

Under the visionary leadership of Hon'ble Prime Minister Shri Narendra Modi Ji and the continuous guidance of Hon'ble Union Minister Shri Sarbananda Sonowal Ji, India's maritime sector is rapidly evolving as a powerful engine of economic growth, connectivity, logistics efficiency, trade competitiveness and employment generation.

Today, India possesses an extensive coastline of over 11,000 kilometres, a network of 229 ports, a growing merchant fleet, and one of the largest maritime workforces in the world. India is today the **world's second-largest supplier of seafarers**, with **more than 3.23 lakh Indian seafarers** serving across global shipping, while also emerging as the **world's leading ship recycling nation**. These achievements reflect India's growing stature as a leading maritime power.

Friends,

The ongoing transition from the Directorate General of Shipping to the Directorate General of Maritime Administration is not merely a change of name. It represents a fundamental transformation of India's maritime governance architecture.

The transition is aligned with the objectives of Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047 and seeks to create a future-ready apex maritime authority capable of addressing emerging maritime opportunities and challenges. The **expanded mandate** now encompasses not only safety, statutory compliance, training and seafarer administration but also **tonnage growth, shipbuilding, ship repair, coastal shipping, trade facilitation, investment facilitation, decarbonisation, digital governance and stakeholder engagement**.

Our objective is clear: to create a modern maritime administration that facilitates growth while maintaining the highest standards of safety, security and governance.

Hon'ble Minister has consistently emphasized that maritime governance must become technology-enabled, transparent and stakeholder-centric.

A major milestone in this journey was achieved on **8 August 2026**, when Hon'ble Union Minister Shri Sarbananda Sonowal Ji launched **E-Samudra**, DGMA's flagship digital governance platform. E-Samudra provides a unified digital gateway for maritime governance and **integrates 15 modules and more than 70 maritime processes** covering ship registration, seafarer services, multimodal transport operators, chartering, certification, approvals and regulatory functions into a completely paperless ecosystem.

The platform is significantly improving transparency, reducing compliance burden, accelerating approvals and advancing Ease of Doing Business across the maritime sector.

Building on this digital transformation, DGMA is finalising the Citizen Charter 2026, a citizen-centric framework aimed at delivering transparent, timely and technology-enabled maritime services. Through process simplification and digitalisation, the Charter is significantly **reducing service delivery timelines**. For instance, **the registration of Indian ships**, which earlier took up to a day or more through conventional processing, can now be completed **within 24 hours** through E-Samudra, faster than Singapore.

Ease of Doing Business is no longer limited to regulatory approvals. It must extend to trade facilitation, logistics efficiency and stakeholder support.

Recognising this, DGMA has adopted a three-pillar framework comprising:

Ease of Doing Business, Trade Facilitation and Investment Facilitation.

In line with the directions of the Ministry, DGMA has been actively engaging exporters, APEDA, FIEO, CSLA, AMTOI, ports, shipping lines and logistics stakeholders to identify and resolve bottlenecks arising from evolving global supply chain disruptions through stakeholder consultations on issues of exporter arising from the Middle East crisis.

A dedicated Trade Facilitation Cell is being established within DGMA to drive stakeholder coordination, grievance analysis, issue resolution, Ease of Doing Business initiatives and investment facilitation. Simultaneously, DGMA is enhancing exporter grievance redressal through existing **e-Navik 24x7 exporter grievance redressal mechanism** to provide a single-window platform for registration, tracking and resolution of trade-related concerns.

Friends,

The maritime world today operates in an increasingly challenging geopolitical environment. In 2026 alone, the Persian Gulf witnessed 45 security incidents resulting in 10 fatalities and 10 injuries, the Black Sea recorded 25 incidents with 5 fatalities, while the Red Sea and Gulf of Aden reported 11 additional security and piracy incidents. These developments highlight the vulnerability of global shipping routes and reinforce the need for

proactive monitoring, agile governance and robust crisis response mechanisms.

During the Gulf crisis, DGMA adopted an unprecedented whole-of-government response.

More than **17,309 calls were monitored, 44,393 emails were handled, and 4,229 stranded Indian seafarers were safely repatriated** as on 07.09.2026 through coordinated efforts involving DGMA, the Ministry, Indian Missions abroad, shipowners, P&I Clubs and other stakeholders.

Under the guidance of Hon'ble Minister Shri Sarbananda Sonowal Ji,

DGMA has developed the **Seafarer Tracking Dashboard** under e-Navik based upon a simple but powerful principle:

"Track Every Indian Seafarer, Protect Every Indian Seafarer."

The platform enables real-time monitoring, welfare assessment, escalation management and crisis response for Indian seafarers worldwide irrespective of vessel flag and represents a transformational advancement in maritime safety and welfare governance.

In parallel, the Hon'ble Minister's vision of a technology-enabled and people-centric administration led to the launch of **e-Navik**, the 24×7 digital grievance redressal mechanism for seafarers.

The response has been remarkable. In just two months, e-Navik received over **4,500 grievances**, surpassing the total grievances received during the entire previous year. More importantly, **over 80% of these grievances have been successfully resolved** through a **structured escalation matrix and dedicated 24×7 support mechanisms**. This reflects the growing trust of seafarers

and stakeholders in DGMA's responsive, technology-driven and citizen-centric governance framework

Ladies and Gentlemen,

Seafarers remain at the heart of every maritime reform.

India's maritime ambitions cannot be realised without a secure, skilled and empowered seafaring workforce.

Through the Seafarer Welfare Fund Society, **twelve welfare schemes are presently supporting seafarers and their families through educational assistance, insurance support, welfare grants and social security measures.** Simultaneously, the Seamen's Provident Fund Organisation continues to provide long-term retirement and social security benefits.

To further strengthen welfare infrastructure, approximately **₹90 crore** is being invested across **14 welfare infrastructure projects** including seafarer welfare centres, clubs, hostels, outreach facilities and support infrastructure across major maritime locations in the country.

DGMA is also moving beyond welfare towards safety culture.

Under the **Suraksha Sarvapratham** initiative, we are promoting systematic incident reporting, root-cause analysis, **AI-enabled safety learning, web-based training and behavioural interventions** aimed at reducing accidents and creating safer working environments onboard ships.

Alongside safety, integrity remains a core priority.

DGMA has adopted a policy of **Zero Tolerance against Fraud and Corruption in Maritime Training and Crewing.**

Through strengthened verification systems, awareness campaigns, approved MTI and RPSL frameworks, and enhanced

enforcement measures, we are working to protect cadets, seafarers and their families from fraudulent practices while preserving the credibility of India's maritime training ecosystem.

Friends,

Achieving the goals of Maritime Amrit Kaal Vision 2047 requires substantial growth in shipping capacity and Indian maritime ownership.

India's registered fleet has now crossed **14.2 million GT**, and FY 2025-26 witnessed record growth with **92 vessels** and **1.58 million GT** added to the Indian registry.

At DGMA, we are also working on a comprehensive roadmap for the **Preservation, Protection and Promotion of Indian Tonnage**, focusing on expanding Indian ownership, strengthening flag attractiveness, promoting financing and leasing ecosystems, improving competitiveness of Indian shipping and creating a conducive framework for long-term tonnage growth in alignment with MAKV 2047.

Simultaneously, the Government has adopted a four-pillar strategy to accelerate shipbuilding comprising:

- Shipbuilding Financial Assistance Scheme
- Maritime Development Fund
- Shipbuilding Development Scheme
- Legal, Policy and Process Reforms

Together, these initiatives represent a strategic support framework of approximately **USD 7.7 billion** towards developing globally competitive shipbuilding capacity in India.

The Government is also promoting coastal cargo movement through the Coastal Cargo Promotion Scheme with the objective of **increasing coastal modal share from 6% to 12% by 2047** while

strengthening multimodal logistics and reducing national logistics costs.

India is also leading globally in ship recycling.

Today, more than **35% of global ship recycling tonnage** is handled by India. The country possesses **115 Hong Kong Convention-compliant recycling yards**, with the Alang-Sosiya ecosystem serving as an international benchmark for environmentally responsible and sustainable ship recycling. The sector contributes significantly to circular economy objectives, steel recovery, employment generation and resource conservation.

Ladies and Gentlemen,

Under the guidance of Hon'ble Minister Shri Sarbananda Sonowal Ji, DGMA is committed to **building a maritime administration that is digital-first, citizen-centric, welfare-oriented and globally competitive.**

Whether it is Ease of Doing Business, trade facilitation, investment facilitation, shipbuilding, maritime manufacturing, tonnage growth, seafarer welfare, maritime security, digital governance or sustainability, our objective remains the same:

To create a maritime ecosystem that supports economic growth while placing people at the centre of every reform.

As India moves towards Viksit Bharat 2047, DGMA shall continue to work closely with ports, shipyards, shipping companies, exporters, logistics stakeholders, investors and, above all, our seafarers to realise the vision of a safe, secure, sustainable and globally competitive maritime India.

Thank you.

Jai Hind.