



2nd WEEKLY UPDATE

Shipbuilding and Maritime Strategic Initiatives

*Directorate General of Maritime Administration
Ministry of Ports, Shipping & Waterways*

REPORTING WEEK
1 October 2026



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Scope of the Weekly Progress Report

Agenda 2.2 Aspect and Sub-points	Name of Officer & Designation
[A] Ship Building (i) SBFAS cumulative/incremental funding, processing time stamps, project and beneficiary details	Shri Pradeep Sudhakar, CSS
[B] Ship Yards (i) SbDS Greenfield (ii) SbDS Brownfield (iii) Container manufacturing and indigenisation of components	Shri Pradeep Sudhakar, CSS
[C] Ship Recycling (i) Ship Recycling Credit Note (ii) National initiatives, KPMG engagement and Comprehensive Ship Recycling Portal	Shri K M Rao, CS Shri Pradeep Sudhakar, CSS
[D] National Shipping Policy Inputs (i) Taxation and commercial operations (ii) Protection, preservation and promotion of Indian tonnage (iii) Coastal Shipping and State Workshops (iv) CCPS and other schemes (v) India as a bunkering hub	Shri Nebu Oommen, DDG-Shipping Development Capt Abul Kalam Azad, NA Shri K M Rao, CS
[E] Ease of Doing Business (i) Trade movements, market analysis, grievances and facilitation (ii) Market situation, trade fluctuations and cargo movement	Dr Sudhir Kohakade, DDG-MTO
[F] International Outreach and India Pavilion (i) Weekly outreach for shipbuilding/repair/investment (ii) India Pavilion annual-calendar action plan (iii) SMM Hamburg and Norway impact and follow-up	Shri Deependra Singh Bisen, DDG-International Cooperation Shri Pradeep Sudhakar, CSS
[G] Website / Social Media (i) Followers, reposts, outreach assessment and weekly/monthly/quarterly strategy	Shri Prashant Patil, DDG-(Admin. & Coord.)
[H] Coastal State Workshops (i) Six pillars with emphasis on shipbuilding, repair and recycling; State-wise 1-month and quarter roadmap	Shri Ravi Moka, DDG-Coastal
[I] Finance and Investment in Maritime Sector (i) Capital availability/cost, investments, clearances and major projects (ii) Maritime insurance, mortgage, capital support and interest subvention	Capt Abul Kalam Azad, NA Shri Nebu Oommen, DDG-Shipping Development
[K] Arbitration / Legal Facilitation (i) Maritime arbitration, legal/procedural rationalisation and stakeholder submissions	Shri Ash Mohomad, DDG-MSL
[L] Port Operations (i) Port and dry-dock infrastructure (ii) Operations, outputs and KPIs (iii) Major interventions, timelines and impact assessment	Capt Abul Kalam Azad, NA
[M] Mission 20% (i) Crew/training action points, weekly steps, plan and KPI assessment	Shri Deependra Singh Bisen, DDG Shri Mugilrajan, DDG-Training Capt Nitin Mukesh, DDG-Crew Welfare Capt Bipin Kumar, DDG-Crew Processes



[A] Ship Building

(i) SBFAS – Key Performance Indicators for applications after 24.09.2025

Metric	# Applications (As on 1 Oct '26)	Amount (As on 1 Oct '26)	Remarks
# Shipyards registered	79		
# IPA Applications received	74	₹13,859 Cr	
- # Export contracts	32	₹11,002 Cr	
- # Domestic contracts	42	₹2,857 Cr	
# Vessels under applications received	145		
# Contracts processed for IPA	31	₹7,753 Cr (approved)	
# Vessels under IPA approved	72		
# Applications received at keel laying	44	₹5,964 Cr	
# Applications processed at keel laying	42		2 apps under review, Query raised; responses awaited. Resolution targeted by end of Oct W2
# Applications received at Launch	10	₹1,917 Cr	
# Applications processed at launch	10	₹1,917 Cr (approved)	
# Applications received at Delivery	-		
# Applications approved at Delivery	-		
Avg. TAT for processing tranche apps.	-		-

Further details are provided in Annexure 13.1 for reference

Key Highlights of the Week

- +3 new applications (+6 vessels) received for In-principle approval
- 6 applications were granted in-principle approval, another 6 applications will be issued In-principle Approval by 9th of October.
- Total disbursements committed under the scheme at INR 408 Cr, additional 342 Cr estimated for FY26-27

Plan Ahead

Monthly

- Process the 2 pending applications under review post resolution of queries

Quarterly Plan

- Review the SBFAS application pipeline end-to-end to identify and address recurring bottlenecks across contract approval, keel-laying, launch and delivery stage approvals



[B] Ship Yards

(i) SbDS – Greenfield

Key Performance Indicators

Project readiness

Metric	As on 1 Oct '26	Remarks
# Project proposals received	5	TN, AP, GJ, MH and OD
Avg. capacity across projects	1.5 Mn GT	Range 1.2 - 2.5 Mn GT per cluster
Avg. investment across projects	Rs 29,000 Cr	Range Rs 20,000 - 35,000 Cr per cluster
# Projects with SPVs formed	5	NSHIP-TN, NSHIP-AP, NSHIP-GJ, NSHIP-MH and NSHIP-OD
# Projects granted In-Principle Approval	5	Conditional IPA granted to all 5 clusters, 12-month validity
# Projects with anchor shipyard onboarded	3 (MoU Signed)	HD KSOE MoU with NSHIP-TN MDL MoU with NSHIP-MH & NSHIP - AP
# Projects with DPR submitted	-	Under preparation by all 5 States
# Projects granted final approval	-	

Further details are provided in the Annexure 13.3 for reference

Investor outreach and engagement

Metric	As on 1 Oct '26	Remarks
Outreach mails sent	70+	
Global shipyards reached through centralized outreach	25+	
Shipyards prioritized as P1 targets	11	
Active Leads	7	HD KSOE, Fincantieri, Norwegian Consortium, Royal IHC, Drydocks World Dubai, Damen Shipyards Group and Dutch Consortium
International conclaves participated	2	SMM Hamburg and Singapore Maritime Week
Impressions on promotional videos	70k+	Across LinkedIn, YouTube and event microsites
Collaterals Prepared	20+	Shipbuilding Cell brochure, SRCN flyers, cluster-specific one-pagers and promotional videos
# Site visits by potential investors	10+	

Further details are provided in the Annexure 13.3 for reference

Key Highlights of the Week

- 7th IMGB meeting on 29.09.2026. Presented update on status and overall progress of all 5 states
- Meeting conducted between Dutch Consortium (Labuda Group) and Principal secretary & CEO, Odisha Maritime Board for participation as an anchor investor and master developer



- Meeting facilitated between Norwegian Consortium and Gujarat Maritime Board to advance discussions for setting up VLCC shipyard in Kuchhadi Cluster
- Proposal on SEZ/MOOWR scheme created for application in Greenfield Shipbuilding Cluster yards.
- Meeting held with Department of Commerce to clarify on issues/concerns related to SEZ applicability
- Meeting held with Guidance TN and MoPSW to align the key next steps for landing HD KSOE and upcoming visit of Minister to Korea in October
- Created POV on Manpower exchange for Japanese ambassador and aligned with AS, Ministry to advance discussions with potential Japanese anchor investors
- Meeting conducted with Indian embassies in priority foreign countries to brief them of the India Shipbuilding investment conclave and seek their support in encouraging participation.
- Dighi Site visit conducted to assess the cluster location and surrounding ecosystem and Infrastructure

Investor Engagement Detail - Active Leads

Shipyard	Engagement so far	Details of key asks	Next steps
HD KSOE	• 4 key support requests submitted to MoPSW • Meeting held by AS, MoPSW with HD KSOE • PMO meeting held with MoPSW, DGFT, DoE, MoF, CBIC • In-person visit by HD KSOE global business team to Chennai and Delhi with inter-ministerial committee • Meeting held with Dir, Deptt of Commerce to validate applicability of SEZ	Overall plan: • Greenfield yard: 2.55–3.0 Mn GT, ~\$4 Bn capex (~38% imported); yard complete end-2031 • Vessel segment: tankers and bulkers first, VLCCs 10 years out; export plus Indian tonnage • Structure: 60% HD KSOE equity, 40% sought from MDF and/or State; FID in Q1 CY27 Four key asks: • Phased relaxation of DC under SBFAS (Indian steel must be physically proven and owner-approved) • Firm order with lead-ship model • MDF and IIF support • Customs relief on construction inputs and capital goods	Immediate (Oct): • Work with MoS to establish physical evidence and send clarification on DC formula • Discussion with SCI on the selection process, then joint HD KSOE - SCI session • Get written approval from DoC on SEZ clarifications for sharing to HD KSOE • Invite to India Maritime Conclave, 16 Nov • Delegation visit to Korea end-Oct



Shipyard	Engagement so far	Details of key asks	Next steps
Fincantieri (incl. VARD)	- Multiple meetings done with India Head and Asia Sales Director - Participated in SMM Hamburg India Roundtable	Overall plan: - Greenfield/Brownfield: open to both, preference to brownfield expansion as partner with existing Indian yard; no cluster preference indicated (high interest in Dighi) - Vessel segment: willingness to participate in both Naval and commercial (Cruise) segments Key preliminary asks: - Possibility of assured demand from GOI - Facilitate meetings with Indian PSU shipyards (defence and commercial)	Immediate (Oct): - Schedule a follow-up meeting with APAC Sales Director and Director SBR along with DGMA team in September - Conduct VC meeting with CSL, DPSU yards - Invite for visit to India Conclave in Nov Near term: - India delegation visit to Rome HQ post India Conclave conclusion
Norwegian Consortium	- Multiple discussions with SSU - Site visit conducted at AP - Query resolution on guidelines - Participated in the India–Norway Business Roundtable - Meeting with Borge Johansen and Sujoy on aligning next steps and way forward - Meeting with GMB CEO and consortium	Overall plan: - Greenfield yard: \$0.5 Bn capex; barge-based launch tech - Vessel: VLCC-focused, open orders of 10–12 VLCC in Y1 - Prefers Gujarat as potential State, requires sites with low landside depth to bedrock; suggested Mongrol in GJ Key preliminary asks: - Landside borehole data for Kuchhadi to estimate piling foundation costs - Increased State support from Gujarat - Possibility of setting up clusters in other locations - Reduced DC requirement in initial years under SBFAS	Immediate (Oct): - Share detailed landside borehole data for GJ post study - Share all potential shipyard sites being offered with potential geotechnical studies if available - Invite to India Maritime Conclave, 16 Nov Near term: - Converge on a final site location - Work with GMB to refine the Gujarat State support package
Royal IHC	- Discussion held with Indian stakeholders for Royal IHC - CXO participation in India Business Roundtable at SMM Hamburg	Overall plan: Not interested in greenfield clusters, wants to start production within 1–1.5 years; actively seeking a waterfront location. Interested in small/medium series-built vessels — electric ferries, green tugs, small dredgers	Immediate (Oct): - Identify relevant waterfront locations outside the notified clusters - Connect with relevant State Governments; set up follow-up meeting with AP, with a site visit plan Near term:



Shipyard	Engagement so far	Details of key asks	Next steps
	CEO participated in the India Business Roundtable	Key preliminary asks: - Aggregate India demand for electric ferries, green tugs and small dredgers - Reduce the 0.5 Mn GT anchor-investor threshold	- Follow-up meeting to appraise on the aggregated demand - Invite to India Maritime Conclave, 16 Nov
Drydocks World Dubai	- Meeting conducted with VP, Business Development at Drydocks World with DGMA team - State Eols shared - Already engaged with CSL for the ship repair facility at Vadinar	Overall plan: - Greenfield/Brownfield: open to both, preference to brownfield expansion as partner with existing Indian yard, preferably CSL; interest in Gujarat cluster (earlier interest in Dighi and Dugarajapatnam) Key preliminary asks: - Closure of CSL partnership at Vadinar ship repair before scaling into shipbuilding investment	Immediate (Oct): - Convene a DGMA-CSL–Drydocks World discussion - Expedite the pending TFAR appraisal for the brownfield application - Invite to India Maritime Conclave Near term: - Engage the DP World team along with MoPSW on group-level investment appetite
Dutch Consortium (Labuda)	- Meeting conducted with Mr, Majid to brief about opportunities and understand investor model - Meeting conducted with CEO, Odisha Maritime Board (OMB)	Overall plan: - Investor wants to act as a master developer for a cluster bringing anchor yard and ancillaries - Interested in Odisha shipbuilding cluster, due to surrounding ecosystem of steel and other industries Key preliminary asks - Alignment on the model of investment and permissibility - MoU with a suitable Shipbuilding cluster	Immediate (Oct): - Share the formal proposal with OMD and NSHIP-OD - Convene meeting with NSHIP-TN for Dugarajapatnam - Invite to India Maritime Conclave Near term: Explore possibility of signing and MoU during India conclave

Area	Key Activities	Status
Project Readiness & Approval	Bi-weekly governance & handholding forums with cluster SPVs	Ongoing
	Evaluation of IPA applications & detailed notes for IMGB deliberations	Completed
	Strategic inputs on TEFs at the IPA stage for greenfield clusters	Completed
	Comparative analysis for the 5 clusters in terms of capacity, cost and subsidy support envisaged	Completed
	National Greenfield shipbuilding cluster strategy advisory document	Completed



	DPR framework and detailed guideline document to all SPVs	Completed
	Guidance on DPR led Land requirement & phasing approach	Completed
	Final approval mechanism & cluster selection criteria for IMGB consideration	Ongoing
	Assist/Handholding states for submission of final approval applications	Ongoing
	Strategic inputs based on DPR submitted for 5 clusters	Ongoing
	Evaluation of final approval applications & detailed observation notes for IMGB deliberations	Ongoing
Investment Facilitation	Mapping & prioritization of investors for reach-out	Completed
	Institutionalization of centralized reach-out email (invest.shipbuilding@gov.in)	Completed
	Preparation of investor reachout collaterals - India value proposition, 4-pillar scheme packs, SB Cell Brochure, Packs for international events (SMW and SMM), India business roundtables and JWG decks, SRCN flyer	Completed
	Cluster value proposition decks for all 5 greenfield clusters, shared with respective State SPVs with central and state incentive stacking	Completed
	Direct outreach to P1 and P2 shipyards and briefing India opportunity	Completed
	International event participation support- (India Pavilion, India Panel, Business Roundtables, JWG, Secretary speeches / remarks, Tour reports, lead generation) (SMW, SMM Hamburg and Norway completed, others planned)	Ongoing
	India event planning and support- Planning & preparation for India SB investment conclave, SB presentations in coastal state workshops and other events	Ongoing
	Embassy-led outreach framework for priority maritime nations (Korea, Japan, Italy, Netherlands)	Ongoing
	Value proposition for OEMs for clusters with Anchor investor commitment	Ongoing
	Direct outreach & investor engagement to priority OEMs and Shipping lines	Ongoing
	Qualification of leads and assisting in resolving investor queries pertaining to focused clusters / states	Ongoing
Active Leads - HD KSOE	Financial model & IRR analysis for HD KSOE proposed yard	Completed
	Submission of POV on 4 key asks by Investor	Completed
	Meeting with Guidance TN and HD KSOE leadership	Completed
	PMO meeting with MoPSW, DGFT, DoE, MoF and CBIC	Completed
	Develop comparative POV on customs schemes (SEZ/MOOWR)	Completed
	Meeting with DoC to validate the issued in SEZ scheme	Ongoing
	Analysis of Domestic marine-grade steel and MoS engagement	Ongoing
	Firm order visibility and selection criteria by SCI	Ongoing
	Meeting with SMFCL, MIF and Guidance TN	Completed
	Strategic inputs on JV structuring and MIF/equity	Ongoing
	Support for MoPSW delegation visit to Korea in October	Ongoing
Active Leads - Fincantieri	Meetings with the India Head and Asia Sales Director	Completed



	Discussion in India-SMM Business Roundtable	Completed
	Company and capability assessment including need for expansion	Completed
	Support for the Rome HQ visit by MoPSW	Ongoing
	Collaboration support for HSL and Fincantieri	Ongoing
Active Leads - Norwegian Consortium	Discussions with SSU and query resolution on guidelines	Completed
	Discussion in India-SMM Business Roundtable	Completed
	Meeting with Borge Johanson and Sujoy	Completed
	Data sharing for Kuchhadi (State value prop, TEFR, geotechnical investigations)	Completed
	Meeting with the GMB CEO and the consortium	Completed
	Meeting with the APMB CEO and the consortium	Ongoing
Active Leads - Damen (Netherlands)	Meeting with Regional sales director & briefing India opportunity	Completed
	Organized CEO bilateral at SMM and participation in India roundtable	Completed
	Aggregate demand for ferries, tugs and small dredgers	Ongoing
	Follow-up meeting with AP, with a site visit plan	Ongoing
Active Leads - Royal IHC	COO participation at the SMM India business roundtable	Completed
	Company and capability assessment including need for expansion	Completed
	Identify waterfront sites outside the notified clusters and connect with states	Ongoing
Active Leads - Drydocks World Dubai	VP Business Development meeting; State Eols shared	Completed
	Company and capability assessment including need for expansion	Completed
	Convene a DGMA - CSL - Drydocks World discussion on Vadinar	Ongoing
	Expedite the pending TFAR appraisal	Completed
	Engage DP World with MoPSW on group-level appetite	Ongoing
Active Leads - Dutch Consortium	Meeting with OPMB and introduction of investor	Completed
	Share formal proposal with NSHIP-OD and conduct follow up meeting	Ongoing
Active Leads - MDL	Evaluate MoU with NSHIP-MH and NSHIP-AP as anchor investors	Ongoing
Active Leads - Japanese Yards	Meeting with Japanese embassy and JETRO	Completed
	Create POV on Manpower exchange for Japanese ambassador and align with AS, Ministry	Completed
	Meeting with the Japanese Ambassador for manpower exchange	Ongoing
OEMs - Active Leads - WinGD	Meeting with India sales head in DGMA office	Completed
	Connect with potential India partners for licensee arrangement	Ongoing
OEMs - Active Lead - Everllence	Meeting in DGMA office along with Mitsui E&S; Bilateral discussion with CEO, Everllence in SMM Hamburg	Completed
	MoPSW and Shipyards to work together to aggregate demand of engines	Ongoing
OEMs - Active lead - Yanmar	Facilitate discussions with BEML and other potential partners	Ongoing



Support Required from MoPSW

- Support in setting up **Embassy meetings** with four prioritized countries, per the DO letter issued
- Facilitate a Meeting with **Ministry of Steel** to align on next steps to establish physical evidence of steel
- Share details of **tugs/ferries demand** to facilitate further discussion Damen shipyards
- G2G discussions to invite prioritized shipyards for India conclave
- Consider allowing development to commence with a **smaller contiguous land parcel**, with **subsequent phased expansion towards the ~2,000 - acre benchmark** based on anchor-investor requirements, project phasing and site suitability
- Decision required on the **proposed phased treatment of domestic - content requirements for HD KSOE**, particularly for export orders



(ii) SbDS – Brownfield

Key Performance Indicators

Metric	As on 1 Oct '26	Remarks
# Apps. received	10	6 apps with <₹100 Cr assistance; 4 apps with >₹100 Cr assistance
Eligible Project Cost (₹ Cr)	₹3,706 Cr	
Assistance sought (₹ Cr)	₹924 Cr	
Total capacity expansion (in DWT)	~411k	CSL – ~32 ship-repair slots/year
# Apps. under review	6	Revised DPRs received from 2 apps
# Apps. with IPA granted	4	TNSL, SDHI, CSL and Mat Marine
# Apps. with IEAs allotted	8	
# TFARs received	2	TNSL and SDHI
# Apps. with PMU report submitted	-	
# Apps. with final approval	-	
Total assistance with Final approved	-	
Avg. TAT between last query and IPA approval (days)	5 days	
Avg. TAT between last query and final approval	-	

Further details are provided in Annexure 13.4 for reference

Key Highlights of the Week

Brownfield activities during the week were focused on progressing appraisal of IPA-approved projects and advancing identified investment opportunities at existing shipyards.

- **New application received.** Mazagaon Dock Ltd. Application received on 23rd September, for a project costing ₹239 Cr, seeking ₹59.75 Cr in capital assistance.
- **Allocation of IEAs.** 4 projected under review were allocated IEAs (Yeoman – Loyds, MOC Shipyards- KOMAC, GRSE- Haskoning, Square ports- KOMAC) by system assigned randomized logic
- **Direct consultations were held with 30+ shipyards** to understand their near term and long-term plan for capacity expansion to create **prospective pipeline** of brownfield applications. Apart from the 10 applications received, **14 applications with a total project cost of ~₹16,800 cr** seeking capital assistance of ~₹4,200 cr is expected within next 1 year
- **TFARs submitted by IEAs for 2 applications** (Titagarh and SDHI) **and PMU allocated** for reviewing the same and placing recommendations for final approval with the DGMA
- **Meeting conducted with Director GSL** to brief them on the Brownfield expansion guidelines and applications process and shared educational collaterals

Application Details

Cochin Shipyard Limited	
Project Description	Development of a ship repair facility at Vadinar, Gujarat, in partnership with Deendayal Port Authority. CSL's scope includes two 300 m floating dry docks, each capable of docking vessels up to 250 m LoA / ~100,000 DWT, along with 2–3 rail-mounted level-luffing cranes, workshops and associated MEP infrastructure. DPA's complementary scope includes a ~650 m outfitting jetty, approach trestle and supporting waterfront utilities. The facility is designed to undertake docking



	and repair of large commercial vessels, including bulk carriers, tankers, container vessels, gas carriers and offshore vessels						
Total / Eligible Project cost	₹ 1570 Cr (₹ 920 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 230 Cr						
Capacity Addition	32 ship repairs/year						
Current Status	IPA Granted						
IEA Allotted	Jacob's						
Site Visits	To be planned						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	5/14/2026	6/25/2026	6/29/2026	9/30/2026	10/1/2026	10/29/2026	4/4/2030
Titagarh Naval System Limited (TNSL)							
Project Description	Development of a new shipyard at Falta on approximately 38 acres with over 500 m of waterfront, designed for construction of vessels up to 160 m LoA. Key facilities include one dry dock, one slipway/erection berth and one 100 m × 20 m jetty with a 65 m gangway. Landside infrastructure includes three steel block-fabrication shops, one aluminium fabrication shop, one pipe shop, one cutting shop and one blasting & painting shop. Material-handling infrastructure includes three 50T and two 80T Goliath cranes, besides multiple EOT and gantry cranes across the fabrication shops. The yard is configured for modular construction and pre-outfitting of commercial, passenger and specialised vessels						
Total / Eligible Project cost	₹ 610 Cr (₹ 516 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 128 Cr						
Capacity Addition	40,000 DWT						
Current Status	IPA Granted						
IEA Allotted	KOMAC						
Site Visits	Site visit conducted by KOMAC						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	26/2/2026	12/3/2026	29/6/2026	7/9/2026	22/9/2026	24/10/2026	29/3/2032
Swan Defence and Heavy Industries							
Project Description	Installation of one additional 600T Goliath gantry crane at the existing 662 m × 65 m dry dock and one additional 40T Electrical Level Luffing crane at the fit-out berth. The Goliath crane will operate over an approximately 148 m rail span with ~835 m travel length, enabling parallel handling and erection of large ship blocks. The ELL crane increases the fit-out berth from one to two operating cranes, allowing concurrent lifting and outfitting activities. The project specifically addresses existing crane-related constraints on block erection, dock utilisation and outfitting operations rather than creating additional dock infrastructure						
Total / Eligible Project cost	₹ 2565 Cr (₹ 504 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 125 Cr						
Capacity Addition	180,000 DWT						
Current Status	IPA Granted						
IEA Allotted	Loyds						
Site Visits	Site visit conducted by Loyds						



Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	14/4/2026	27/4/2026	29/6/2026	7/9/2026	22/9/2026	2/11/2026	1/6/2028
Mat Marine							
Project Description	Expansion of the Kakinada yard through two dedicated slipways: a 150 m × 25 m ship-repair slipway with a 1,250T winch-and-cradle system, and a 100 m × 30 m new-build slipway. Waterfront infrastructure includes a 305 m RCC jetty for berthing and outfitting. Material handling comprises one 180T crawler crane, one 100T crawler crane, one 10T EOT crane and one 5T EOT crane. Landside works include an enclosed block-assembly facility with CNC cutting equipment, an EOT-crane-equipped fabrication workshop, an open block-fabrication yard and two marine stores, supported by channel and basin development						
Total / Eligible Project cost	₹ 105 Cr (₹ 105 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 26 Cr						
Capacity Addition	2,850 DWT						
Current Status	IPA Granted						
IEA Allotted	AECOM						
Site Visits	To be planned						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	9/3/2026	30/6/2026	30/6/2026	30/9/2026	1/10/2026	29/10/2026	30/12/2027
Synergy Shipbuilders N Dock Works Ltd.							
Project Description	Modernization of the existing 12,600 sq m riverfront yard with ~180 m waterfront at Gandaulim. Marine works include dredging of approximately 40,000 m ³ and construction of an 80 m × 20 m piled RCC jetty with bollards and fenders. Production infrastructure includes two covered fabrication sheds — a 720 sq m vessel-building shed and 600 sq m block/modular fabrication shed — together with approximately 4,000 sq m of yard concreting. Equipment additions include a 100T mobile crane, 120T crane, gantry-type CNC plasma/oxy-fuel cutting system and automatic welding system, supported by utility and internal infrastructure upgrades						
Total / Eligible Project cost	₹ 35.31 Cr (₹ 35.31 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 8.83 Cr						
Capacity Addition	3,000 DWT						
Current Status	DPR being revised by the applicant						
IEA Allotted	NA						
Site Visits	To be planned						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	26/6/2026	30/11/2026	30/11/2026	30/12/2026	31/12/2026	28/1/2027	1/7/2027
Yeoman Marine							
Project Description	Expansion across Yeoman's Sada Mirya waterfront yard and MIDC Mirjole fabrication facility. Marine works include dredging of approximately 452,840 m ³ and widening of the 900 m navigation channel from 30 m to 50 m. The existing slipway/transfer system is proposed to be upgraded from 2,200T to 4,500T, alongside development of the P6 (A–E) and P1 jetties. Material-handling equipment includes two 80T+10T rail-mounted Goliath cranes, a 40–50T gantry crane, a 10T tower crane and EOT cranes. The project also includes CNC cutting, plate rolling, blasting/painting and block-assembly facilities, doubling block-fabrication capability from 500 to 1,000 MT/month						



Total / Eligible Project cost	₹ 94.3 Cr (₹ 94.3 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 23.6 Cr						
Capacity Addition	8,000 DWT						
Current Status	Query Raised, waiting for reply from the shipyard						
IEA Allotted	Lyods						
Site Visits	NA						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	29/7/2026	13/10/2026	28/09/2026	13/11/2026	14/11/2026	12/12/2026	12/10/2029
MOC Shipyard Pvt. Ltd.							
Project Description	Modernization of the Sancoale yard centred on installation of a 500T Travelift/Boat Hoist for vessel lifting, launching and transfer. Marine works include a 40 m × 16 m × 5 m keyway, associated capital dredging and strengthening of approximately 150 m of existing seawall. A ~6,000 sq m hardstand area is proposed for vessel docking, repair and maintenance. Production infrastructure includes four closed block/modular fabrication sheds, vessel docking stands and upgraded cutting, machining, pipe-bending, welding and material-handling equipment. The project also includes automated shot-blasting and painting facilities and upgraded digital/engineering systems to support shipbuilding and repair operations						
Total / Eligible Project cost	₹ 32 Cr (₹ 32 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 8 Cr						
Capacity Addition	400 DWT						
Current Status	Query raised, waiting for the shipyard to reply						
IEA Allotted	KOMAC						
Site Visits	To be planned						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	14/8/2026	13/10/2026	28/09/2026	13/11/2026	14/11/2026	12/12/2026	11/4/2027
Garden Reach Shipbuilders & Engineers Limited							
Project Description	Revamping/reconstruction of six waterfront jetties across GRSE's Main and RBD facilities — Saw Mill, Maintenance, Tea Canteen, Ganga, Hooghly and MI jetties. The works primarily comprise replacement/upgradation with RCC pile-supported jetty structures, associated sheet piling, bank protection, fenders, mooring arrangements and waterfront works. The upgraded jetties are designed to provide additional berthing and outfitting positions for vessels of up to approximately 150 m LoA and 7,000-ton displacement, reducing dependence on the existing Fitting Out Jetty and enabling multiple vessels to undergo outfitting activities concurrently						
Total / Eligible Project cost	₹ 139 Cr (₹ 139 Cr Eligible Cost)						
Eligible Financial Assistance	₹ 34.75 Cr						
Capacity Addition	15,000 DWT						
Current Status	Query raised, waiting for the shipyard to reply						
IEA Allotted	Haskoning						
Site Visits	NA						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion



Date	25/8/2026	13/10/2026	28/09/2026	13/11/2026	14/11/2026	12/12/2026	30/10/2028
Square Port Shipyard Pvt. Ltd.							
Project Description	Phase-1 expansion of the Dabhol yard includes two floating dry docks for vessels up to 200 m, integrated with a transfer system, reconstruction of the existing concrete jetty and development of a reinforced-concrete slipway. Jetty reconstruction includes removal of 26 existing piles and installation of 142 new 1.2 m marine RCC piles. Landside works include a new steel, aluminium and FRP fabrication facility, blasting and painting booths, and upgradation of existing workshops. The project also covers 117 items of plant and machinery, material-handling systems, utilities and a 4 MW solar power facility, creating an integrated shipbuilding and repair setup						
Total / Eligible Project cost	₹ 1469 Cr (₹ 1121Cr Eligible Cost)						
Eligible Financial Assistance	₹ 280.25 Cr						
Capacity Addition	150,000 DWT						
Current Status	Query raised, waiting for the shipyard to reply						
IEA Allotted	KOMAC						
Site Visits	NA						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	3/9/2026	25/6/2026	28/09/2026	8/11/2026	9/12/2026	6/1/2027	31/12/2028
Mazagaon Dock Limited (MDL)							
Project Description	Augmentation of shipbuilding capacity through installation of a second Pressure Hull Production Line (SAW welding) within existing MDL premises, Mumbai – East Yard (CAS workshop, Workshop-B) and Alcock Yard. Six special-purpose workstations: web/frame milling (6I), web-to-flange assembly (1I), automatic frame welding (2I), frames-to-shell assembly (8I), frames-to-shell welding (3I), long & circular seam welding (4I & 5I). Supports submarine programmes P75(AIP), P75(AS), P75(I) and commercial pressure vessels (LNG/LPG carriers etc.).						
Total / Eligible Project cost	₹ 239Cr (₹ 239Cr Eligible Cost)						
Eligible Financial Assistance	₹ 59.75 Cr						
Capacity Addition	12,000 DWT						
Current Status	Under review , queries to be raised						
IEA Allotted	NA						
Site Visits	NA						
Timeline	Application	IPA Approval	IEA Allocation	TFAR Submission	PMU Allocation	Final Approval	Est. Project Completion
Date	23/9/2026	22/11/2026	15/10/2026	22/12/2026	22/12/2026	31/1/2028	01/04/2028

Plan Ahead

Monthly Plan

- Progress TFAR submission for Mat Marine and CSL
- Committee Meeting to be held to recommend approval for the 5 applications with <100Cr of capital assistance

Quarterly Plan

- Progress eligible IPA-approved projects towards Final Approval, and take forward pending / revised applications from Yeoman Marine, MOC Shipyard, Synergy and GRSE.



-
- Subject to CSL confirmation, undertake senior-level engagement with Drydocks World and agree the implementation roadmap for Vadinar.

Support Required from MoPSW

- **Publication of a granular 5 / 10 / 15-year demand aggregation plan** to provide visibility to yards for planning expansion projects
- **Clusterization in Brownfield:** Advance proposal for enabling amendment of guidelines to enable clusterization around brownfield yards.
- **Drydocks World - Vadinar:** Support senior-level engagement with Drydocks World after CSL confirms the proposed partnership construct and specific Government facilitation required.



(iii) Container Manufacturing and Indigenization of Components

Plan Ahead

Quarterly

- MoPSW is in the process of finalizing the scheme guidelines, covering the implementation framework, eligibility criteria, institutional responsibilities, application and appraisal processes, and monitoring mechanisms.
- DGMA is progressing the onboarding of the Project Management Unit (PMU) to provide dedicated support for implementation planning, stakeholder coordination, progress monitoring, and resolution of execution-related issues



[C] Ship Recycling

(i) Ship Recycling Credit Note

Key Performance Indicators

Metric	As on 1 Oct '26	Remarks
# Registered users on portal	71	
# Ships Beached and Recycled	66	
# Applications received	26	Up from 25 last week
# Applications approved (#)	10	
# Apps. rejected	5	
# Apps. under review	11	
- Incomplete applications	9	Awaiting Recycling completion
- other applications under review	2	1 is on hold pending the release of amended guidelines, 1 application is on hold as LTD committee has requested time of a week to decide the rates of stainless steel tanker
# Ships Beached	131	

Further details are provided in Annexure 13.5 for reference

Key Highlights of the Week

- **Application base grew from 25 to 26.** Current position comprises 10 approved, 5 rejected, 2 on hold because of pending release of amended guidelines and request from LTD committee to decide the rates of stainless steel tanker, and 8 with recycling completed.
- 7th IMGB meeting held where status of current application was apprised
- Amendment to value SRCN at lower of Contracted price and validation determined as per published LDT rates was presented in IMGB meeting was approved.
- Meeting to increase awareness of SRCN and its redemption setup with all shipyard on 6th October'26
- SRCN Phase 1 outreach concept note developed, identifying priority countries with the highest concentration of ageing vessels for Wave 1 and Wave 2 outreach.

Plan Ahead

Monthly Plan

- Close actionable deficiencies in incomplete SRCN applications; track the vessels awaiting recycling completion.
- Obtain a decision on the proposed guideline amendments and complete disposal of the on-hold and non-HKC-compliant-yard cases

Quarterly Plan

- Operationalize the approved amendments through a standard application checklist and trigger-based outreach upon recycling completion
- Prepare a concept note evaluating whether Ship Recycling Credit Notes may be issued / transferred through ship recyclers and subsequently utilized by eligible shipowners for India-built vessels, including treatment of existing orders, transferability and required guideline amendments



Support Required from MoPSW

- **Approval of guideline amendments:** The proposed amendments covering in-principle acknowledgement at beaching, three-year Credit Note validity and one-time relaxation of the three-month application window have been approved in principle; issuance of the formal amended guidelines / circular remains pending

(ii) Ship Recycling Portal

Key Highlights of the Week

<u>Sr. No.</u>	<u>Core module name</u>	<u>Internal Team Review</u>	<u>Review with Client</u>
1	Digital Platform Governance, Cybersecurity, Open API and IoT Integration	Updated as per client remarks	Completed
2	Data Intelligence, Analytics, Decision Support & ESG Governance	Updated as per client remarks	Completed
3	Laws, Rules, Guidelines and Policies	Updated as per client remarks	Completed
4	Recycling Upstream	Updating as per client remarks	Completed
5	Recycling Mid-Stream	Review Pending	In Process
6	Recycling Downstream	Review Pending	Review Pending
7	Stakeholder Registry, Roles and Institutional Interfaces	Review Pending	Review Pending
8	Business Development / E-Market Place	Review Pending	Review Pending

The portal structure has progressed from the concept definition stage to a structured architecture phase. The proposed modules are currently under review with DGMA officials and are being refined based on comments and feedback received. The next key milestone is the completion and validation of module-level requirements and stakeholder responsibilities to support finalization of the REOI.

Monthly Plan

1. Finalization of the architecture and end-to-end workflows for the Ship Recycling Portal.
2. Preparation and submission of the first draft of the Expression of Interest (EOI) document for review and feedback.

Quarterly Plan

1. Submit the draft RFP for the Ship Recycling Portal, covering all 10 core modules and approximately 60+ sub-modules, including scope, deliverables, evaluation criteria and commercial terms.
2. Complete bid-management activities, including procurement-calendar finalization, pre-bid planning, bidder communication strategy and clarification-management framework.
3. Finalize the functional and business requirements, end-to-end workflows, data architecture, security standards and integration requirements to support the RFP.
4. Obtain internal approvals from DGMA, MoPSW and relevant stakeholders for the draft RFP.



5. Prepare the bid-evaluation framework, contract-management structure and implementation-governance model to be used during the bidding process.

6-Month Plan

1. Onboard the System Integrator, including submission of the implementation plan, resource plan, solution architecture and delivery roadmap.

(iii) Regulatory & Compliance Framework

<u>Metric</u>	<u>As on 25 Sep '26</u>	<u>Remarks</u>
Understanding of various convention & Act	WIP	Act 2019, Rules 2021 & Regulation 2026. HKC & ISO is studied in terms of Ship recycling
Checklist Preparation for Comparison	WIP	A robust checklist of more than 500 question was prepared based on the concept of HKC+. However, for convenience of stakeholder we are reducing the same to less than 150
Stakeholder Engagement	WIP	Meeting initiated with Stakeholders

Key Highlights of the Week

- We have conducted three meetings with RO and we have received answers.

Monthly Plan

- We are planning to finish upgradation of the checklist
- Finalizing the stakeholder engagement
- Visiting Alang for further consultation

Quarterly Plan

- Submission of Report

(iv) East Coast Visit

Key Highlights of the Week

<u>Metric</u>	<u>As on 17 Sep '26</u>	<u>Remarks</u>
# Visit	WIP	Scheduled & concluded
1. West Bengal	WIP	Coordination for visit is ongoing



Metric	As on 17 Sep '26	Remarks
2. Odisha	Complete	Visited Kendrapara & held meeting with various stakeholders including interested Ship Recycler
3. Tamil Nadu	Complete	As communicated by the Vice-Chairman and CEO, Tamil Nadu Maritime Board, vide Letter No. 2991/S4/2025 dated 8 September 2026, the proposal is currently not considered feasible.
# Checklist Preparation	Complete	A robust checklist is prepared & finalized with help of Shri Pravin Kapale & Shri Nikhil Kumar
# Stakeholder Engagement	WIP	Engaged with Orissa Maritime Board

- A Pre-Feasibility report on the Odisha visit is currently being prepared, covering the key observations, discussions held with relevant stakeholders, findings, and proposed next steps
- Coordination with the concerned stakeholders in West Bengal is underway to explore suitable opportunities and finalize the schedule and necessary arrangements for subsequent visits

Monthly Plan

- Engagement with the concerned stakeholders in West Bengal is in progress to facilitate the proposed visit, subject to mutual convenience and completion of the necessary coordination and administrative arrangements.
- Submission of Report



[D] National Shipping Policy Inputs

Key Highlights of the Week

(i) Taxation and commercial operations

- Addressing taxation issues impacting competitiveness of Indian flag vis a vis Foreign flag is incorporated as core pillar in National Shipping Policy.

(ii) Protection, preservation and promotion of Indian tonnage

- Detailed Note and presentation on Protection, Preservation and Promotion of Indian Tonnage along with 90 recommendations have been submitted to MoPSW on 07.09.2026 requesting further deliberation. The recommendations are based on following levers:
 - Taxation Anomalies
 - Registry & Vessel lifecycle governance
 - Ease of Doing Business
 - Green Initiatives
 - India International Ship Registry (IISR)
- The revised proposal on India International Ship Registry (IISR) shall be submitted for first reiteration on the 1st of October 2026
 - The initial concept on IISR which was part of PPP-IT and was presented to MoPSW on 25th August 2026.
 - Second internal DGMA iteration done on 17.08.2026
 - A crisp action required as a way ahead will be submitted to MoPSW by 1st October 2026.

(iii) Coastal Shipping and State Workshops

The Coastal State Workshop programme has progressed significantly, with state-specific maritime profiles completed for Gujarat, Kerala and Andhra Pradesh under the six-pillar engagement framework. The initiative has moved from assessment to implementation, with workshops being undertaken to identify actionable interventions in shipbuilding, repair and recycling, maritime safety, skilling, crewing, decarbonisation, and coastal shipping. Gujarat, Kerala and Andhra Pradesh are being taken up on priority, with the engagement expected to culminate in state-specific maritime action plans and policy recommendations aligned with each state's maritime strengths and development opportunities.

(iv) CCPS and other schemes

Currently inter ministerial consultations have been done on the EFC note and the draft scheme has been circulated by the Ministry.

(v) India as a bunkering hub

Three meetings of the High-Level Committee chaired by JS (Ports), MoPSW have been convened to deliberate on developing India as a major bunkering hub. DGMA has submitted a comprehensive package comprising a detailed note, presentation, and evidence-based report covering findings, analysis, recommendations, action plan, and implementation roadmap. The matter is now placed before the High-Level Committee for final deliberation and consideration of the proposed recommendations.

(vi) Promoting India as a Major Transshipment Hub:

Initial draft is presently under preparation. The first internal consultation meeting is scheduled to be held on 09.10.2026.





[E] Ease of Doing Business – Operational Aspects and Trade / Investment Facilitation

Key Performance Indicators

(i) Trade movements, market analysis, grievances and facilitation

Freight Market, Insurance and Bunkering Analysis

1. Freight Price Tracker and Trade-Lane Impact

Indicative spot benchmarks show that the March disruption produced a broad-based increase in freight costs across India-linked container, tanker, LNG and dry-bulk routes. The most severe escalation is concentrated on short-haul Gulf container lanes and crude-oil movement from the Middle East Gulf, while dry-bulk and fertilizer routes show comparatively moderate but still material increases.

Segment / Cargo	Trade Lane	Unit	Pre-War	Latest Available	Change	Benchmark Source
Container / General Cargo	India–Jebel Ali	USD/FEU	\$450	\$8,000+	+1,678%	Freightos Market Assessment
Container / General Cargo	India–Saudi Arabia	USD/FEU	\$500	\$7,500+	+1,400%	Carrier Market Assessments
Container / Retail and Manufacturing	India–Northern Europe	USD/FEU	\$2,450	\$4,500	+83.7%	Drewry WCI
Container / Retail and Manufacturing	India–US East	USD/FEU	\$3,600	\$8,000	+122.2%	Freightos FBX
VLCC / Crude Oil	MEG–India	Worldscale	WS 48	WS 290	+504.2%	Baltic Exchange
Aframax / Crude Oil	Russia–India	Worldscale	WS 115	WS 140	+21.7%	Kpler / Platts
LNG Carrier / Natural Gas	US–India	USD/day	\$52,000	\$115,000	+121.2%	Spark Commodities
Capesize / Iron Ore	Brazil–India	USD/day	\$21,400	\$33,000	+54.2%	Baltic Dry BADI
Panamax / Coal	Indonesia–India	USD/day	\$12,500	\$19,500	+56.0%	Baltic Panamax
Supramax / Fertilizer	South-East Asia–India	USD/day	\$10,800	\$17,500	+62.0%	Baltic Supramax

Key analysis: Gulf-linked container freight has increased by fourteen to nearly eighteen times pre-disruption levels, directly affecting Indian trade with Jebel Ali and Saudi Arabia. MEG–India crude tanker pricing has risen more than six-fold, indicating a pronounced energy-logistics risk. Container services to Europe and the US, LNG shipping, and major dry-bulk routes also remain substantially above baseline, transmitting higher logistics costs to manufacturing, energy, coal, iron ore and fertilizer supply chains.

Note: Rates are indicative spot benchmarks or representative market assessments. Reporting dates and methodologies differ across providers and should be interpreted as directional indicators. Actual freight varies by contract terms, vessel availability, cargo specification, routing, bunker adjustments and war-risk surcharges.

2. Carrier Surcharges and Tariff Revisions

Maersk introduced a further layer of emergency and seasonal charges, effective 1 August 2026, in addition to the Strait of Hormuz emergency freight rate already in force. The measures increase landed logistics costs and reduce booking certainty for Upper Gulf trades.

Measure	Scope / Trigger	Rate / Status	Operational Implication
Strait of Hormuz Emergency Freight Rate	20-foot dry; 40/45-foot dry; reefer and special equipment	\$1,800; \$3,000; \$3,800 per container	New bookings suspended to the Upper Gulf, including UAE, Bahrain, Qatar, Iraq, Kuwait and Saudi Dammam/Jubail.



Heavy Load Surcharge	North-West India to Northern Europe and Israel; 20-foot VGM above 22 tonnes	Applicable to contract bookings	Raises cost for dense cargo when verified gross mass exceeds the threshold.
Peak Season Surcharge	Indian Subcontinent and Middle East to US East Coast and Gulf	\$3,000 initially; \$4,000 from 4 August; \$5,000 from 15 August–December	Peak dry cargo to Houston reaches \$5,800; reefer charges range from \$3,700–\$4,000.
Emergency Contingency Surcharge	Oceania to Middle East	\$900 for 20-foot dry; \$1,500 for 40/45-foot dry; \$950 for 20-foot reefer	Adds contingency cost to Middle East-linked repositioning and cargo flows.
Demurrage and Detention Revision	Imports and exports in Germany, Netherlands, Belgium and Poland	Higher per-container, per-day charges; 40-foot high-cube reefer indicated at \$1,900	Increases exposure where containers remain beyond free time.

Additional charges: A Global Emergency Bunker Surcharge subject to 14-day review, Transit Disruption Surcharge and weekly Fuel Surcharge are also operating. Contract renewals without a fuel surcharge may allocate 15% of the rate to fuel. The combined effect is a layered and potentially adjustable cost structure rather than a single exceptional charge.

3. Marine Insurance Analysis

As on 21 September 2026, 3,405 policies had been issued under the Bharat Marine Insurance Programme (BMIP). BMIP rates remained below foreign-market benchmarks across Hull and Machinery War Risk, Cargo War Risk and Protection and Indemnity products.

Hull War Risk Phase	Premium for Strait of Hormuz Transit	Assessment
Pre-conflict baseline	0.10%–0.25%	Normal market range before escalation.
Peak escalation	3.0%–10.0%	Exceptional risk pricing during the height of the conflict.
September 2026	0.09%–0.5%	Substantial normalization from peak levels, though the upper end remains above the earlier baseline.

Product	Policies Issued	BMIP Rate	Foreign-Market Benchmark
Cargo War Risk	3,293	0.02%	0.12%–0.35%
Hull and Machinery War Risk	109	0.09%	0.1%–0.5%
Protection and Indemnity	3	0.2% per GT	0.5% per GT
Total	3,405	—	—

Key analysis: Cargo War Risk accounts for approximately 97% of all BMIP policies, demonstrating that the programme's principal current value lies in protecting cargo flows. The rate differential against foreign markets provides a measurable cost advantage to Indian maritime stakeholders and helps moderate the insurance-cost transmission arising from geopolitical disruption.

4. Bunkering Market Outlook and Supply-Chain Resilience

4.1 Demand Outlook

India's bunkering market is projected to expand from 2.3 million tonnes in 2025 to approximately 9.4 million tonnes by 2035, representing an estimated compound annual growth rate of 14%, driven by growth in the existing market and the planned scale-up of Vizhinjam and ICTP Galathea.

Growth Component	Projection	Key Assumption
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India base market	2.3 million tonnes to about 3.3 million tonnes	Approximately 4% annual growth in volumes at existing ports.
Vizhinjam	Commencement expected in 2029; approximately 3.1 million tonnes by 2033	Estimated using Phase 2 capacity of 5.7 million TEU and ICTP bunkering intensity.
ICTP Galathea	Expected to commence in 2033 at 2–3 million tonnes	Based on ICTP financial-model projections and full ramp-up.
Total market	Approximately 9.4 million tonnes by 2035	Full scale-up of the two new hubs alongside base-market growth.

4.2 Domestic Capacity and Vulnerabilities

Indicator	Current Position	Implication
National refining capacity	267 MTPA	Aggregate refining capacity is sufficient to serve domestic bunker demand.
Estimated annual bunker volume	2.25 MTPA	Bunker demand is less than 1% of national refining capacity.
IOCL VLSFO production capacity	1.2 MTPA	India's largest bunker supplier alone has substantial production capacity.
Crude-import dependence	Approximately 88%	Domestic production remains exposed to global feedstock availability and price shocks.
Port-level bottlenecks	Kandla faced an approximately 15-day wait in March 2026; Kochi and other ports also experienced delays	Barge availability, replenishment uncertainty and product positioning can constrain supply despite adequate refining capacity.

Assessment: India's principal vulnerability is not aggregate refining capacity; it is the resilience of the refinery-to-vessel supply chain. High crude-import dependence, concentration of bunker production in a limited set of refineries, and constrained barge and product-positioning capacity can rapidly translate an external disruption or refinery outage into port-level shortages.

4.3 VLSFO Price Impact of the Middle East Crisis

Indicator	Observed Movement	Interpretation
Peak Indian price	\$1,282 per MT at Kochi and Kandla on 20 March 2026	India became the costliest among the compared regional bunker locations at the peak.
Mumbai premium over Singapore	\$97 per MT on 3 August 2026	The differential was about nine times the \$11 per MT gap observed in February.
Residual August increase	Mumbai remained 64% above February 2026	Prices had fallen 29% from the March peak but had not returned to normal.

4.4 Transition to Alternative Bunker Fuels

Reducing dependence on conventional marine fuels requires coordinated action across three areas: domestic production of alternative fuels, adequate port infrastructure, and transition of cargo movement towards hybrid and green vessels.

Fuel	Domestic Production Base	Port / Policy Readiness	Strategic Relevance
Ammonia	Approximately 19.2 MTPA existing production and use; 0.72 MTPA green ammonia contracted under SIGHT; AM Green developing 5 MTPA	Kandla, Paradip and Tuticorin identified as green-fuel hubs; green ammonia bunkering targeted at every major port by 2035.	Existing plants, handling systems and workforce provide a scalable industrial base.
Methanol	22.6 MTPA coal-gasification capacity operational or under implementation, with methanol as a primary output	Kandla conducted India's first DNV-certified shore-to-ship methanol bunkering trial on 2 April 2026.	Can leverage domestic coal and biomass pathways while port capability is developed.
Green Hydrogen	0.86 MTPA capacity awarded under SIGHT against a 5 MTPA target for 2030;	Paradip received approval for a ₹797 crore jetty designed for 4	Offers a domestic renewable pathway but requires



	supported by ₹19,744 crore and 3 GW/year electrolyser manufacturing awards	MTPA of green hydrogen and ammonia.	accelerated commissioning and cost reduction.
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Overall conclusion: India has sufficient refining capacity and an emerging production and port base for ammonia, methanol and hydrogen. However, execution gaps remain in port-side delivery infrastructure, green-fuel commissioning, vessel adoption and cost competitiveness. A phased transition combining conventional-fuel supply-chain resilience with alternative-fuel infrastructure and green-vessel demand aggregation is therefore required.

Source: EGoS Review presentation dated 23 September 2026, slides 13–23. Figures are indicative and subject to the source notes and benchmark methodologies stated in the presentation.

Strategic Support Unit for EoDB and Trade Facilitation

DGMA is onboarding a Strategic Support Unit to advance Ease of Doing Business, maritime investment and services-export promotion, and trade facilitation through process simplification, targeted investment propositions and coordinated resolution of clearance, documentation, vessel and cargo-related issues.

The REOI has been issued. Evaluation and shortlisting will be followed by RFP issuance during October–November 2026 and contract award and mobilisation by December 2026/January 2027. The engagement will deliver an inception report, baseline and gap assessment, integrated reform blueprint and Trade Facilitation Mechanism specification, followed by implementation support.

EoDB and Trade Facilitation capabilities will also be integrated with the Grievance Redressal Support Unit on the eNavik platform by December 2026, providing a unified channel for maritime business and trade-related grievances.

Section 317 – Draft Notification

- The draft notification was submitted to MoPSW on 03.07.2026. MoPSW advised re-examination of the documentation and process through stakeholder consultations.
- Accordingly, five stakeholder meetings were held on 17.08.2026, 31.08.2026, 09.09.2026, 18.09.2026 and 25.09.2026.
- As divergent views emerged on 25.09.2026, stakeholders were advised to seek a mutually acceptable solution by 30.09.2026 and submit a revised draft notification to DGMA.
- A meeting under the Chairmanship of the Director General, DGMA is scheduled on 01.10.2026 at 4:30 PM.
- FIEO, CSLA, GRT Global, AMTOI and MSC representatives proposed a further meeting at the FIEO Office or through virtual mode on 30.09.2026 to deliberate on the issues and explore consensus.

Way Forward: The draft notification under Section 317 of the Merchant Shipping Act, with clarity on documentation and process, shall be submitted to MoPSW by the second week of October 2026.

Metric	As on 18 Sep '26	Remarks
Stakeholder consultations conducted	3	Three stakeholder consultations conducted on exporter facilitation and trade-related issues.
Port and stakeholder coordination meetings	Ongoing	Separate meetings with port authorities and stakeholders initiated for export-consignment facilitation.
Section 317 stakeholder feedback exercise	Under consolidation	Stakeholder comments and feedback are being consolidated for further consideration.
Issue identification and tracking	Operationalized	A unique identification code has been assigned to each issue for clear identification, systematic tracking and timely follow-up.
Integration of Trade Facilitation category into the 24x7 Grievance Redressal Module	In progress	Mapping of nodal officers, designated ports and grievance categories is being undertaken.



LDB 2.0 and empty-container visibility	Under follow-up	Non-visibility of empty containers at yards has been communicated for coordination with the concerned nodal agency.
EoDB resource-support proposal	Initiated	NICSI-based resource support proposed for EoDB and trade-facilitation activities.
Stakeholder consultations conducted	3	Three stakeholder consultations conducted on exporter facilitation and trade-related issues.
Port and stakeholder coordination meetings	Ongoing	Separate meetings with port authorities and stakeholders initiated for export-consignment facilitation.

Grievances Raised by Exporters

- Across the stakeholder consultations, exporters and their representative bodies most prominently the Agricultural and Processed Food Products Export Development Authority (APEDA), the Federation of Indian Export Organisations (FIEO), and other trade associations raised a consistent set of operational grievances arising from the Middle East Crisis. The principal grievances recorded include:
- Container Shortage and Availability: Exporters reported an acute shortage of containers at major EXIM ports, directly reviewed in the 1st DGMA Stakeholder Consultation (05.08.2026) in coordination with shipping lines and port operators.
- Operational Bottlenecks in Cargo Movement: Bottlenecks in the movement, evacuation, and shipment of export cargo were flagged as a direct consequence of rerouting and reduced vessel calls, prompting DGMA to be tasked with identifying root causes (Secretary, MoPSW review, 29.07.2026).
- APEDA's Specific Operational Complaints: APEDA separately highlighted operational challenges affecting agricultural and processed food exporters, which were escalated at the Secretary, MoPSW review meeting held on 14.08.2026 and taken up again in detail during the 2nd Stakeholder Consultation (17.08.2026).
- Concerns Regarding the Section 317 Notification: Stakeholders raised comments and concerns on the notification issued under Section 317, which were discussed in the 2nd Stakeholder Consultation and further deliberated, with stakeholder comments specifically taken up, in the 3rd Stakeholder Consultation (31.08.2026).
- Lack of Container Visibility: Exporters and trade bodies flagged the absence of real-time visibility into container availability and movement as a recurring pain point, leading to a dedicated container-visibility proposal placed for discussion in the 3rd Stakeholder Consultation.

Absence of a Formal Grievance-Redressal Channel: The lack of a structured, trackable mechanism for exporters to lodge and follow up on grievances was itself identified as a systemic gap, leading directly to the grievance-redressal mechanism being placed on the agenda of the 2nd Stakeholder Consultation and to the design of the Nodal Officer system and the proposed digital modules described in Sections 8 and 9 of this report.

Proposed 24x7 Exporter Grievance Reporting Mechanism through E-Navik

As a digital response to the recurring grievance-redressal gap, it has been proposed to extend the E-Navik platform currently designed as a single digital platform for 24x7 lodging, tracking and resolution of seafarer grievances to also serve as a channel for exporter grievance reporting. In brief, the proposed mechanism aims to provide streamlined and transparent grievance management, enhanced accountability and efficiency, timely redressal of issues, and a centralised database for analytics and continuous improvement. Its key functions are envisaged to include lodging and categorisation of grievances, automated routing to concerned officers, investigation and resolution tracking, a communication and feedback mechanism, and real-time monitoring and reporting accessible to a wide base of users including complainants, helpline users, unions, shipping companies, DGS Nodal Officers, administrators and DGCOMM officials.

(ii) Market situation, trade fluctuations and cargo movement



[F] International Cooperation and India conclave

(i) India Conclave

Key Highlights for the Week

- Finalized the list of participant global shipyards, OEMs and Shipping line invitees
- Meeting conducted with Indian embassies in priority foreign countries to brief them of the India Shipbuilding investment conclave and seek their support in encouraging participation.
- Aligned Minister invitation letters sent to Minister's office for facilitation of signing
- Created Draft invitation letters to be sent by Secretary, MoPSW to Indian embassies abroad, foreign embassies in India, Secretary of states as well as Indian Shipyards and shipping lines

Plan Ahead

Monthly Plan

- Complete targeted invitation outreach to priority domestic and international stakeholders
- Lock participant roster, event formats and panel composition in line with the finalized agenda and engagement objectives
- Finalize venue, scheduling and end-to-end logistics to ensure seamless event execution (Detailed tracker prepared for monitoring of key activities)
- Finalization of Day 2 site visit curated itineraries of interested players and their RSVP
- Preparatory work is underway for the Sagar Manthan Dialogues scheduled for 8–9 October 2026, including development of the required briefing / discussion inputs.

Support Required from MoPSW

- Senior-level outreach to priority global shipyards: Leverage foreign embassies in India, Indian missions abroad and other G2G channels to facilitate senior-level introductions, reinforce Government of India sponsorship and improve conversion of outreach into confirmed participation

(ii) International Cooperation



[G]. Website and Social Media

(i) Followers, reposts, outreach assessment and weekly/monthly/quarterly strategy

As part of the ongoing digital transformation initiatives of the Directorate General of Maritime Administration (DGMA), significant emphasis has been placed on strengthening digital outreach, stakeholder engagement, and public awareness through a revitalized social media strategy, an enhanced digital presence, and active participation in national and international maritime forums.

DGMA's social media platforms collectively achieved a reach of more than 1.96 lakh users, reflecting growing public engagement and visibility across diverse stakeholder groups. Platform-wise performance is summarized below:

Platform	Followers	Reach	Engagements	Views
Instagram	84,367	197k+	4.1k+	405k+
LinkedIn	41,477	329k+	5.9k+	1.9k+
X	34,806	59k+	153+	-
Facebook	27,298	123k+	5.4k+	166k+
YouTube	9,148	-	53+	1.3k+

Instagram emerged as the highest-performing platform, followed by LinkedIn, demonstrating effective outreach among maritime professionals, seafarers, industry stakeholders, and the public.

In addition to regular digital communication, DGMA successfully executed four focused social media awareness campaigns aimed at promoting transparency, seafarer welfare, maritime awareness, and regulatory compliance:

- 24x7 Grievance Redressal Campaign – Highlighting DGMA's round-the-clock grievance redressal mechanism and encouraging stakeholders to report concerns, violations, and fraudulent activities through official channels. The campaign successfully running which has increased the user engagement by ~200k and followers by ~20k collectively on social media handles.
- Zero Tolerance towards Fraud in Maritime Crewing – Creating awareness among seafarers regarding fraudulent recruitment practices, emphasizing that approved RPSL agents are prohibited from charging placement fees and encouraging the reporting of malpractice. The campaign is currently under preparatory phase and commences in mid-October
- Zero Tolerance towards Fraud in Maritime Training – Educating aspiring seafarers on the importance of enrolling only in DGMA-approved maritime training institutes and verifying course approvals through official sources. The campaign is currently under preparatory phase and commences in mid-October.
- Join Merchant Navy Campaign – Promoting maritime careers and encouraging youth participation in the Merchant Navy through approved training pathways and legitimate recruitment channels. The campaign is anticipated to start in mid- December 2026.

These campaigns have significantly contributed to enhancing public awareness, reinforcing trust in regulatory mechanisms, and disseminating authentic information to the maritime community.

Further, DGMA has actively participated in several prominent maritime forums, conferences, consultations, industry interactions, and stakeholder engagement platforms, strengthening its visibility within the national and global maritime ecosystem. Such participation has enabled the dissemination of key reforms, digital initiatives, seafarer-centric services, regulatory developments, and the vision of transforming India's maritime governance framework. These engagements have facilitated constructive dialogue with industry leaders, maritime institutions, shipping companies, academia, and international stakeholders, thereby positioning DGMA as a proactive, accessible, and forward-looking maritime administration. In parallel, DGMA's official website has emerged as a key channel for information dissemination and stakeholder services. Since the launch of its beta version on 07.08.2025, the website has consistently recorded more than 3,000 visitors per day, reflecting sustained stakeholder interest and increasing utilization of DGMA's digital services, advisories, circulars, and online platforms. The steady web traffic highlights the growing adoption of digital governance initiatives and the effectiveness of DGMA's efforts to enhance accessibility, transparency, and user engagement through technology-led service delivery.

Overall, the combined impact of strategic social media outreach, focused public awareness campaigns, active participation in reputed maritime forums, and a robust digital presence through the DGMA website has substantially enhanced DGMA's



digital footprint, stakeholder engagement, and public visibility. These efforts have contributed towards promoting transparency, strengthening public trust, increasing awareness of maritime initiatives, and supporting the broader vision of a digitally empowered and citizen-centric maritime administration.



[H] Coastal Shipping

(i) Six pillars with emphasis on shipbuilding, repair and recycling; State-wise 1-month and quarter roadmap

8.1 Key Performance Indicators

Metric	As on 1 st Oct	Remarks
# States/UTs covered in Engagement Matrix	10	Six-pillar profiles (Safety, Shipbuilding & Recycling, Training & Skilling, Crewing, Decarbonisation, Coastal Shipping) finalized for all coastal States/UTs
# Workshop cycles completed (Physical)	1	Goa cycle completed: Virtual Workshop – Dec 2025; Physical Workshop – Mar 2026
# Virtual workshops conducted	3	Gujarat Virtual Workshop 2 and Kerala Virtual Workshop 1 held/scheduled in September 2026
# Physical workshops scheduled (upcoming)	10	Gujarat physical workshop (Gandhinagar) tentatively scheduled for September 2026
# States/UTs in workshop calendar	11	Gujarat, Kerala, Andhra Pradesh, A&N Islands, Assam, Tamil Nadu, West Bengal, Karnataka, Odisha and Maharashtra covered through the workshop cycle (2025–2027)

8.2 Key Highlights for the week

- Gujarat - Data Compilation complete. Physical workshop planned for the end of October/November, 2026
- Kerala -Data Compilation -Completed
- Next planned states for content collection – Andhra Pradesh, Tamil Nadu
- DO letter status -Sent to Gujarat Maritime Board
- Physical meeting conducted with IPRCL ON 4th Sept, regarding Coastal states workshop proposed to be conducted till March 2027
- Proposal Sent to IPRCL for workshop till March 2027

Engagement Matrix and Workshop Calendar

The Coastal State Engagement Matrix and the tentative workshop calendar were finalized this week, providing the state-specific base for the workshop cycle.

- State-specific maritime anchors, key issues and priority actions across all six national maritime pillars – Maritime Safety & Casualty Response, Shipbuilding & Ship Recycling, Maritime Training, Skilling & Zero Corruption, Maritime Crewing & Employment, Decarbonisation, Sustainability & Environment, and Coastal Shipping & Inland Navigation – were compiled for 10 coastal States/UTs (Goa, Gujarat, Kerala, Andhra Pradesh, Puducherry & other UTs, Tamil Nadu, West Bengal, Karnataka, Odisha and Maharashtra) to anchor workshop content
- The tentative workshop calendar was finalized for 11 States/UTs: Goa's workshop cycle is complete (Virtual Workshop – December 2025; Physical Workshop – March 2026); Gujarat's second virtual workshop and its Physical Coastal State Workshop at Gandhinagar are both tentatively scheduled for September 2026; Kerala's first virtual workshop is also scheduled for September 2026
- Preparatory coordination has been initiated for the Gujarat physical workshop and the Kerala virtual workshop, drawing on the respective state engagement matrices to shape session content and stakeholder invitees

State-wise Focus Areas Across the Six Pillars



State-specific submissions under the SBFAS/Shipbuilding pillar were reviewed and cross-mapped against the Engagement Matrix, with all six pillars retained per State but Pillar 2 (Shipbuilding, Ship Repair & Recycling) called out for priority emphasis, consistent with the current SBFAS/greenfield-brownfield/ship-recycling focus of the Cell:

State / UT	Pillar 2 – Shipbuilding, Repair & Recycling (Priority Focus)	Other Five Pillars – Brief
Gujarat	International Ship Recycling Conclave; Alang Master Plan; 100% HKC compliance across 128–131 plots; BIS/ISI standard for recycled steel; Porbandar Mega Shipbuilding Cluster; Gujarat Shipbuilding & Repair Policy 2026 rollout	Safety: fishing-vessel collision reduction, unified MRCC, AIS/radar reflectors, Suraksha Sarvapratham. Training: ITI modules, GMU as knowledge partner. Crewing: MMD Kandla/Jamnagar compliance, MSV welfare. Decarbonisation: Harit Sagar, Kandla methanol-bunkering/Green Hydrogen Hub. Coastal Shipping: CCPS, Ro-Ro/Ro-Pax expansion, NW-73/NW-100, India International Ship Registry
Kerala	Leverage Cochin Shipyard Ltd (India's largest shipbuilder) for MDF/SBFAS-backed capacity expansion; explore ship-recycling diversification	Safety: lessons from MSC ELSA 3 and WAN HAI 503 incidents, Port of Refuge protocols. Training: strong MTI base, anti-fraud safeguards. Crewing: major seafarer-origin State, RPSL oversight, eNavik uptake. Decarbonisation: shoreline restoration post plastic-nurdle contamination. Coastal Shipping: Vizhinjam transshipment hub, NW-3 backwater cargo/tourism
Andhra Pradesh	Leverage Vizag naval-shipbuilding ecosystem for commercial shipbuilding/MRO expansion under MDF/SBFAS; assess ship-recycling/ancillary opportunities	Safety: Visakhapatnam–Kakinada corridor fishing-vessel safety, sea-going tug deployment. Training: MTI/ITI expansion. Crewing: RPSL compliance, onshore career pathways. Decarbonisation: green-port/zone monitoring. Coastal Shipping: coal/POL/fertiliser cargo, port capacity expansion
Puducherry & other UTs (A&N, Lakshadweep)	Limited shipbuilding base – focus on small-craft repair and maintenance facilities for inter-island vessels	Safety: SAR coordination for island/remote-water operations. Training: local skilling capacity, mainland MTI linkage. Crewing: island-community recruitment/welfare. Decarbonisation: fragile-ecosystem protection, renewable-powered ports. Coastal Shipping: inter-island Ro-Pax/lifeline shipping
Tamil Nadu	Expand ship-repair/ancillary manufacturing around Chennai/Ennore; assess ship-recycling/MRO opportunities to diversify beyond Alang	Safety: cross-jurisdiction incident response (WAN HAI 503/MSC ELSA 3 spillover), MRCC Chennai/Tuticorin. Training: MTI–ITI integration. Crewing: RPSL compliance, logistics/manufacturing linkages. Decarbonisation: green-port implementation, fisheries-livelihood restoration. Coastal Shipping: automobile/container cargo, BIMSTEC short-sea linkages
West Bengal	Support Kolkata/Haldia ship-repair capacity; assess opportunities linked to Sagar	Safety: Hooghly pilotage, Sunderbans navigation, MRCC Kolkata. Training: Kolkata–Haldia MTI expansion. Crewing: RPSL compliance, fishing/riverine-



	Island port development under MDF/SBFAS	worker formalisation. Decarbonisation: Sunderbans mangrove protection. Coastal Shipping: NW-1 (Ganga) cargo growth, Sagar Island port development
Karnataka	Support ship-repair capacity at New Mangalore; evaluate greenfield shipbuilding/ancillary clusters	Safety: west-coast fishing-corridor coordination. Training: ITI-maritime module integration. Crewing: RPSL oversight, Mangalore/Udupi welfare infrastructure. Decarbonisation: green-port measures, estuarine protection. Coastal Shipping: iron ore/coffee/cashew cargo, hinterland connectivity
Odisha	Assess ship-repair/ancillary opportunities at Paradip/Dhamra; explore MDF-backed capacity building for bulk-cargo support infrastructure	Safety: cyclone-response coordination, Ports of Refuge. Training: coastal-youth maritime awareness. Crewing: RPSL compliance, livelihood diversification. Decarbonisation: dust/emission control, cyclone-resilient infrastructure. Coastal Shipping: coal/iron-ore/fertiliser cargo, NW-5 coal corridor
Maharashtra	Revive Mumbai Port/Mazagon-area ship-repair capacity; explore ship-recycling diversification to complement Alang; support MDF-backed yard modernisation	Safety: Mumbai Harbour/JNPT traffic-density management. Training: Mumbai's maritime training ecosystem. Crewing: major RPSL/crewing hub, eNavik grievance redressal. Decarbonisation: JNPT/Mumbai green-port, Vadhavan on Harit Sagar principles. Coastal Shipping: Vadhavan Port, Konkan Ro-Ro linkages

8.3 Plan Ahead

The 1-month and quarter (next 3 months) engagement roadmap below is captured State-wise, aligned to the tentative workshop calendar, with shipbuilding/repair/recycling-linked actions highlighted where applicable:

State / UT	1 Month	Quarter (Next 3 Months)
Gujarat	Conduct Virtual Workshop 2 and the Physical Coastal State Workshop at Gandhinagar, with a dedicated Alang recycling and Porbandar shipbuilding-cluster session	Conduct Virtual Workshop 3 (December 2026); consolidate State action plan on the Alang Master Plan and Gujarat Shipbuilding & Repair Policy 2026 rollout
Kerala	Conduct Virtual Workshop 1, with a focused session on Cochin Shipyard capacity expansion and MDF/SBFAS support	Conduct Virtual Workshop 2 (December 2026); develop State action plan on CSL expansion and ship-recycling diversification
Andhra Pradesh	Prepare content for Virtual Workshop 1 (October 2026) at Visakhapatnam, with focus on Vizag shipbuilding/MRO expansion	Conduct Virtual Workshop 1; begin preparation for the Physical Workshop (January 2027)
A&N Islands	Initiate preparatory coordination for Virtual Workshop 1 (November 2026) at Port Blair	Conduct Virtual Workshop 1; develop roadmap for inter-island small-craft repair facilities



Other 6 States*	Continue matrix-based groundwork and stakeholder mapping ahead of respective workshop dates	No workshops scheduled within the quarter (cycles begin January 2027 onward per the tentative calendar); continue preparatory coordination
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[I] Finance and Investment

(i) Capital availability/cost, investments, clearances and major projects

No substantial engagement

(ii) Maritime insurance, mortgage, capital support and interest subvention

No substantial engagement



[J] Arbitration and Legal Facilitation

(i) Legal Reforms and Notification of Rules:

Seven rules have been notified. The name of the rule and brief of the objective for framing the said rules are given here below:

<u>Name of the Rule</u>	<u>Objective</u>
Merchant Shipping (Carriage of Dangerous Goods) Rules, 2026	These rules establish a comprehensive regulatory framework for the safe carriage of dangerous goods by sea, replacing the 1995 Rules, and give effect to India's obligations under relevant IMO instruments. The Rules principally implement the International Maritime Dangerous Goods (IMDG) Code, including requirements on classification, packaging, marking, labelling, documentation, stowage, segregation, training and reporting.
Merchant Shipping (Control and Discharge of Noxious Liquid Substances) Rules, 2026	These rules establish a regulatory framework to prevent pollution of the marine environment from the discharge of noxious liquid substances carried in bulk, giving effect to Annex II of MARPOL 73/78. The Rules regulate the classification, carriage, design and equipment of chemical/NLS tankers, cargo pumping and piping systems, tank cleaning and pre-wash procedures, discharge of residues and ballast water, reception facilities, operational procedures and record-keeping
Merchant shipping (Prevention of Oil Pollution from Vessels) Rule, 2026	These rules establish the regulatory framework for preventing pollution of the marine environment by oil from ships, giving effect to Annex I of MARPOL 73/78. The Rules regulate oil discharges, oily mixtures and residues, ballast and slop tanks, oil discharge monitoring and control systems, oil filtering equipment, segregated ballast, crude oil washing and related shipboard arrangements. They also prescribe requirements for surveys and certification.



Merchant Shipping (Medicines, Medical Stores, Appliances, and Medical Officers) Rules, 2026	It establishes the regulatory framework for medical care and preparedness on Indian ships, covering the carriage, quantity, storage, labelling, inspection and replacement of medicines, medical stores and appliances. The Rules prescribe different scales of medical supplies for international voyages and coasting trade, with additional requirements for ships carrying dangerous chemical cargoes. Further, ships carrying more than 100 persons are required to carry a qualified Medical Officer.
Merchant Shipping (Medical Examination) Rules, 2026	It establishes the regulatory framework for the medical examination and certification of seafarers, including the approval, eligibility and regulation of medical examiners and requirements for their clinics, diagnostic facilities and laboratories. The Rules prescribe pre-sea and periodic medical examinations, minimum medical tests, vision and physical fitness standards, vaccination requirements, and specific examinations for women seafarers and seafarers above 65 years. They also regulate the issuance, validity and recording of medical fitness certificates, maintenance and electronic uploading of medical records, and procedures for temporary or permanent medical unfitness.
Merchant Shipping (Sailing Vessels) Rules, 2026	It provides a comprehensive regulatory framework for mechanised sailing vessels engaged in sea-going trade. They regulate the registration and tonnage measurement, freeboard and inspection certification, safety and firefighting/life-saving equipment, pollution prevention, crew permits and identity cards, safe manning and watchkeeping, navigation and communication, maritime security, and insurance of crew.
Merchant Shipping (Regulation of Entry of Ships into Coastal Waters) Rules, 2026	These rules have been framed to regulate the entry and operation of ships in India's coastal waters by requiring applicable ships to maintain



	valid insurance/financial security, classification, salvage and marine pollution response arrangements, and to establish verification, declaration and enforcement mechanisms before entry into Indian ports or coastal waters. The Rules also provide a framework for recognising and authorising insurers, enabling port authorities to verify compliance and empowering authorities to deny entry, detain or move vessels where regulatory or environmental risks arise.
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[K] Port Operations

(i) Port and dry-dock infrastructure

(ii) Operations, outputs and KPIs

(iii) Major interventions, timelines and impact assessment

Maritime Single Window (MSW) - Sagar Setu :

Maritime Single Window (MSW) is a centralized digital platform through which information required for a vessel's arrival, stay and departure at a port is submitted electronically and exchanged with the relevant government and maritime authorities.

The main concept is “submit information once and reuse it wherever required.” This reduces duplicate data entry, paperwork and repeated submission of the same information to different authorities.

Under the IMO Convention on Facilitation of International Maritime Traffic (FAL Convention), the Maritime Single Window became mandatory for IMO Member States from 1 January 2024. The requirement covers electronic exchange of information needed for ship clearance and requires authorities to coordinate data transmission so information is submitted only once and reused as much as possible.

MSW covers information associated with the vessel, cargo, crew and passengers. Under the IMO FAL framework, this includes standardised declarations such as:

1. General Declaration – FAL Form 1
2. Cargo Declaration – FAL Form 2
3. Ship's Stores Declaration – FAL Form 3
4. Crew's Effects Declaration – FAL Form 4
5. Crew List – FAL Form 5
6. Passenger List – FAL Form 6
7. Dangerous Goods Manifest – FAL Form 7

Purpose of MSW

The key objectives of MSW are:

- Single point of submission for maritime regulatory information.
- Digitalisation of ship and port clearance procedures.
- Reduction of duplicate data entry by shipping agents and other stakeholders.
- Faster exchange of information between ships, ports and government authorities.
- Improved transparency and traceability of submissions.
- Better coordination among different regulatory agencies.
- Standardisation and interoperability of maritime data

**Below is the compliance Report for the month of September, 2026:**

Ports Name	Approved VCN Count	MSW Submitted Count	MSW Compliance In %
<u>Ship Recycling Yard Alang</u>	<u>10</u>	<u>0</u>	<u>0</u>
<u>Azhikkal</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>The Bedi Group Of Ports</u>	<u>11</u>	<u>4</u>	<u>36</u>
<u>Beypore Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Bhavanagar Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Bankot</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Mumbai Port Authority</u>	<u>475</u>	<u>158</u>	<u>33</u>
<u>Mumbai Port Authority</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Smpa Kds</u>	<u>69</u>	<u>39</u>	<u>56</u>
<u>Cochin Port Authority</u>	<u>181</u>	<u>165</u>	<u>91</u>
<u>Cochin Port Authority</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Adani Petronet (Dahej) Port Pvt. Ltd.</u>	<u>47</u>	<u>44</u>	<u>93</u>
<u>Konkan Lng Pvt Ltd</u>	<u>3</u>	<u>3</u>	<u>100</u>
<u>Dahanu Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Dighi Port Limited</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>The Dhamra Port Company Limited</u>	<u>49</u>	<u>19</u>	<u>38</u>



Ports Name	Approved VCN Count	MSW Submitted Count	MSW Compliance In %
<u>Dharamtar Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Dahanu Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Kamarajar Port Limited</u>	<u>110</u>	<u>90</u>	<u>81</u>
<u>Pandu Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Adani Gangavaram Port Pvt Ltd</u>	<u>49</u>	<u>47</u>	<u>95</u>
<u>Gopalpur Ports Limited</u>	<u>7</u>	<u>7</u>	<u>100</u>
<u>G.R. Jetty-I</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Smpa Hdc</u>	<u>168</u>	<u>128</u>	<u>76</u>
<u>Adani Hazira Port Pvt Ltd</u>	<u>109</u>	<u>92</u>	<u>84</u>
<u>Deendayal Port Authority</u>	<u>335</u>	<u>279</u>	<u>83</u>
<u>Deendayal Port Authority</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Sri Vijayapuram</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Jakhau</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Jsw Jaigarh Port Ltd.</u>	<u>202</u>	<u>82</u>	<u>40</u>
<u>Jawaharlal Nehru Port Authority</u>	<u>369</u>	<u>162</u>	<u>43</u>
<u>Kakinada Seaport Limited</u>	<u>130</u>	<u>134</u>	<u>103</u>
<u>Kattupalli Port Pvt Ltd</u>	<u>35</u>	<u>20</u>	<u>57</u>



Ports Name	Approved VCN Count	MSW Submitted Count	MSW Compliance In %
<u>Muldwarka Port</u>	<u>1</u>	<u>1</u>	<u>100</u>
<u>Chhara Port</u>	<u>1</u>	<u>1</u>	<u>100</u>
<u>Krishnapatnam Port</u>	<u>81</u>	<u>78</u>	<u>96</u>
<u>Karaikal Port</u>	<u>17</u>	<u>17</u>	<u>100</u>
<u>Karanja Terminal & Logistics Pvt. Ltd.</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Karwar Port</u>	<u>7</u>	<u>2</u>	<u>28</u>
<u>Kelshi Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Kollam Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Chennai Port Authority</u>	<u>174</u>	<u>141</u>	<u>81</u>
<u>Chennai Port Authority</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Magdalla Group Of Ports</u>	<u>44</u>	<u>43</u>	<u>97</u>
<u>Mormugao Port Authority</u>	<u>45</u>	<u>28</u>	<u>62</u>
<u>Mormugao Port Authority</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Mundra Port</u>	<u>316</u>	<u>251</u>	<u>79</u>
<u>Navlakhi Port</u>	<u>12</u>	<u>11</u>	<u>91</u>
<u>New Mangalore Port Authority</u>	<u>112</u>	<u>95</u>	<u>84</u>
<u>New Mangalore Port Authority</u>	<u>0</u>	<u>0</u>	<u>0</u>



Ports Name	Approved VCN Count	MSW Submitted Count	MSW Compliance In %
<u>Nagapattinam Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Vizhinjam International Seaport</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Okha Port</u>	<u>9</u>	<u>9</u>	<u>100</u>
<u>Odisha Maritime Board</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Mundra Old Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Panaji Port</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Pipavav Port</u>	<u>111</u>	<u>108</u>	<u>97</u>
<u>Porbandar Port</u>	<u>7</u>	<u>4</u>	<u>57</u>
<u>Paradip Port Authority</u>	<u>189</u>	<u>154</u>	<u>81</u>
<u>Paradip Port Authority</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Redi Port Ltd</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Ranpar</u>	<u>1</u>	<u>1</u>	<u>100</u>
<u>Total</u>	<u>3486</u>	<u>2417</u>	<u>69%</u>



[L] Mission 20%

12.1 Key Highlights for the week

MTI Module beta version is scheduled for launch on the 1st Week of October.

Mission 20% has 45 major interventions under 6 categories which are

- Competent and Qualified Seafarers
- Technology Interventions
- Welfare and Facilitation
- Policy
- Regulatory
- Institutional Changes

and they are divided into multiple action agendas, and each agenda is mapped to an owner who is a Deputy Director General of Maritime Administration (DGMA). They are Mr. Deependra Singh Bisen (DDG), Mr. Mugilrajan D (DDG), Mr. Pravin Nair (DDG), Capt. Nitin Mukesh (DDG), Capt. Bipin Kumar (DDG). The major interventions are as follows

S. No.	Category	Intervention
1	Competent and Qualified Seafarers	Updating curriculum and implementing a Faculty Development Programme
2		Maritime English training and ratings-to-officer conversion
3		Demand-based and demand-aligned skilling
4		Offshore skilling
5		Green maritime skilling
6		Maritime Training Institute performance improvement plan
7		Foolproof examination and certification reforms
8		Maritime Ambassador Network for outreach
9		Cruise sector-focused MTI
10	Technology Driven	Common Maritime Admission Portal



S. No.	Category	Intervention
11		Unified Directorate General of Maritime Administration Seafarer Application
12		Authentic Maritime Job Portal
13		Maritime Training Institute module and shipboard dashboard
14		Recruitment and Placement of Seafarers License module
15		Maritime Training Ecosystem
16	Welfare and Facilitation	Wage and contract monitoring
17		Zero-tolerance anti-fraud strategy
18		Sagar Mein Samman
19		Sagar Mein Yog
20		Seafarers' Welfare Fund Society, Seamen's Provident Fund Organisation, and welfare access
21		Directorate General Communications Grievance Command Centre
22		Sagar Prashikshan
23		Sea-to-shore career progression
24		International visa facilitation
25	Regulatory Assurance	Continuous Improvement Programme Inspectorate Quality Assurance Audit Framework
26		Standards of Training, Certification and Watchkeeping Compliance Board upgrade
27		Maritime Labour Convention Compliance Board
28	Institutional Changes	Formation of a Section 8 company
29		Scheme Execution Project Management Units and role-based upskilling
30		IMU: Centre of Excellence for Maritime Future Skills, Autonomous Shipping, and Research and Development



S. No.	Category	Intervention
31		Directorate General of Maritime Administration Shipboard Training Institutional Capacity Expansion Unit
32		National Maritime Training and Technology Demonstration Ship
33		Support schemes for upgrading maritime infrastructure and relaxation of requirements applicable to MTIs
34		Region-specific maritime focus for the Northeast and coastal areas
35		International Maritime Strategic Engagement Taskforce
36		National Council for Vocational Education and Training Awarding Body for Maritime Skills and Credit Pathways
37		Two-year Diploma in Marine Engineering as a new pre-sea entry pathway
38	Policy	Indian Cargo Preference and Port-Call Leverage Policy
39		Public-Private Partnership model for employer-led Maritime Training Institutes
40		India Pavilion outreach for strengthening the Indian maritime ecosystem
41		Pre Sea Age Restriction revision
42		Pre Sea Nautical Eyesight Entry Requirement revision
43		Revision of Rating's shipboard training duration
44		CDC eligibility for fitters and welders
45		Review of Minimum Height Requirements



[M]. Annexure - Detailed Data Tables

13.1 SBFAS - Application-wise Detail

S	Application ID	No. of Vessels	Contract Price (₹ Cr)	Exp. Financial Assistance (₹ Cr)	Domestic/Export	Status
1	Y011000364	1	72.5	10.9	Domestic	In-Progress
2	Y011000501	1	72.5	10.9	Domestic	Approved
3	Y015000502	6	2,092.4	523.1	Export	Approved
4	Y001400503	6	3,217.4	804.4	Export	In-Progress
5	Y006400378	1	16.6	2.5	Export	In-Progress
6	Y004300365	1	19.0	2.9	Domestic	Approved
7	Y005100503	1	26.0	3.9	Export	Approved
8	Y002300504	1	141.3	28.3	Export	Approved
9	Y007800354	1	31.8	4.8	Export	In-Progress
10	Y007800350	1	22.1	3.3	Export	Approved
11	Y013200350	1	26.2	3.9	Export	In-Progress
12	Y014500356	2	23.8	3.6	Export	In-Progress
13	Y000400355	2	38.7	5.8	Export	In-Progress
14	Y016800368	1	12.0	1.8	Domestic	In-Progress
15	Y010200366	1	10.1	1.5	Domestic	In-Progress
16	Y008200363	1	73.1	11.0	Domestic	In-Progress
17	Y015000361	1	224.3	44.9	Export	In-Progress
18	Y008400376	1	13.2	2.0	Domestic	In-Progress
19	Y018100503	2	61.6	9.2	Export	In-Progress
20	Y009200504	1	275.7	68.9	Export	Approved
21	Y018900501	2	104.0	20.8	Domestic	In-Progress
22	Y007200512	4	246.7	49.3	Domestic	Approved
23	Y000500334	1	5.2	0.7	Domestic	Approved
24	Y002300343	1	60.0	8.4	Domestic	Approved
25	Y008400346	1	102.0	20.4	Domestic	Approved
26	Y014600349	4	18.0	2.5	Domestic	Approved
27	Y009700344	1	40.0	5.6	Export	Approved
28	Y007600326	1	11.7	1.6	Domestic	Approved
29	Y006800347	4	547.8	109.6	Export	Approved
30	Y005100323	1	15.8	2.2	Domestic	Approved
31	Y000400350	1	6.4	0.9	Export	Approved
32	Y016500358	12	121.6	17.0	Domestic	Approved
33	Y015100352	1	20.0	2.8	Domestic	Approved
34	Y005100372	4	39.5	7.9	Domestic	Approved
35	Y008400369	3	324.0	64.8	Domestic	Approved
36	Y001400362	4	437.7	87.5	Export	Approved
37	Y015100351	1	20.0	2.8	Domestic	Approved
38	Y010800370	1	17.3	2.4	Domestic	Approved
39	Y010800371	1	30.0	4.2	Domestic	Approved
40	Y001400377	2	190.0	38.0	Domestic	Approved
41	Y015000380	4	2,303.4	691.0	Export	Approved
42	Y009400383	1	358.6	107.6	Domestic	Approved
43	Y014600382	2	130.0	26.0	Domestic	Approved
44	Y008700515	4	40.9	6.1	Domestic	Approved
45	Y018400505	4	10.7	1.6	Export	In-Progress



46	Y001700514	1	54.2	8.1	Domestic	In-Progress
47	Y000500518	1	18.3	2.7	Domestic	In-Progress
48	Y010400516	2	13.5	2.0	Domestic	In-Progress
49	Y000500519	1	17.5	2.6	Domestic	In-Progress
50	Y006400520	1	17.0	2.6	Export	Approved
51	Y018400508	1	2.7	0.4	Export	In-Progress
52	Y011200511	1	2.7	0.4	Export	In-Progress
53	Y016800513	1	23.3	3.5	Domestic	In-Progress
54	Y018300517	1	7.0	1.1	Domestic	In-Progress
55	Y006400521	1	11.1	1.7	Export	In-Progress
56	Y018400509	1	2.7	0.4	Export	In-Progress
57	Y011200501	1	45.0	6.8	Domestic	In-Progress
58	Y001700523	2	122.9	24.6	Domestic	In-Progress
59	Y002300524	1	167.3	41.8	Export	In-Progress
60	Y011200510	1	2.7	0.4	Export	In-Progress
61	Y011200507	2	5.4	0.8	Export	In-Progress
62	Y002300525	1	167.3	41.8	Export	In-Progress
63	Y002300531	4	558.7	111.7	Export	In-Progress
64	Y001700522	1	58.7	8.8	Domestic	In-Progress
65	Y010400533	1	8.7	1.3	Export	In-Progress
66	Y019500530	1	90.0	22.5	Domestic	In-Progress
67	Y019500532	1	90.0	22.5	Domestic	In-Progress
68	Y019500536	10	6.3	0.9	Domestic	In-Progress
69	Y000400534	1	29.6	4.4	Domestic	In-Progress
70	Y014600539	1	88.1	13.2	Domestic	In-Progress
71	Y015000535	4	318.3	63.7	Export	In-Progress
72	Y007600540	1	12.3	1.8	Domestic	In-Progress
73	Y001700537	1	52.9	7.9	Domestic	In-Progress
74	Y009200543	1	193.7	38.7	Export	In-Progress
		145	13,859	3,269		



13.2 Shipyards - Greenfield Cluster Detail

Cluster	Land Parcel	Waterfront	Proposed Capacity	Investment Sought (₹ Cr)	Current Status	Anchor Investor
Thoothukudi	~2,050	2.4	2.5M GT	5,200 (Ph1)	DPR under preparation; discussions ongoing with potential anchor investor	HD KSOE
Dugarajapatnam	~3,500	2.1	1.2M GT	29,250	DPR under preparation; ongoing discussions with potential investor	MDL
Kuchhadi	~2,000	2.6	1.2M GT	27,853	RFP floated for appointing DPR consultant; ongoing discussions with potential investor	—
Dighi	~2,000	3	1.3–2M GT	27,616	DPR under preparation; MDL as anchor shipyard	MDL
Kendrapada	~2,000	2.5	1.3M GT	24,484	IPA Granted, Agency being onboarded for DPR preparation	—



13.3 Implementation Support

India Conclave

Area	Key Activities	Status
Participation	Finalization of the Day-wise agenda	Completed
Participation	Creation of event brochure	Completed
Participation	Event name and branding options for approval	Completed
Participation	List of global and domestic participants across shipyards, shipping lines, OEMs	Completed
Participation	Finalisation and intimation to Indian host side participants (MoPSW, DGMA, SMBs, SPVs, Port authorities, SCI, DCI, SMFCL)	Ongoing
Participation	Invitation to target global participant via emails (Direct & embassy)	Ongoing
Participation	Confirmation of speaker, panellist and roundtable participants	Oct'26
Content Curation	Preparation and alignment of session content (keynote, presentations, panels)	Oct'26
Content Curation	Cluster and State content alignment (five investor-ready locations)	Oct'26
Content Curation	Preparation of the delegate kit - briefing pack, brochure	Oct'26
Follow Ups	RSVP tracking (participant-wise follow-up single-window contact sheet)	Ongoing
Follow Ups	Follow-up over emails and reminder calls	Oct'26
Comm & Branding	Event branding, signage, stage and collateral design	Oct'26

SBDS Brownfield

Area	Key Activities	Status
Application Processing	Evaluation of IPA applications and raising of queries for additional details	Ongoing
Application Processing	Detailed note for IPA grant for IMGB/Committee deliberations	Ongoing
Scheme Roadmap	Assessment of current challenges by key yards on applications	Completed
Scheme Roadmap	Analysis of Capacity addition and target	Completed
Scheme Roadmap	Pipeline Creation of expected brownfield applications by 30+ yards	Completed
Scheme Roadmap	Pipeline tracking for expected applications by key yards	Ongoing
Policy & Reforms	Ancillary clusterisation zones around yards	Ongoing

SRCN, SBFAS & Other Schemes

Area	Key Activities	Status
SBFAS	Evaluation of IPA applications & detailed notes for IMGB deliberations (for contacts with FA >100 Cr)	Ongoing
SBFAS	KPI tracking framework across all SBFAS stages	Completed
SBFAS	Norway Outreach plan and assessment of norway green shipping schemes	Completed
SRCN	Targeted stakeholder consultations to build a POV on the friction points for adoption	Completed
SRCN	Revised process package for SRCN issuance, including Auto-generated in-principle acknowledgement, 3M relaxation and redemption	Completed



SRCN	Scheme pack and explainer video highlighting key features and process	Completed
SRCN	Marketing of SRCN across websites, Social media and international events and webinars	Ongoing
SRCN	Phase 1 Global outreach concept note	Completed
SRCN	Execution of Wave 1 and Wave 2 outreach	Ongoing
Other Schemes	Provide inputs to concept note on Ship component manufacturing scheme	Completed
Other Schemes	Development of Draft scheme and alignment with Indigenization committee	Completed

Social Media & Website

Area	Key Activities	Status
Promotional Videos	Develop and publish 4-pillar scheme video	Completed
Promotional Videos	Develop and publish Greenfield cluster development video	Completed
Promotional Videos	Develop and publish Brownfield expansion video	Completed
Promotional Videos	Develop and publish Ship recycling credit note video	Completed
Promotional Videos	Develop and publish 5 videos - for each of the 5 SB clusters	Completed
Social Media Posts	Live promotion of engagements at international events (40+ posts across Singapore Maritime Week, SMM Hamburg and Norway)	Ongoing
Tracking	Platform performance tracking (Impressions/views) & course correction	Ongoing
DGMA Website Portal	Develop mockup of One-stop investor portal at Naval arch section	Completed
DGMA Website Portal	Launched the investor portal/SB section on webpage	Completed
DGMA Website Portal	Portal content updating and investor-facing refinements	Ongoing
Comprehensive Shipbuilding Portal	Provide strategic inputs to development of Comprehensive Shipbuilding Portal	Ongoing

Organization & Governance

Area	Key Activities	Status
SB Cell Structure	MDI wing structure and manpower gap analysis	Completed
SB Cell Structure	Workshop with Naval Arch. to finalise the organogram	Completed
Contractual Hiring	Roadmap for allocating 20 contractual positions across verticals	Completed
Contractual Hiring	Coordination with AIMA revamped structure of MDI wing	Ongoing

Other Strategic Areas & Ongoing Advisory

Area	Key Activities	Status
Bunkering	Assessment of India's potential as a competitive bunkering hub and identify the policy and infrastructure interventions required	Completed
Customs	POV on Customs-related bottlenecks affecting coastal shipping ops.	Completed
SB Performance	Report on Indian SB Performance vs Global Benchmarks	Completed
SoH / ME Crisis	Impact of SOH crisis/ME disruption on energy product trade flows (Crude, LPG, LNG & fertilizers), alternate sourcing, shipping routes	Ongoing
SoH / ME Crisis	Freight price movement tracking	Ongoing
Section 317, MS Act 2025	International Benchmarking on Section 317 notification	Completed



13.4 Shipyards - Brownfield Detail

Shipyard Name	Investment (₹ Cr)	Current Status	IEA	Project Description
Titagarh Naval System (TNSL)	516	IPA Granted	KOMAC	New yard at Falta, 10–12 vessels upto 160m/yr
Swan Defence	504	IPA Granted	Loyds	Ph1: Goliath Crane & ELL Crane; Ph2: Outfitting workshop & robotics/fabrication
Mat Marine	105	IPA Granted	AECOM	SB/SR Infra incl. slipways for +1000 GT/yr
Cochin Shipyard Limited	920	IPA Granted	Jacob's	Ship repair facility at Vadinar along with DPA
Synergy Shipbuilders N Dock Works Ltd.	35	Under revision		Upgradation of Mangalore facility with jetty, basin dredging, covered fabrication units
Yeoman Marine	94.3	Under Review	Lyods	Brownfield expansion at Ratnagiri incl. channel dredging, slipway and jetty upgrades, modular fabrication facilities, cranes and automation
MOC Shipyard Pvt. Ltd.	32	Under Review	KOMAC	Capacity Expansion
GRSE	140	Rejected	Haskoning	Modernization of 6 jetties, including RCC pile jetties, bank protection and allied utilities
Square Port Shipyard Pvt. Ltd.	1469	Under Review	KOMAC	
MDL	239	Under Review		



13.5 Ship Recycling - Vessel-wise Detail

Vessel Name	Flag	Owner	Date of Beaching	Date of Recycling	Date of Application	Status
Kosta	St. Kitts and Nevis	Bella Shipping LLC	24/09/2025	11/04/2026	03/04/2026	Approved
Rimba Empat	St. Kitts and Nevis	Aries Navigation	29/10/2025	14/02/2026	16/04/2026	Approved
Ema	Comoros	Marine Line Ltd.	24/09/2025	18/02/2026	11/05/2026	Approved
Josh 1	Liberia	Care Cabotage Holding Pte. Ltd.	16/10/2025	—	10/07/2026	Approved
Trut	Comoros	Bengaluru Shipping Corporation	24/09/2025	29/01/2026	12/06/2026	Rejected
Prestige	St. Kitts and Nevis	Ace Exim	19/12/2025	04/07/2026	12/06/2026	Rejected
ARK	Palau	Aries Navigation	06/11/2025	02/03/2026	16/04/2026	Rejected
AE Gas	St. Kitts and Nevis	Jahaj Solutions FZE	12/10/2025	15/01/2026	11/08/2026	Query to Shipowner
Yon Ang	St. Kitts and Nevis	Bengaluru Shipping Corporation	28/01/2026	—	12/06/2026	Query to Shipowner
LNG Jamal	St. Kitts and Nevis	Liner Shipping Inc.	13/10/2025	—	11/06/2026	Query to Shipowner
Falo	St. Kitts and Nevis	Prime Spot Ship Trading Inc.	26/02/2026	—	24/06/2026	Query to Shipowner
Josh	Liberia	Care Cabotage Holding Pte. Ltd.	11/10/2025	—	10/07/2026	Query to Shipowner
Buzanskiy	St. Kitts and Nevis	Bosphorus International Trading AS	12/05/2026	—	24/07/2026	Query to Shipowner
Agulhas	St. Kitts and Nevis	GSPL DMCC	15/04/2026	—	19/08/2026	Query to Shipowner
Seun	Nicaragua	GSPL DMCC	12/02/2026	—	20/08/2026	Query to Shipowner
Olga L	Mongolia	TRADE BRIDGE INC LIMITED	03/02/2026	13/07/2026	19/08/2026	Query to Shipowner
Vega	St. Kitts and Nevis	JAHAI SOLUTIONS FZE	03/07/2026	—	11/08/2026	Query to Shipowner



Vessel Name	Flag	Owner	Date of Beaching	Date of Recycling	Date of Application	Status
Valda	Togo	Pine Express Shipping Co. (PESCO)	25/02/2026	—	01/08/2026	Query to Shipowner
Bow Faith	Marshall Islands	Odfjell Chemical Tankers II AS	07/04/2026	—	20/08/2026	Query to Shipowner
ARMU	Togo	Ocean Glory Shipping Co	20/02/2026	14/07/2026	—	Query to Shipowner
Tornado	Mongolia	East Youhui Trading (HK)	29/04/2026	28/07/2026	—	Query to Shipowner
TEAK	Comoros	WINTER PART TRADING	18/02/2026	-	1/10/2026	Queried to Shipowner