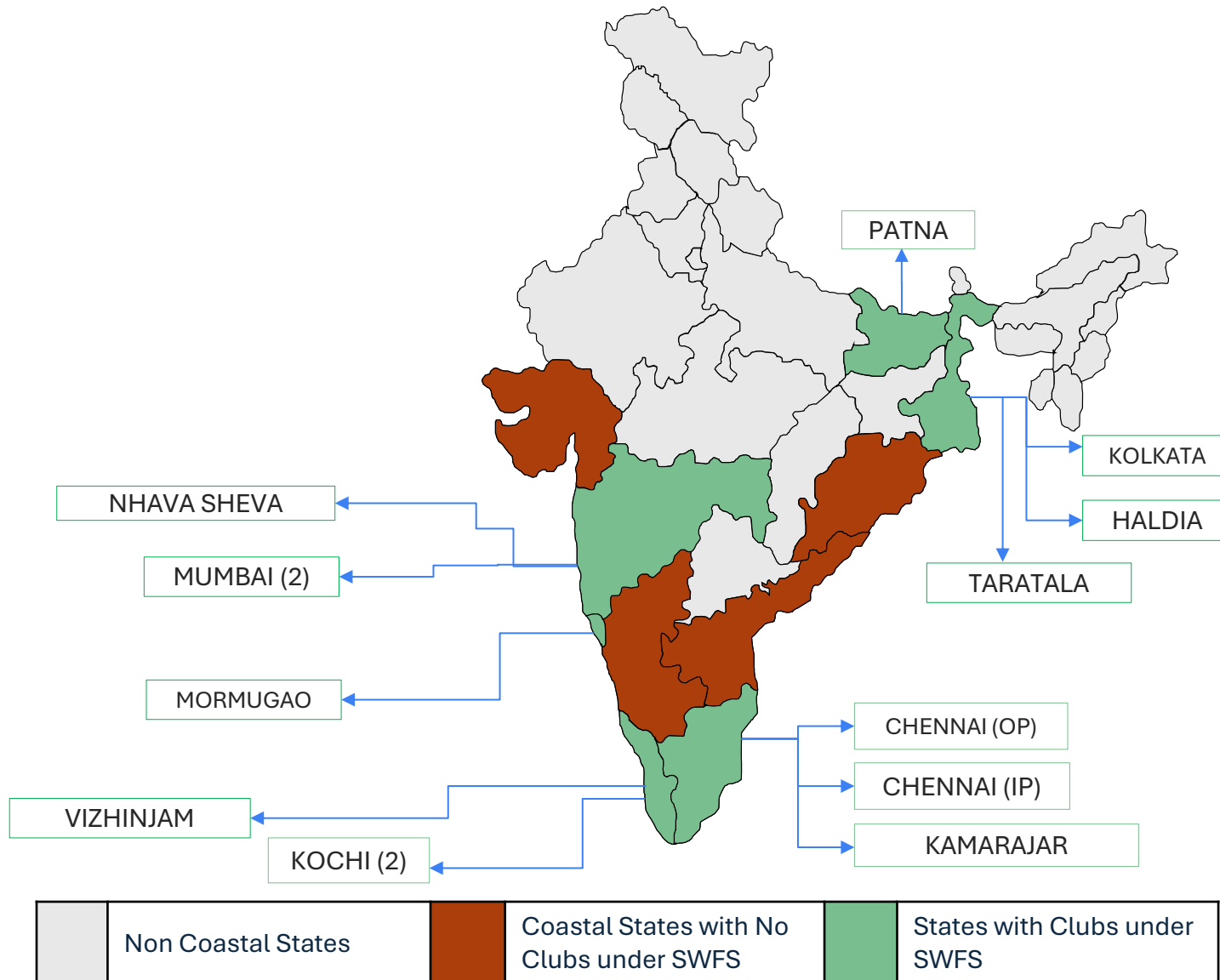
Seamen's Provident Fund Organisation (SPFO)

Long-Term Financial Security

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

ERP solutions for SWFS and SPFO are under implementation to digitize and streamline welfare scheme and provident fund operations, enabling efficient service delivery, improved transparency, and enhanced governance

Seafarer Welfare Infrastructure Initiative



SR NO	NAME OF PROJECT	LOCATION	GRANT AMOUNT
1	MERCHANT NAVY OFFICERS AND SEAMENS SOCIETY	KOCHI, KERALAM	₹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, KERALAM	₹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, KERALAM	₹1,00,00,000.00
14	SEAFARERS' WELFARE CENTRE	MUMBAI, MAHARASHTRA	₹5,75,00,000.00

Integrated Welfare Initiatives for Seafarers



Seamen's Provident Fund Organisation
Under ministry of ports, shipping and waterways

Health, Well-being & Life at Sea

Prevention • Care • Connection

- Healthy living: safe accommodation, nutritious food, adequate rest, recreation and fatigue prevention.
- Medical & mental health: onboard readiness, telemedicine, prompt shore care and confidential counselling.
- Connectivity & family support: affordable internet, shore leave, port welfare access and family-assistance networks.

Rights, Security & Career Support

Protection • Voice • Progression

- Fair work & safe culture: compliant contracts and wages, safe work, anti-harassment measures and grievance channels.
- Financial & emergency protection: provident fund, insurance, welfare grants, repatriation and crisis assistance.
- **Skills & progression: continuous training, certification, career pathways and financial literacy across the seafarer lifecycle.**

A lifecycle approach—from pre-sea preparation to at-sea support and post-sea security—strengthens dignity, resilience and retention.

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

To reduce accidents and minimize risks aboard ships.

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

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

Instill a culture of safety among seafarers.

Web-based learning management systems for training.

Free online courses will be developed.

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

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

E-NAVIK | 24x7 Seafarer Grievance Redressal Mechanism



Launch of e-Navik Grievance Redressal Portal by Hon'ble Union Cabinet Minister Shri Sarbananda Sonowal on 29th May

Progress of E-navik Grievance Redressal Portal till date



KEY METRICS

4983
TOTAL
GRIEVANCES

222
PENDING

199
QUERIED

3722
RESOLVED

Growing Trust in DGMA's Digital Grievance Redressal System

More than **4500** grievances received in just 2 months, surpassing **3,170** grievances recorded in all of 2025, reflecting growing seafarer trust and engagement with DGMA's grievance redressal system.



<https://beta-enavik.dgma.gov.in/enavik/welcome>



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(International toll free)



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Hon'ble Union Minister for Ports, Shipping and Waterways, Shri Sarbananda Sonowal, envisages a technology-enabled "Seafarer-First" ecosystem that ensures the safety, welfare, and continuous monitoring of every Indian seafarer, irrespective of the vessel's flag.

"Track Every Indian Seafarer, Protect Every Indian Seafarer"

A centralized operational dashboard for real-time monitoring, welfare assessment, escalation management, and crisis response for Indian seafarers worldwide.

Union government launches tracker for seafarer safety

Saurabh Trivedi
NEW DELHI

Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal ordered a comprehensive 'Seafarer-First' response on Tuesday to safeguard Indian crew operating in the conflict-hit Strait of Hormuz.

Mr. Sonowal ordered real-time vessel-by-vessel monitoring of Indian seafarers and directed the appointment of dedicated liaison officers for every affected Indian sailor.

Operational dashboard
The Ministry of Ports, Shipping and Waterways (MoPSW) will coordinate the response round the clock in association with the Ministry of External Affairs, the Indian Navy, the Directorate General of Shipping, Indian missions in Iran, Oman and the UAE, as well as other maritime stakeholders.

The Minister directed the Secretary, MoPSW, and the Director General of



Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal

Shipping to establish a comprehensive operational dashboard to track every Indian seafarer aboard vessels in the Persian Gulf, Strait of Hormuz, and Gulf of Oman, irrespective of the ship's flag.

The dashboard will provide real-time information on vessel location, ownership, cargo, crew welfare, threat levels, intended voyage, next port of call, and the availability of supplies. Mr. Sonowal also instructed officials to ensure every vessel transiting the affected waters undertakes a fresh threat assessment before sailing.

Tracking every Indian seafarer, irrespective of vessel's flag: Sonowal

Indian crew member killed in strike

DHRUVAKSH SAHA
New Delhi, 14 July

Amidst the escalating maritime security crisis in West Asia, following attacks on two merchant vessels in the Strait of Hormuz, shipping minister Sarbananda Sonowal has directed officials to track every Indian seafarer, irrespective of the vessel's flag. The minister also strongly condemned the attacks on the vessels, calling them "irresponsible, irresponsible, and uncalled for," a shipping ministry statement said.

Sonowal also said that any voyages through the strait will only happen after fresh threat assessments. He was holding a review meeting with the officials of shipping and external affairs ministries, Indian Navy, Directorate General of Maritime Administration, and other key maritime agencies, reviewing the evolving security environment across the Persian Gulf.

The minister ordered real-time and vessel-by-vessel monitoring, the appointment of dedicated liaison officers for every affected Indian seafarer, and round-the-clock coordination.

The review meeting took place following the attacks on MT Al Bahiyah and MT Mombasa in the Strait of Hormuz. The two vessels together carried 30 Indian seafarers among a combined crew of 46.

According to government statements, one Indian seafarer lost his life, while another sustained injuries aboard MT Al Bahiyah. On MT Mombasa, nine Indian nationals were injured, including two who remain seriously injured.

"India has expressed its strong resentment and objection to the manner of attacks on defenceless civilian merchant vessels. These have resulted in the death and serious injury of Indian seafarers who, as key workers ensuring the proper functioning of global supply chains, due to these irresponsible, unwarranted and uncalled-for attacks," he said. He asked officials to establish a comprehensive vessel-by-vessel operational dashboard to account for every Indian on every vessel, irrespective of their flags, operating in the Persian Gulf, Strait of Hormuz, and Gulf of Oman.

Seafarers Assistance & Facilitation Counter



Aim: On-ground assistance at the Pranaam helpdesk to support seafarers with documentation and immigration, reducing fraud, legal issues, and emergency cases while ensuring smooth airport entry.

Problem Statement

- UK visa-free entry for Indian seafarers is reportedly being misused by asylum seekers posing as crew.

Potential Solution

- It was agreed that DGMA-trained teams at Pranaam helpdesk would vet seafarers and alert airlines to prevent misuse.

Other Benefits

- The process prevents undocumented seafarers from UK entry, avoiding arrests and distress to families.

The inauguration of the PRANAAM Seafarers Assistance Counter successfully conducted on 21st January 2026 at Chhatrapati Shivaji Maharaj International Airport, Terminal 2, Mumbai.

PRANAAM Seafarers Assistance Counter at Mumbai Airport to Strengthen Welfare and Facilitation Support



Landmark Launch of E-Samudra



08 AUGUST 2026

E-Samudra: A new digital gateway for maritime governance

LAUNCHED BY

**Hon'ble Union Minister
Shri Sarbananda Sonowal**

Ministry of Ports, Shipping & Waterways

E-Samudra is DGMA's flagship digital platform, a comprehensive, paperless and citizen-centric ecosystem designed to advance ease of doing business.



Image courtesy: Directorate General of Maritime Administration

Objective

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.**

15 Modules and 72+ 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

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** ✓

Key Features		Anticipated Outcomes	
• Biometric verification, CCTV surveillance, online proctoring • Encrypted question papers & scanned answer scripts and grievance redressal & feedback mechanisms from candidates		• Uniform candidate experience across all MMDs • Improved exam integrity, operational efficiency, and transparency	
Current Status		Timeline	
• Question Bank Preparation & Misconduct module : development completion planned for 31st August		• Candidate interfacing modules made live on 9th may 2026. • End-to-end module to be made live by 25th June 2026 on the CDAC portal for examination	

Digitalisation of MTI & Ratings Exit Exam



Improvements in MTI Exit Examination

SLA Contract Framework

Guaranteed uptime, transparency, and accountability with defined performance parameters including availability metrics and responsiveness standards.

Secure Question Bank

Protected examination content repository with vetted question rotation algorithms ensuring exam integrity and preventing content compromise.

Integrated Support System

24/7 helpdesk with real-time technical assistance ensuring seamless examination experiences for all candidates.

Live Surveillance Monitoring

CCTV integration with centralized **Video Management System (VMS)** providing real-time oversight and enhanced examination integrity, strengthened by Virtual Guru's internal monitoring protocols.

Improvements in BES Ratings Exit Examination

Current Drawbacks

Outdated examination platform, leading to limited automation, slower processing, and inconsistent user experience.
Insufficient monitoring and security features, affecting integrity and real-time oversight of the exam process.

Advancements in the Upgraded Examination System

Modern, secure, and scalable digital examination platform with enhanced proctoring, analytics, and automated evaluation.
Improved candidate services, including better usability, faster results, stronger authentication, and transparent grievance handling.

Training Ecosystem



The Training Ecosystem Vision aims to establish a unified, cloud-based digital platform with its 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.



Zero Tolerance against Fraud & Corruption in Maritime Training & Crewing



Objective: Build awareness, drive verification and encourage reporting so that cadets, seafarers and families avoid fraudulent training, crewing and placement practices.

Zero Tolerance to Fraud in Maritime Training

- Choose only DGMA/DGS-approved MTIs and approved courses
- Verify MTI approval, course validity, seats and CIP/performance status
- Avoid fake institutes, invalid certificates and guaranteed placement claims
- Report cheating or misleading admission/shipboard training promises

Zero Tolerance to Fraud in Maritime Crewing

- Verify RPSL status only through the official DGMA/DGS portal
- Do not pay agent/placement fees or informal charges
- Avoid fake job offers, contract substitution and unlicensed sub-agents
- Report fraud so that enforcement and blacklist action can follow

Support requested from MTIs & RPSLs

Display advisories, include fraud awareness in induction, guide seafarers & cadets to verify before payment, and share official campaign content through official channels.

Campaign format

Short videos, carousels, WhatsApp cards, website updates, posters, multilingual content and awareness material for cadets, seafarers and families.

Rollout linkage

Campaign to start with MTI Module and RPSL Module rollout, enabling direct verification and stronger reporting pathways.

Join Merchant Navy Campaign- (From Middle of October, 2026)



“Inspiring India's Next Generation of Global Seafarers”

The Join Merchant Navy campaign is a nationwide digital outreach initiative by the DGMA to position the Merchant Navy as an aspirational, globally respected, and inclusive career for Indian youth.



Key Focus

- Introduce India's maritime heritage and inspire youth to consider a career at sea.
- Highlight career pathways, global opportunities, technical excellence, and financial benefits.
- Promote inclusivity by highlighting opportunities for women, students from non-coastal states, and first-generation aspirants.
- Drive enrolment



Target Audience

- Students (Class IX–XII),
- diploma and undergraduate aspirants
- Parents and guardians
- Young women considering maritime careers
- School and college career counsellors.

Platforms

- X(Twitter)
- Instagram
- Facebook
- LinkedIn
- YouTube
- WhatsApp
- DGMA Website & Digital Channels

Key Performance Indicators

- Total campaign reach and impressions
- Engagement rate across platforms
- Website traffic to DGMA career pages
- Downloads/views of career guidance resources
- Click-throughs to DGMA-approved institute directory
- Growth in followers and campaign participation

Objective of Campaign: To inspire and guide India's youth towards a globally recognised career in the Merchant Navy by increasing awareness, dispelling misconceptions, and promoting DGMA-approved maritime career pathways.

National Maritime Games



Vision: India's premier sporting platform for the maritime fraternity - promoting fitness, discipline, teamwork, sportsmanship, national pride and industry collaboration.

Mission: Bring maritime professionals, cadets, seafarers, ports, shipping companies, MTIs and allied stakeholders together through a professionally managed Zonal-to-National sporting ecosystem.



Item	Proposed position
Event window	5–12 January 2027
Proposed venue	Ganpat University, Gujarat
Target Participant	5,000 (Approx)
Proposed official opening	9 January 2027, proposed to be graced by the Hon'ble Prime Minister of India, subject to PMO/security confirmation
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. |

About the Conclave

- ▶ The proposed **Maritime Training & Skilling Conclave** seeks to provide a common platform for regulators, training institutions, industry stakeholders, and subject matter experts to deliberate on these issues and chart a way forward.
- ▶ The conclave is aligned with the objectives of the STCW Convention and Digital India, aiming to build a transparent, technology-enabled, and industry-responsive maritime training ecosystem that meets evolving global standards.

Rationale

- To identify and bridge gaps between maritime training outcomes and industry skill requirements
- To enable structured stakeholder consultation on regulatory, academic, and digital reforms
- To strengthen faculty development and continuous upskilling mechanisms
- To promote adoption of technology-driven training, including LMS and simulation-based learning
- To develop actionable recommendations for a standardized, transparent, and industry-aligned maritime training ecosystem

Status Update

In view of the austerity measures and expenditure rationalization directives, the proposed **Sagar Prashikshan - National Maritime and Skilling Conclave** has been temporarily deferred. DGMA remains committed to the initiative, and planning will be resumed at the earliest suitable opportunity.

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

SBFAP delivery scales into SBFAS – with SRCN closing the loop



POLICY TRANSITION • IMPLEMENTATION SNAPSHOT AS OF 13 AUGUST 2026

SBFAP

204

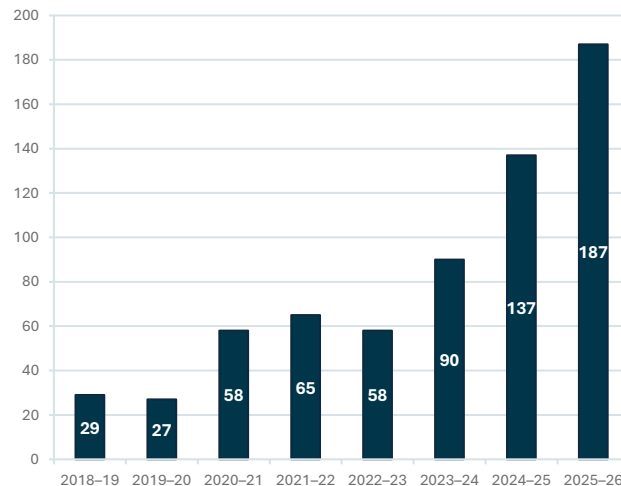
vessels supported
through
disbursement

₹651 Cr

cumulative fund
release

SBFAP FUND RELEASE (₹ Cr) YoY

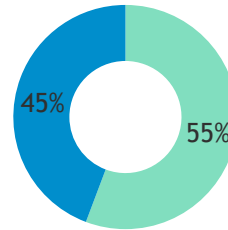
SBFAP Fund release (₹ Cr) data YoY



SBFAS | EFFECTIVE 24 SEP 2025

₹24,736 Cr

total corpus
₹4,001 Cr earmarked for
SRCN



■ Domestic / Non-Export ■ Export

118

vessels

₹12,352 Cr

contract value

₹2,684 Cr

estimated
assistance

ASSISTANCE ARCHITECTURE

- 15% up to ₹100 Cr
- 20% above for large non-specialised vessels
- 25% above for specialised vessels

Domestic content:

<30% none | 30–40% pro-rata | ≥40% full

SRCN | IMPLEMENTATION SNAPSHOT

51

owners
registered

63

Vessels
beached

28

recycling
completed

18

applications
received

3

CREDIT NOTES ISSUED

FIRST NOTE | KOSTA

Bella Shipping LLC • Inducto Steel, Alang • 29 May 2026

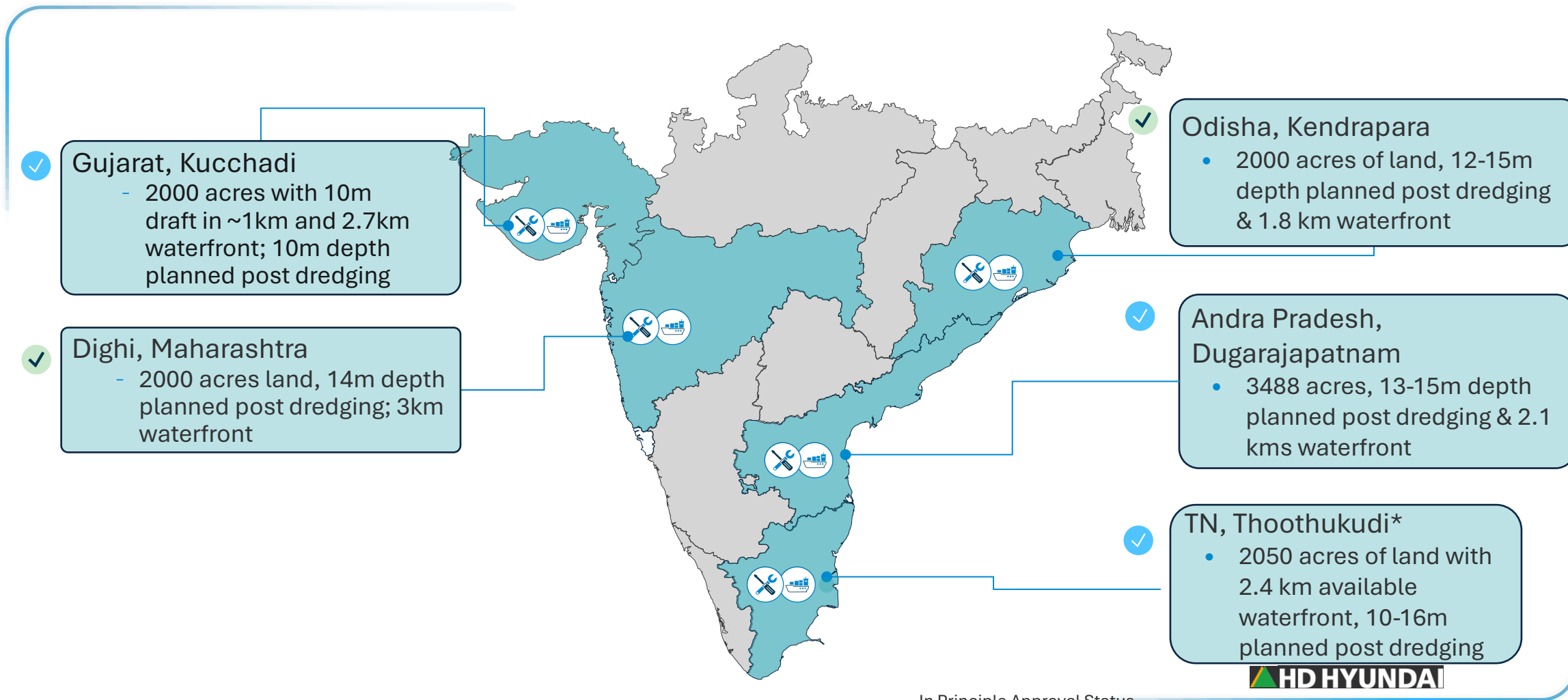
SRCN ARCHITECTURE

- 40% of Fair Scrap Value
- Redemption capped at 5% of new-vessel value
- Valid for 3 years

Transferable • stackable • partial utilisation

HKC-compliant Indian yard; permission on/after 24 Sep 2025

Multiple Greenfield shipbuilding clusters in India envisioned across strategic locations



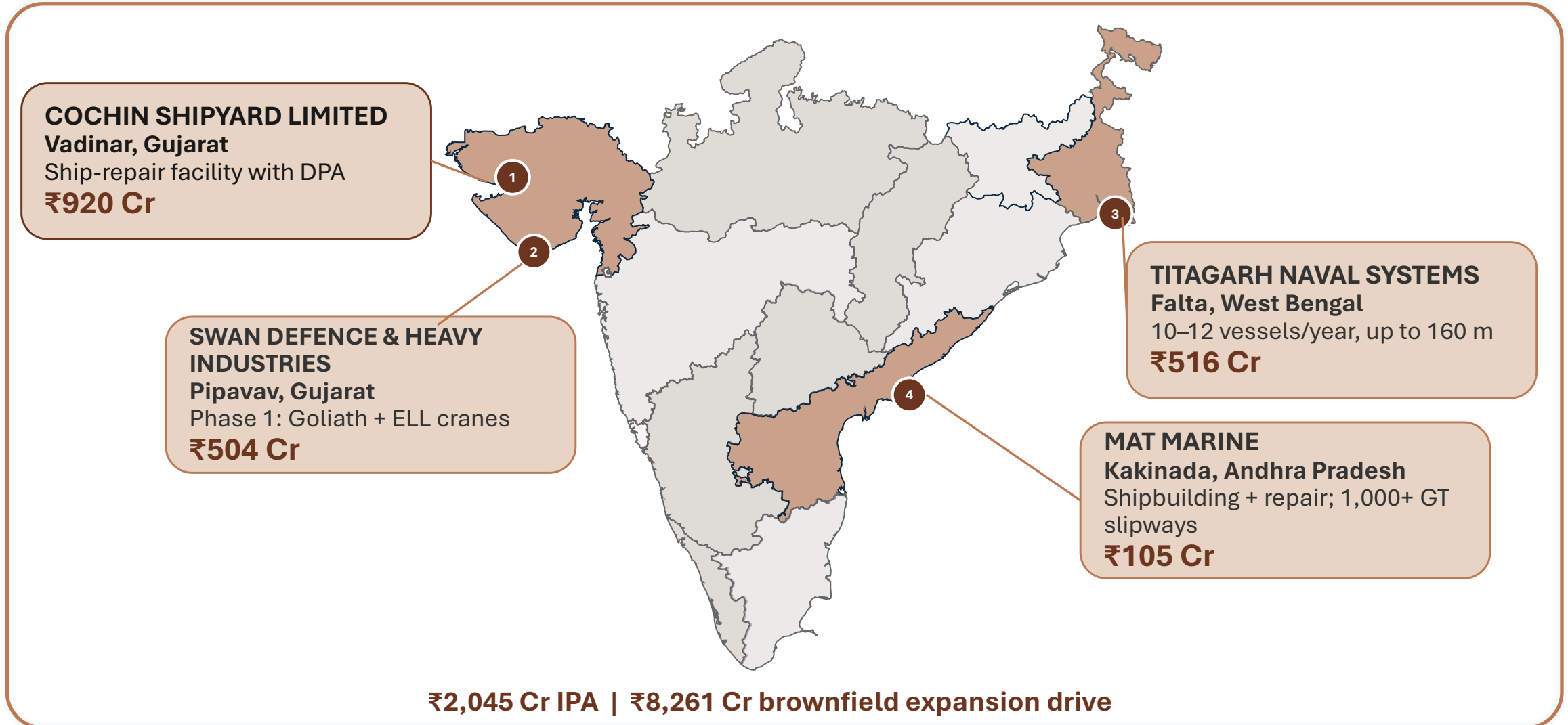
*HD Hyundai is the anchor investor in the Thoothukudi cluster in Tamil Nadu

In Principle Approval Status

✓ Granted ✓ App. Under Review



₹2,045 Cr in-principle for 4 brownfield shipyard projects



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.

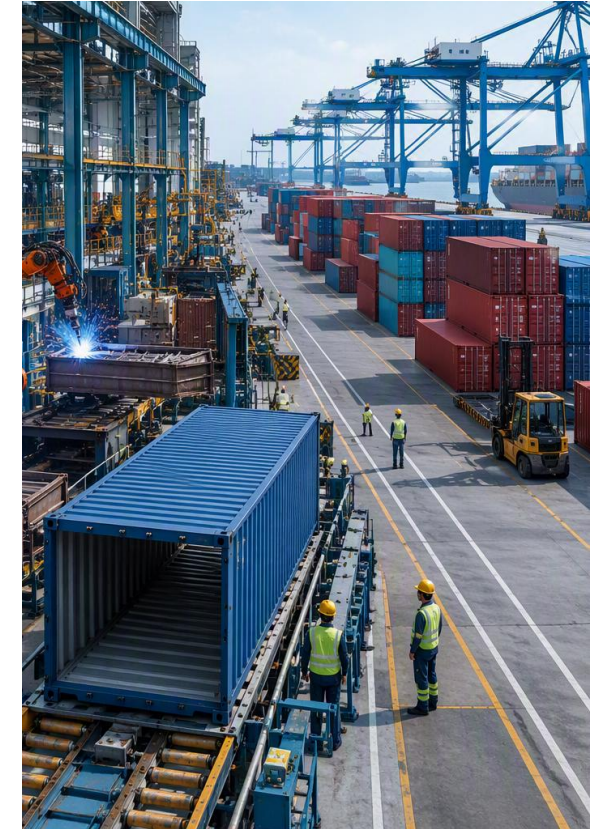
Component B — Opex Assistance

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.

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

MoPSW
(Approving Authority)

CCPS Committee
(Monitoring)
(Headed by D.G. Shipping)

D.G. Shipping
(Implementing Agency)

CFC
(under IPA)
Technical Support

Other Support Agencies
(IWAI, SCI etc.)

Incentive Packages

Package A
Coastal Vessel Operator Incentive

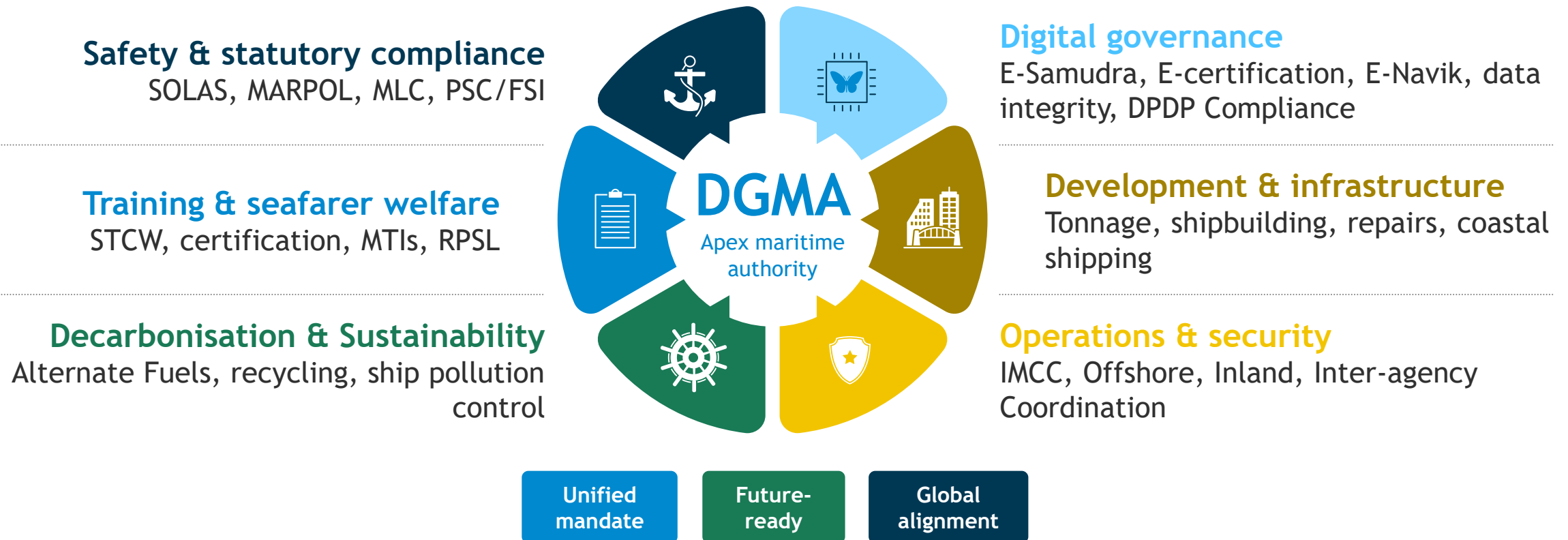
Package B
Cargo Owner Incentive

Package C
Multimodal Transport Operator(mto) Incentive

DGS to DGMA

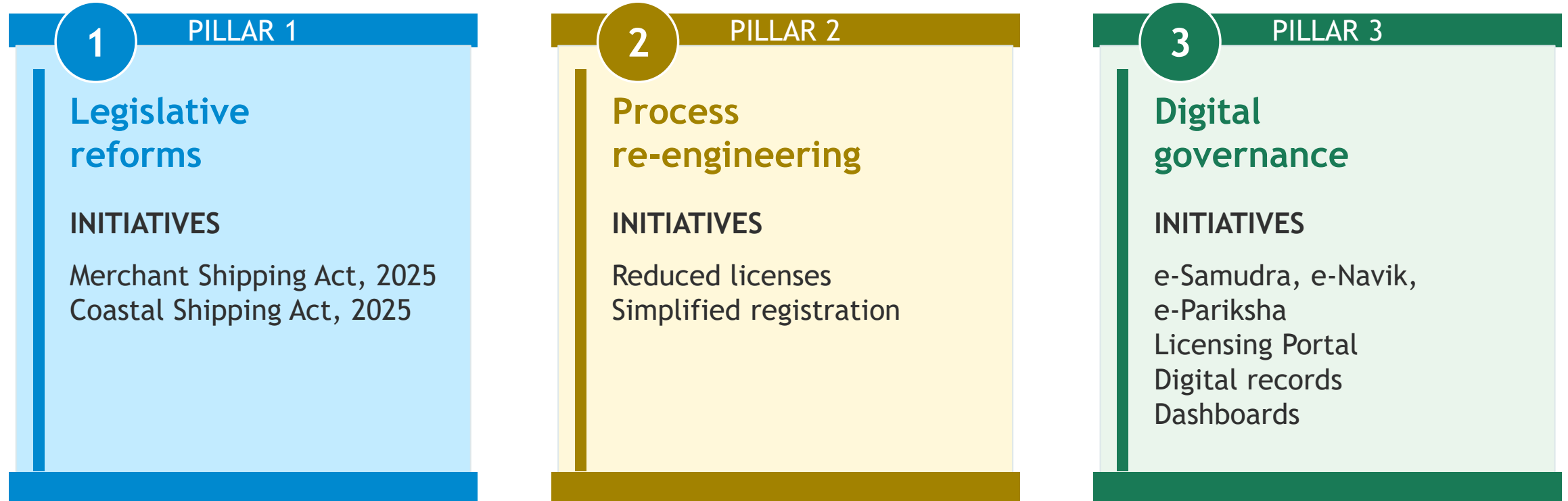
Transitioning to a future-ready maritime administration

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.



DGMA EoDB Transformation Framework

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



Indian Maritime Law - Complete Transformation

MERCHANT SHIPPING ACT 2025



Vessel
registration



Ownership



Seafarer
welfare



Digital
regulatory
framework

COASTAL SHIPPING ACT 2025



Maritime
transport



Coastal
trade



Port
efficiency

INDIAN PORTS ACT 2025



Port
governance



Safety
compliance



Disaster
management

BILL OF LADING ACT 2025



Clear
Documents



Legal
Certainty



Transport of
Goods

CARRIAGE OF GOODS BY SEA ACT 2025



Modern
liability



Dispute
resolution



International
conventions
alignment

Jan Vishwas Siddhant

A transformative framework to clear regulatory blockages by placing trust in citizens and entrepreneurs.

WHAT IT IS

What is Jan Vishwas Siddhant?

The Jan Vishwas Siddhant is a transformative framework designed to systematically clear regulatory blockages by placing trust in citizens and entrepreneurs.

KEY PILLARS ARE:

1

Self-Registration

Moving away from the licence raj, most business licences will be converted to a one-time, self-registration system. This follows the principle that “everything is permitted until prohibited.”

2

Risk-Based Inspections

Arbitrary “Inspector Raj” will be replaced by a modern system of random, risk-based inspections, which will largely be conducted by accredited third-party agencies.

3

Decriminalisation & Proportionality

Minor procedural and technical offenses will be decriminalized, substituting imprisonment with proportionate fines. This upholds the principle that punishment must fit the violation.

4

Digitisation and Single Source of Truth

Compliance filings will be digitized. The IndiaCode portal, integrated with the e-Gazette, is being developed as a single, live, comprehensive digital database of all Acts and rules for stakeholders.

5

Predictable Regulatory Changes

Future regulatory changes will ensure stability by being implemented only after public consultation, taking effect annually on a fixed date (e.g., January 1st) to allow businesses time to adapt.

Jan Vishwas (Amendment of Provisions) Bill, 2026

Lok Sabha passed the Bill to advance **EoDB, Ease of Living** and trust-based governance.

SCOPE & SCALE

Effectively decriminalising 717 provisions

784

provisions
amended

80

Central
Acts

23

Ministries

717

decriminalised

KEY LAWS & SECTORS

Reserve Bank of India Act, 1934

Food Safety and Standards Act, 2006

Motor Vehicles Act, 1988

Also covers **real estate, coal, mining, shipping, petroleum, power, railways, copyright and patents.**

REGULATORY SHIFT

Punitive → trust-based

Minor civic
violations
decriminalised

A more **“predictable, transparent and fair”** regulatory
environment

Civil penalties
+ “warning-first”

Courts
reserved for willful
non-compliance

IMPLEMENTATION MODEL

Streamlines justice and reduces the burden on courts

Adjudicating Officers

Appellate Authorities

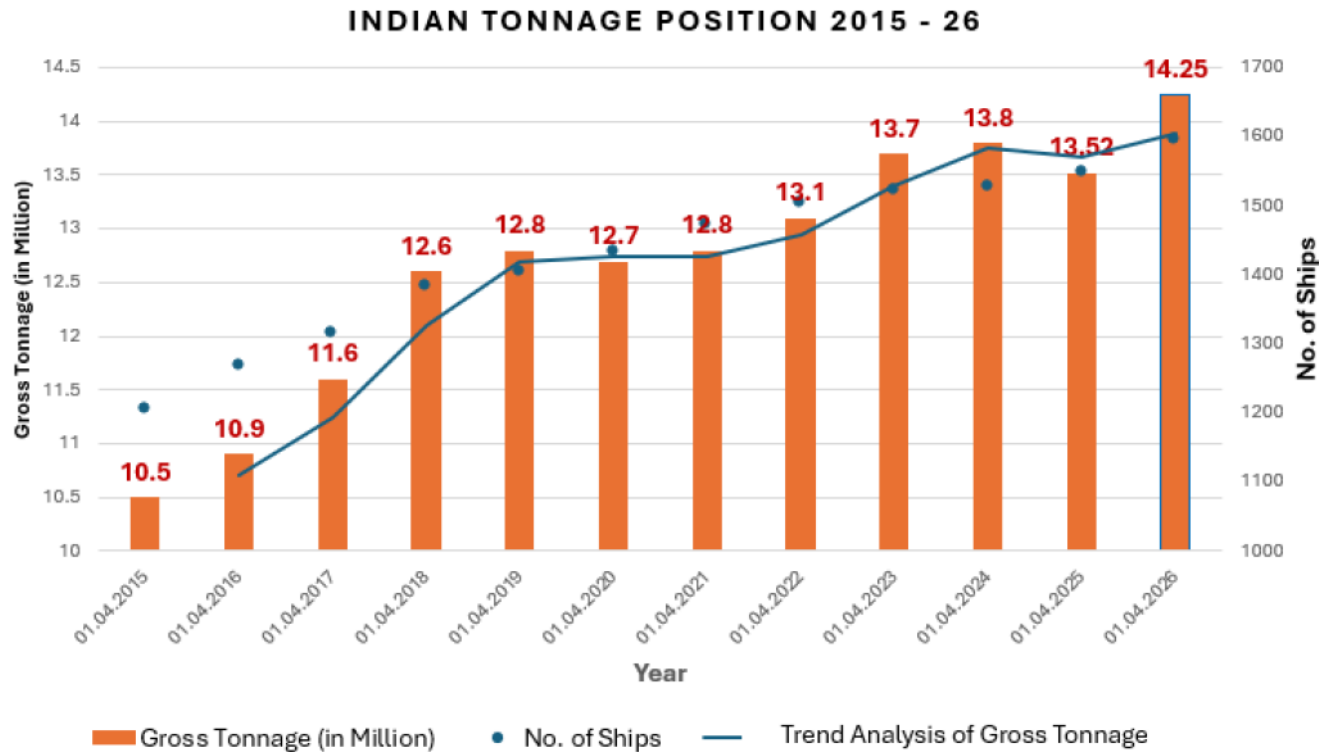
Consultative approach: High-Level Committee meetings
under **NITI Aayog** and a **Select Committee**

49 sittings with industry leaders and subject-matter
experts

Increase in Indian Tonnage



Registry additions accelerated sharply, led by a record year for gross tonnage.



FY 2025–26 ADDITIONS

92 vessels added
to the Indian registry

1.584M GT added
3× the prior FY

65% of four-year additions
landed in 2025–26

OVERSEAS TONNAGE

Oil tankers, gas carriers, container ships and bulk carriers led additions.

COASTAL ADDITIONS

Tugs and supply / offshore vessels dominated the mix.

MILESTONE India's registered fleet crossed 14.2 million GT in April 2026

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

- 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

India International Ship Registry| Compete globally, retain Coastal control



A controlled international registry can repatriate India-linked tonnage by pairing credible flag oversight with finance-ready, digital service.

WHY IISR

Strategic idea

- 1 Repatriate India-linked tonnage**
Offer Indian-controlled vessels a competitive home flag for EXIM and international trade.
- 2 Separate global from coastal**
Focus IISR on foreign-going activity while preserving cabotage and the domestic registry.
- 3 Compete without becoming an FoC**
Retain Indian jurisdiction, safety, labour and environmental accountability.

GLOBAL SCENARIOS

REGISTRY	PROVISION
NIS (Norway)	Foreign-going second register; flexible crewing under Norwegian law and IMO/ILO standards.
DIS (Denmark)	International register; crew and tax flexibility with a Danish convention compliance.
RIF (France)	International register; flexible manning and tax benefits with a substantial French/EU compliance.
SRS (Singapore)	Foreign-owned local companies eligible; IMO/class compliance and green incentives.

GIFT EXECUTION ENABLERS

The platform exists; coordinated registration, finance and service delivery must complete it

Legal foundation • IN PLACE

Merchant Shipping Act 2025: ownership rules, bareboat registration and enforceable mortgages

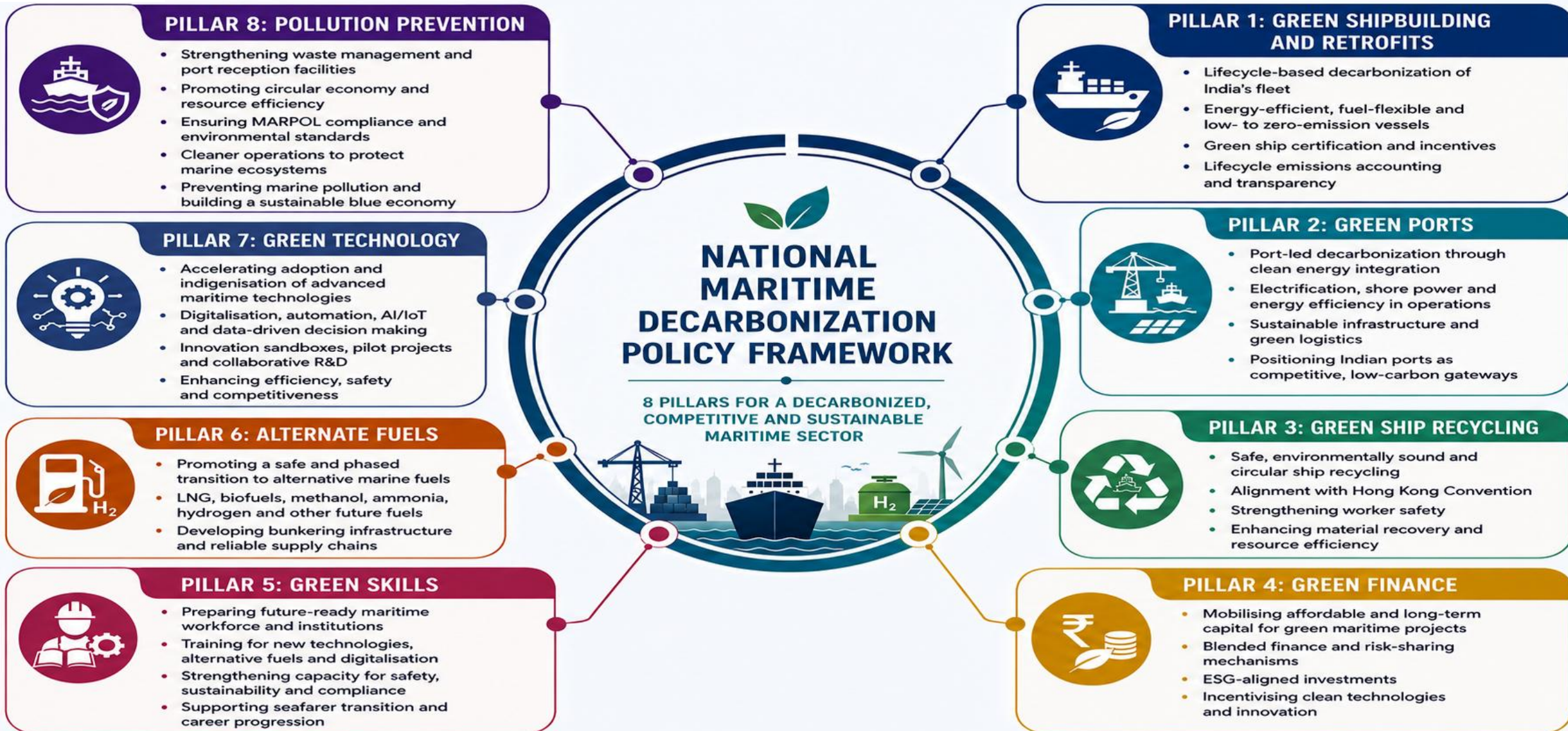
Finance platform • IN PLACE

IFSCA ship-leasing framework, IFSC tax regime and access to banks, insurers and capital

Operating model • TO BUILD

One digital gateway, DGMA-IFSCA coordination, time-bound approvals and dispute resolution

National Maritime Decarbonization Policy Framework



India's ship-recycling leadership

98%

of India's ship recycling is concentrated in Gujarat

Alang-Sosiya cluster plays 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 ecosystem.

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.

Circular steel
Recovered material feeds industry and lowers import exposure.

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

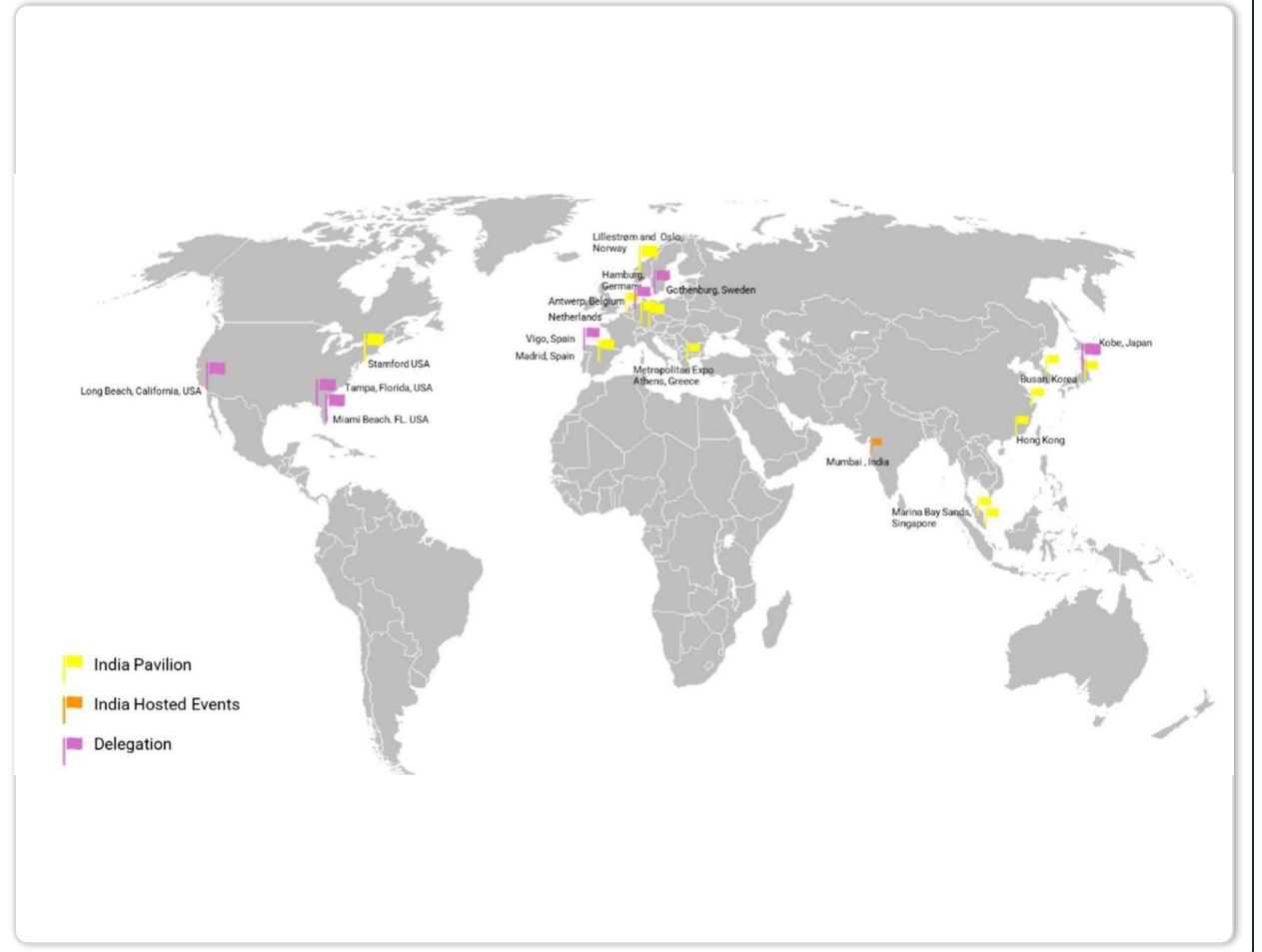
Jobs and livelihoods
15,000+ direct employees, with wider indirect opportunities.

The India Pavillion



Showcasing India's Maritime Might at the International Stage

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





*“May the seas be
pathways of
prosperity”*