

Volume II



PARLIAMENT QUESTIONS HANDBOOK

*Comprehensive Reference for
Parliamentary Engagements*

**Directorate General of Shipping
Ministry of Ports, Shipping and Waterways**

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1. Introduction

India's maritime sector is a cornerstone of its economic growth, global trade connectivity, and strategic influence. The Directorate General of Shipping (DG Shipping), functioning under the Ministry of Ports, Shipping and Waterways, is the apex regulatory authority responsible for overseeing maritime safety, training, ship registration, crew welfare, and international maritime cooperation.

In a democratic framework, the Parliament plays a vital role in scrutinizing the functioning of government departments and agencies. Parliamentary Questions (PQs) are one of the most effective tools for elected representatives to seek information, raise concerns, and ensure accountability. For DG Shipping, responding to PQs is not merely a procedural requirement – it is an opportunity to communicate its work, clarify policy positions, and demonstrate transparency in maritime governance.

This handbook has been developed to support the DG Shipping's internal teams in managing parliamentary engagements more efficiently and effectively. It consolidates critical data sets, historical PQs, and division-wise insights to facilitate timely and accurate responses. By organizing information across key divisions – Engineering, Nautical, Naval Architecture, Crew, Personnel, IT & e-Governance International Cooperation, Training, and Finance, Accounts, Audit and Public Procurement – the handbook aims to serve as a ready reference for officers involved in PQ preparation and review.

The handbook also reflects DG Shipping's commitment to institutional knowledge management. By documenting recurring themes, data trends, and policy touchpoints, it helps build continuity and coherence in parliamentary responses, especially in a dynamic and evolving maritime environment.

Ultimately, this handbook is a step toward strengthening the interface between maritime administration and democratic governance. It is designed to empower DG Shipping personnel with the tools and information needed to uphold the principles of transparency, responsiveness, and accountability.

2. Preface

The Directorate General of Shipping (DG Shipping), under the Ministry of Ports, Shipping and Waterways (MoPSW), plays a critical role in shaping India's maritime landscape. As a regulatory authority, it is entrusted with ensuring the safety of life at sea, protection of the marine environment, and promotion of maritime education and training, among other responsibilities. In fulfilling this mandate, the DG Shipping regularly engages with the Indian Parliament through responses to Parliamentary Questions (PQs), which serve as a vital mechanism for democratic oversight and transparency.

This Parliament Question Handbook has been meticulously compiled to serve as a comprehensive reference for all stakeholders involved in the preparation, review, and response to Parliamentary Questions. It brings together key data sets, historical PQs, and analytical insights across all major divisions of DG Shipping, including Engineering, Nautical, Naval Architecture, Crew, Personnel, IT & e-Governance, International Cooperation, Training, and Finance, Accounts, Audit and Public Procurement.

The objective of this handbook is threefold:

- To streamline access to critical information that supports timely and accurate responses to Parliament.
- To institutionalize knowledge by documenting recurring themes, data trends, and policy touchpoints.
- To enhance inter-divisional coordination by providing a unified framework for data management and parliamentary engagement.

This handbook is the result of collaborative efforts across divisions, with valuable inputs from officers, data custodians, and subject matter experts. It is intended not only as a tool for operational efficiency but also as a testament to DG Shipping's commitment to transparency, accountability, and excellence in public service.

We hope this handbook will serve as a reliable companion for all officials involved in parliamentary work and contribute meaningfully to the governance and policy discourse in India's maritime sector.

3. How to Use This Handbook

This handbook has been designed as a practical and structured reference tool to support officers and stakeholders involved in the preparation, coordination, and review of Parliamentary Questions (PQs) related to the Directorate General of Shipping (DG Shipping). It provides a division-wise compilation of key data sets and historical PQs, enabling users to respond to queries with accuracy, consistency, and context.

3.1 Purpose of the Handbook

- To serve as a centralized repository of information relevant to Parliamentary Questions.
- To streamline access to frequently requested data and recurring themes.
- To support institutional memory and reduce duplication of effort across divisions.

3.2 Who Should Use This Handbook

- Officers of DG Shipping involved in PQ drafting and coordination.
- Nodal officers of each division responsible for data collation.
- Senior officials at DG Shipping & MoPSW preparing for Parliamentary sessions or briefings.
- Policy analysts and researchers studying maritime governance.

3.3 Structure of the Handbook

The PQ Handbook is a living document. It may be updated and published after every Parliamentary Session. In the Handbook, each division of DG Shipping is presented in a dedicated section, following a uniform format:

Overview: Brief description of the division's mandate and functions.

Important Data Sets: Key data points frequently referenced in PQs, including their sources and update frequency.

Previous Parliamentary Questions: A curated list of past questions, categorized by date, topic, and response summary.

3.4 Tips for Effective Use

Update regularly: While this handbook provides a static snapshot, user and stakeholders are encouraged to update data sets and PQ logs periodically.

Collaborate: Use this handbook as a shared resource across divisions to ensure consistency in responses.

Flag anomalies: If discrepancies or outdated information are found, notify the nodal officer for correction.

3.5 Limitations

This handbook is not a substitute for official records or legal documents. It is intended for internal use and should be treated as a working document. Data accuracy depends on timely updates from respective division.

4. Division-Wise Sections

This section presents a comprehensive overview of each division within the Directorate General of Shipping, organized to support efficient parliamentary response preparation. Each division follows a standardized format to ensure consistency and ease of reference.

4.1 Engineering Division

Overview:

The Engineering Division of the Directorate General of Shipping is responsible for ensuring the technical integrity, safety, and regulatory compliance of ships operating under the Indian flag. It oversees marine engineering standards, machinery approvals, ship inspections, and pollution prevention mechanisms in line with national legislation and international conventions such as SOLAS (Safety of Life at Sea) and MARPOL (Marine Pollution).

The division plays a critical role in certifying marine engineers, approving ship machinery and equipment, and conducting statutory inspections. It also coordinates with classification societies and port authorities to enforce engineering standards and ensure operational safety.

Key Functions:

- Conducting statutory inspections of ships
- Approving marine machinery and equipment
- Certifying marine engineers and technical personnel
- Monitoring compliance with engineering safety standards
- Implementing pollution control measures under MARPOL
- Coordinating with classification societies and technical auditors

Important Data Sets:

Table 1 Flag State Inspection of Indian Flag vessels – MMD wise

	Name of the MMD	No. of Ships Inspected FY 2023 - 2024 A	No. of Ships Inspected FY 2024 - 2025 B	No. of Ships Inspected April 2025- June 2025 C	No. of Ships Inspected July 2025- September 2025 D	No. of Ships Inspected October 2025 E	During the FY 2025-2026 Upto 31.10.2025 No. of Ships Inspected C+D+E
1	Mumbai	163	194	52	42	21	115
2	Goa	9	5	4	0	0	4
3	Kochi	47	41	11	11	6	28
4	Mangalore	20	27	1	6	0	7
5	Chennai	51	55	14	12	2	28
6	Vizag	49	66	12	14	6	32
7	Tuticorin	10	18	0	0	0	0
8	Kolkata	14	7	5	7	1	13
9	Paradip	49	43	13	16	3	32
10	Haldia	3	6	0	0	0	0
11	Sri Vijaya Puram	25	38	12	15	2	29
12	Kandla	47	62	14	17	4	35
13	Jamnaga	71	42	9	13	6	28

	r						
	Total	558	604	147	153	51	351

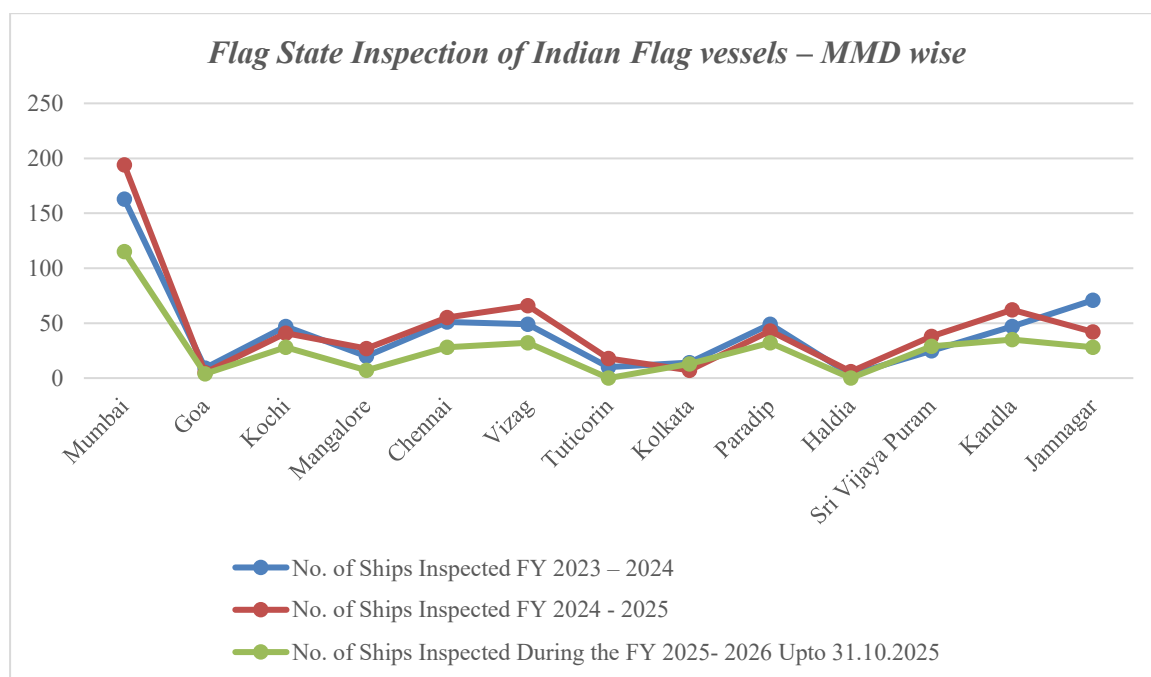


Figure 1 Flag State Inspection of Indian Flag vessels – MMD wise Chart

Table 2 Port State Inspections – MMD wise

No.	Name of the MMD	No. of Ships Inspected FY 2023 - 2024	No. of Ships Inspected FY 2024 - 2025	No. of Ships Inspected April 2025- June 2025	No. of Ships Inspected July 2025- September 2025	No. of Ships Inspected October 2025	During the FY 2025- 2026 Upto 31.10.2025 No. of Ships Inspected
		A	B	C	D	E	C+D+E
1	Mumbai	98	116	57	46	2	105
2	Goa	12	7	0	2	1	3
3	Kochi	18	32	2	1	0	3
4	Mangalore	38	54	5	16	9	30
5	Chennai	29	91	28	23	4	55
6	Vizag	32	49	16	20	9	45
7	Tuticorin	33	63	0	0	0	0
8	Kolkata	102	39	25	11	5	41
9	Paradip	70	41	11	8	1	20
10	Haldia	40	14	0	1	0	1
11	Sri Vijaya Puram	0	1	0	0	0	0
12	Kandla	27	44	9	6	3	18
13	Jamnagar	76	26	8	14	4	26
Total		578	577	161	148	38	347

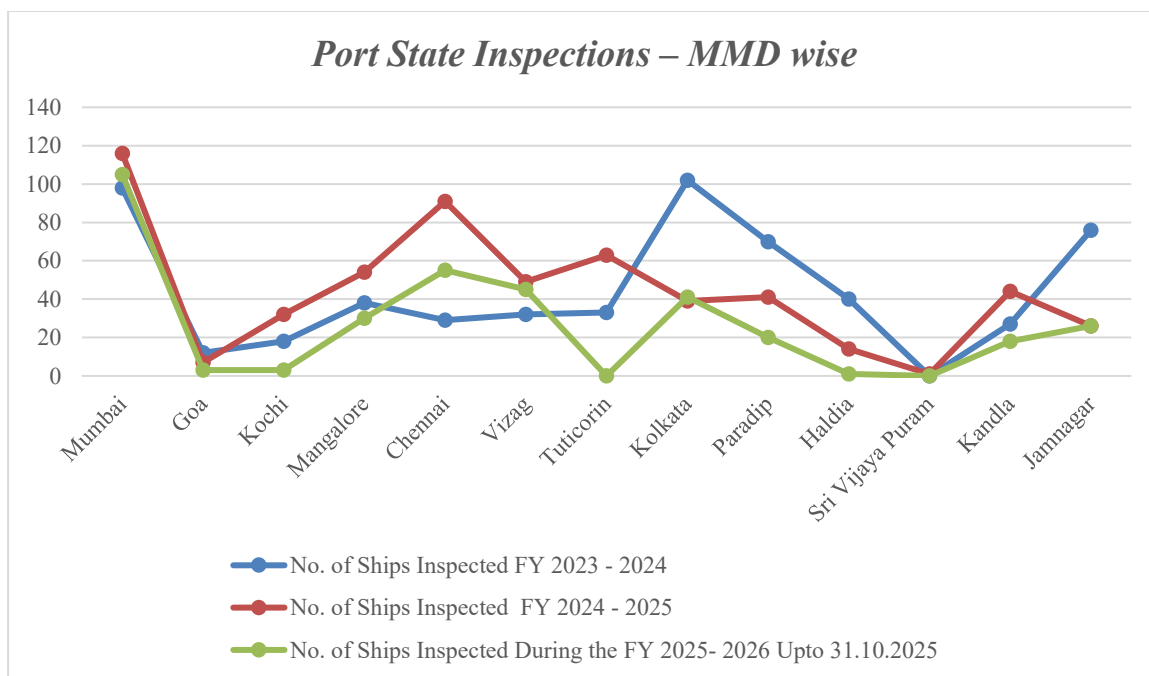


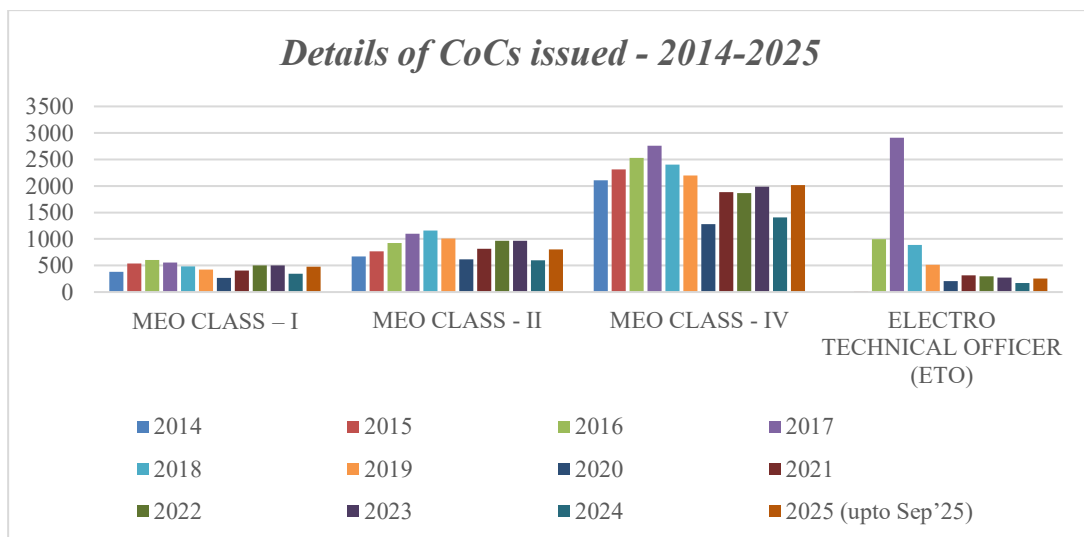
Figure 2 Port State Inspections – MMD wise - Chart

Certificate of Competency:

Table 3 Details of CoCs issued - 2014-2025

DETAILS OF CoCs ISSUED - 2014 - 2025														
Sr. N O.	CLAS S	201 4	201 5	201 6	201 7	201 8	201 9	202 0	202 1	2022	202 3	202 4	2025 (upt o Sep' 25)	TO T A L
1	MEO CLASS - I	38 2	54 1	60 5	55 7	48 7	42 1	26 8	40 7	5 0 3	50 0	34 5	481	5497
2	MEO CLASS - II	67 4	76 6	92 7	10 98	11 62	10 06	61 8	81 3	9 6 9	96 6	60 1	803	1040 3
3	MEO CLASS - IV	21 08	23 11	25 28	27 56	24 04	22 00	12 80	18 86	1 8 6 5	19 85	14 07	201 5	2474 5
4	ELECT RO TECH NICAL OFFIC ER (ETO)	0	14	99 7	29 09	88 6	51 5	20 8	31 4	2 9 5	27 3	17 3	257	6841
5	MEO	10	21	20	35	40	37	9	14	1	30	20	21	276

	CLASS - III (NCV- CEO)									9				
6	MEO CLASS - III (NCV- SEO)	59	72	71	78	67	57	24	17	14	22	26	23	530
7	MEO CLASS - IV (NCV)	118	83	100	76	51	41	10	18	17	12	12	31	569
	TOTAL	3351	3808	5248	7509	5097	4277	2417	3469	3682	3788	2584	3631	48861



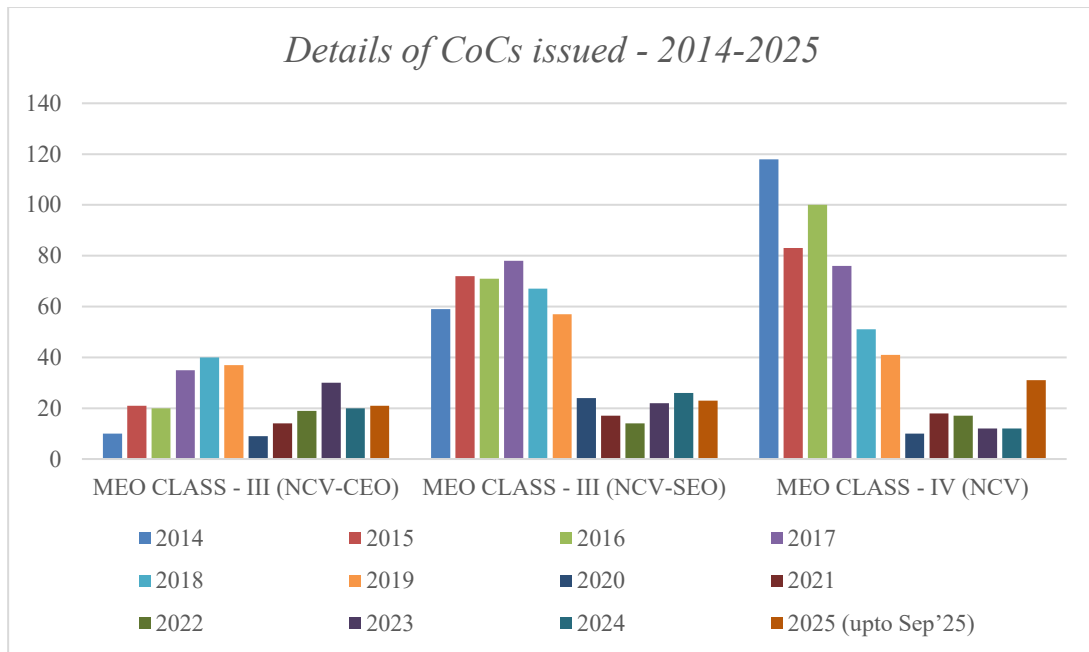


*Figure 3*Details of CoCs issued - 2014-2025- Chart

Table 4 No of Candidates applied Vs No of Candidates COC issued Yearly data

	FY 2022-23		FY 2023-24		FY 2024-25		APRIL 2025 – OCTOBER 2025	
GRADE	No Of Candidates entered the system ie. Assessments done	No Of Candidates exited the system ie. COC Issued	No Of Candidates entered the system ie. Assessments done	No Of Candidates exited the system ie. COC Issued	No Of Candidates entered the system ie. Assessments done	No Of Candidates exited the system ie. COC Issued	No Of Candidates entered the system ie. Assessment done	No Of Candidates exited the system ie. COC Issued
MEO CL-I	1055	534	876	538	1002	636	652	391
MEO CL-II	2495	993	2375	1014	2406	1102	1628	631
MEO CL-IV	2456	1880	2910	2191	3080	2667	1718	1519
Electro Technical Officer (ETO)	486	273	533	308	657	328	488	214
Class III-CEO-NCV	43	26	92	33	102	36	39	19
Class III-SEO-NCV	42	12	49	29	84	29	14	24
Class IV-NCV	31	15	83	19	60	20	50	27
DREDGE GRADE 1 ENGINEERING	3	1	5	1	0	0	2	0
DREDGE GRADE 2 ENGINEERING	0	0	4	1	0	1	1	0
EXTRA FIRST CLASS	2	3	0	4	1	12	0	2
FISHING VESSEL ENGINEER	0	0	2	0	0	0	0	0
FISHING VESSEL ENGINE DRIVER	9	4	14	6	0	5	0	0

Table 5 Ship Recycling Data : Yardwise

Yard	Total Number of Berths	Berths Operational	HKC Compliant Berths
Alang, Bhavnagar (Gujarat)	150 (153 to 150, yard merger)	128 (131 to 128, yard merger)	115
Steel Industries Limited (Kerala)	1	1	0
Amar Iron Udyog, Kolkata (West Bengal)	1	1	0

Table 6 Examination Data : FY 2024-2025 & April - September 2025

Details of Grades, Subjects/Papers of CoC Examination (Engineering)						FY 2024-25 (Apr 24- Mar 25)			FY 2025-26 (APRIL - OCTOBER 2025)		
Sl	ENGINEERING GRADES	Paper No	SUBJECT	Frequency	Candidates Appeared	Candidates Passed	Pass Percentage	Candidates Appeared	Candidates Passed	Pass Percentage	
1	MEO CL-I	1	Engineering Management-written	Monthly	2018	755	37.41%	1296	592	45.68%	
		2	Engineering Management - oral	Monthly	2249	613	27.26%	1396	429	30.73%	
2	MEO CL-II	3	Mechanics & Hydromechanics	Monthly	134	61	45.52%	82	42	51.22%	
		4	Thermodynamics & Heat transmission	Monthly	137	69	50.36%	95	53	55.79%	
		5	Naval Architecture & Ship Construction.	Monthly	3263	1438	44.07%	1720	875	50.87%	
		6	Ship's Safety & environmental protection	Monthly	2628	1248	47.49%	1491	738	49.50%	
		7	Oral -COSCPN Function 3	Monthly	3622	1139	31.45%	1993	647	32.46%	
		8	Marine Engineering Knowledge (General)	Monthly	3188	1376	43.16%	1830	860	46.99%	

3	MEO CL-IV	9	Marine Engineering Knowledge (Motor)	Monthly	3084	1431	46.40%	1795	884	49.25%
		10	Marine Engineering Knowledge (Steam)	Monthly	12	9	75.00%	10	9	90.00%
		11	Function 4 Oral	Monthly	3694	1183	32.02%	2205	709	32.15%
		12	Marine Electro Technology.	Monthly	2997	1429	47.68%	1670	818	48.98%
		13	Function 5 Oral	Monthly	2880	1185	41.15%	1657	727	43.87%
		14	Marine Engineering Practice	Monthly	2771	1431	51.64%	1694	848	50.06%
		15	Function 6 Oral	Monthly	3551	1156	32.55%	2187	752	34.39%
		16	Heat Engines	Monthly	128	91	71.09%	48	40	83.33%
		17	Applied Mechanics	Monthly	119	94	78.99%	40	27	67.50%
		18	Mathematics	Monthly	65	51	78.46%	27	22	81.48%
		19	Marine Engineering Drawing	Monthly	207	97	46.86%	79	47	59.49%
		20	Naval Architecture & Ship Construction.	Monthly	5680	2931	51.60%	2922	1471	50.34%
		21	Ship's Safety & environmental protection	Monthly	5441	3174	58.33%	2710	1464	54.02%
		22	Function 3 Oral	Monthly	8073	2648	32.80%	4696	1555	33.11%
		23	Marine Engineering Knowledge (General)	Monthly	6109	3174	51.96%	2936	1456	49.59%
3	MEO CL-IV	24	Marine Engineering Knowledge (Motor)	Monthly	6100	3049	49.98%	2976	1385	46.54%
		25	Marine Engineering Knowledge (Steam)	Monthly	27	22	81.48%	8	6	75.00%
		26	Function 4 Oral	Monthly	8583	2687	31.31%	4774	1511	31.65%
		27	Electrical, Electronic & Control engineering at the operational level	Monthly	5853	3089	52.78%	2945	1599	54.30%
		28	Function 5 Oral	Monthly	6540	2706	41.38%	3824	1583	41.40%
		29	Marine Engineering	Monthly	5484	3114	56.78%	2693	1503	55.81%

			Practice							
		30	Function 6 Oral	Monthl y	8283	2773	33.48%	4728	1538	32.53%
4	Electro Technical Officer (ETO)	31	ETO-Marine Electro Technology & SSEP	Monthl y	939	368	39.19%	663	356	53.70%
		32	Oral-ETO- Operational	Monthl y	1134	356	31.39%	832	285	34.25%
5	Class III- CEO-NCV	33	Engineering Management- written	Three monthl y	68	23	33.82%	72	31	43.06%
		34	Oral- Enginnering Management	Monthl y	66	30	45.45%	43	15	34.88%
6	Class III- SEO-NCV	35	Mechanics & Hydromechanics	Three monthl y	43	27	62.79%	43	31	72.09%
		36	Thermodynamics & Heat transmission	Three monthl y	45	28	62.22%	41	28	68.29%
		37	Applied Mathematics	Three monthl y	38	31	81.58%	36	31	86.11%
		38	Engineering Drawing	Three monthl y	49	31	63.27%	48	30	62.50%
		39	Ship contruction & Naval Architecture (NASC)	Three monthl y	52	37	71.15%	22	18	81.82%
		40	SHIP SAFETY AND ENVIRONMENT AL PROTECTION (SSEP)	Three monthl y	49	38	77.55%	18	16	88.89%
		41	ORAL- COSCPOL(3)	Monthl y	97	36	37.11%	46	13	28.26%
		42	Marine Engineering Knowledge (General)	Three monthl y	52	36	69.23%	18	12	66.67%
		43	Marine Engineering Knowledge (Motor or Steam)	Three monthl y	48	40	83.33%	17	14	82.35%
		44	ORAL-MEOL(4)	Monthl y	93	35	37.63%	52	16	30.77%
		45	Marine Electro Technology	Three monthl y	61	52	85.25%	16	15	93.75%
		46	ORAL-EECEOL (5)	Monthl y	82	35	42.68%	39	18	46.15%
		47	Marine Engineering Practice	Three monthl y	48	44	91.67%	15	11	73.33%
		48	ORAL-MROL(6)	Monthl y	82	32	39.02%	43	15	34.88%
7	Class IV- NCV	49	SHIP OPERATIONS CONTROL AND	Three monthl y	50	34	68.00%	28	19	67.86%

			SHIPBOARD PERSONNEL CARE							
		50	ORAL- COSCPOL(3)	Monthl y	72	26	36.11%	39	25	64.10%
		51	MARINE ENGINEERING KNOWLEDGE (BASIC)	Three monthl y	52	37	71.15%	25	23	92.00%
		52	MARINE ENGINEERING KNOWLEDGE (OPERATION)	Three monthl y	72	47	65.28%	26	20	76.92%
		53	ORAL-MEOL(4)	Monthl y	74	34	45.95%	39	20	51.28%
		54	MARINE ELECTRO TECHNOLOGY	Three monthl y	67	46	68.66%	27	18	66.67%
		55	ORAL-EECEOL (5)	Monthl y	68	37	54.41%	29	22	75.86%
		56	MARINE ENGINEERING PRACTICE	Three monthl y	47	38	80.85%	30	18	60.00%
		57	ORAL-MROL(6)	Monthl y	67	36	53.73%	37	18	48.65%
8	DREDGE GRADE 1 ENGINEER ING	58	Dredge Knowledge	Six monthl y	3	2	66.67%	0	0	0.00%
		59	Motor Knowledge	Six monthl y	3	0	0.00%	0	0	0.00%
		60	Marine Drawing	Six monthl y	3	1	33.33%	0	0	0.00%
		61	Electricity	Six monthl y	3	0	0.00%	0	0	0.00%
		62	Dredge Grade-1 Orals	Six monthl y	0	0	0.00%	0	0	0.00%
9	DREDGE GRADE 2 ENGINEER ING	63	Dredge Knowledge	Six monthl y	2	2	100.00%	0	0	0.00%
		64	Motor Knowledge	Six monthl y	2	0	0.00%	0	0	0.00%
		65	General Engineering Science	Six monthl y	1	0	0.00%	0	0	0.00%
		66	Dredge Gr- 2 Orals	Six monthl y	0	0	0.00%	0	0	0.00%
10	EXTRA FIRST CLASS	67	A1-Law of Sea & Maritime Law	Six monthl y	12	2	16.67%	0	0	0.00%
		68	A2 - Risk Assessment & Marine Insurance	Six monthl y	13	5	38.46%	0	0	0.00%
		69	A3 - Shipping, Economics	Six monthl	8	4	50.00%	0	0	0.00%

			Finance	y						
		70	A4- Marine materials & Corrosion of Marine Structures	Six monthl y	10	4	40.00%	0	0	0.00%
		71	A5 - Advanced Electrical, Electronic and Control Engineering Knowledge	Six monthl y	10	5	50.00%	0	0	0.00%
		72	A6 - Environment Protection & Energy Management in the Maritime Industry	Six monthl y	15	6	40.00%	0	0	0.00%
		73	B1- Maritime Regulation	Six monthl y	11	5	45.45%	0	0	0.00%
		74	B2- Management Techniques & Application	Six monthl y	10	3	30.00%	0	0	0.00%
		75	B3- Naval Architecture	Six monthl y	10	6	60.00%	0	0	0.00%
		76	B4- Vibration Engineering	Six monthl y	1	1	100.00%	0	0	0.00%
		77	B5- Advance Marine Engineering Knowledge	Six monthl y	10	4	40.00%	0	0	0.00%
		78	B6- Human Element	Six monthl y	10	4	40.00%	0	0	0.00%
11	FISHING VESSEL ENGINEER	79	Applied Mechanics	Six monthl y	0	0	0.00%	0	0	0.00%
		80	Heat Engines	Six monthl y	0	0	0.00%	0	0	0.00%
		81	Elementary Drawing	Six monthl y	0	0	0.00%	0	0	0.00%
		82	Marine Engg Knowledge- I	Six monthl y	0	0	0.00%	0	0	0.00%
		83	Marine Engg Knowledge- II	Six monthl y	0	0	0.00%	0	0	0.00%
		84	Electrotechnology	Six monthl y	0	0	0.00%	0	0	0.00%
		85	Fishing Vesel engineer Orals	Six monthl y	0	0	0.00%	0	0	0.00%
12	FISHING VESSEL ENGINE	86	Fishing Vesel Engine Driver Orals	Six monthl y	0	0	0.00%	0	0	0.00%

	DRIVER								
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New Table Data of Ships Beached at Alang (1983 – July'25)

Table 7 Data of Ships beached at Alang

SHIP RECYCLING INDUSTRIES ASSOCIATION (INDIA)		
STATEMENT SHOWING THE SHIPS BEACHED AND LDT, F.Y.-WISE		
YEAR	NO OF SHIPS	LDT
31/03/1983	5	24706
1983-84	51	259387
1984-85	42	228237
1985-86	84	516602
1986-87	61	395139
1987-88	38	344776
1988-89	48	253991
1989-90	82	451243
1990-91	104	577194
1991-92	85	540963
1992-93	137	942601
1993-94	175	1256077
1994-95	301	2173249
1995-96	183	1252809
1996-97	348	2635830
1997-98	347	2452019
1998-99	361	3037882
1999-00	296	2749457
2000-01	295	1934825
2001-02	333	2727223
2002-03	300	2424512
2003-04	294	1987104
2004-05	196	938975
2005-2006	101	480361
2006-2007	136	760800
2007-2008	136	643437
2008-2009	264	1943771
2009-2010	348	2937802
2010-2011	357	2816231
2011-2012	415	3856072.68
2012-2013	394	3847565.80
2013-2014	298	3076137.21
2014-2015	275	2490153.71

2015-2016	249	2431751.74
2016-2017	259	2775954.24
2017-2018	253	2433347.34
2018-2019	219	1773249.52
2019-2020	202	1622800.18
2020-2021	187	1760641.27
2021-2022	209	1456655.12
2022-2023	131	1147480.52
2023-2024	125	944069.24
2024-2025	113	938321.51
2025-2026(JULY'25)	33	290363.05
Total	8870	70531766.13

Previous Parliamentary Questions

Question 1

Budget Session 2025 | Rajya Sabha PQ NO: U1684 on “Maritime Amrit Kaal Vision 2047”

How will the government ensure effective implementation of the Maritime Amrit Kaal Vision 2047, given the massive investment required (₹80,000 lakh crores)? What is the proposed funding mechanism for the various projects and initiatives outlined in this vision?

Answer:

The Maritime Amrit Kaal Vision 2047 outlines a roadmap for the holistic development of India's maritime sector over the next two decades. The implementation will be driven by a phased and structured approach with a multi-tiered funding mechanism, including:

Public-Private Partnerships (PPP): Expansion of port infrastructure, development of Green Hydrogen Hubs at Paradip, Tuticorin, and Kandla, and fleet modernization through private sector participation.



Figure 4 Green Hydrogen Hubs at Paradip, Tuticorin, and Kandla Map

Budgetary Support & Viability Gap Funding (VGF): Targeted government allocations for high-impact projects such as Ship Building Financial Assistance (SBFA), Green Ports under the Harit Sagar Framework, and the Green Tug Transition Program (GTTP).

Maritime Development Fund (MDF): A dedicated fund under consideration to provide long-term, concessional financing for sustainability projects in the maritime sector. INR 25000 crore (Source : PIB Press Release 24 SEP 2025 3:08PM)

Multilateral & Bilateral Financing: Engagement with institutions like the World Bank, ADB, and IMO for infrastructure development and green technology adoption.

Green Financing Instruments: Use of Green Bonds and Blue Economy funding for clean energy, including green hydrogen, ammonia, and biofuels.

Revenue from Port Operations & Maritime Services: Revenue from ports, ship leasing, and cargo-handling will be reinvested in infrastructure.

How will the government balance the need for investment in maritime infrastructure with the need to ensure environmental sustainability and social responsibility?

Answer:

The Government of India has integrated sustainability principles into maritime infrastructure planning. The following initiatives will ensure balance:

Green Port Development under Harit Sagar Framework:

- Shore Power Supply (Cold Ironing)
- Renewable energy integration (solar, wind, tidal)

Promotion of Alternative Fuels and Green Hydrogen Economy:

- Green Hydrogen Hubs at Paradip, Tuticorin, Kandla
- LNG, hydrogen, ammonia, and biofuels for low-carbon operations

Green Tug Transition Programme (Harit Nauka):

- 50% of tugs in major ports to be green by 2030 (hybrid/electric)

Environmental Protection and Regulatory Compliance:

- Strengthening EIA and ECA regulations
- Strict enforcement of IMO conventions like MARPOL

Social Responsibility & Workforce Development:

- Skill programs under PM Gati Shakti and Sagarmala
- Adoption of ILO Maritime Labour Convention (MLC) 2006

How will the government ensure that the Maritime Amrit Kaal Vision 2047 is aligned with international best practices and standards for maritime safety, security, and environmental protection?

Answer:

The Vision aligns with global maritime standards. Measures include:

Adoption of IMO Conventions:

- MARPOL – Air and Marine pollution control

- SOLAS – Ship Safety Regulations
- STCW – Competency among Indian seafarers
- MLC – Welfare and living standards of seafarers

Participation in International Green Shipping Initiatives:

- GreenVoyage2050, GloLitter, GloNoise
- Collaboration with BIMSTEC, ASEAN, IORA
- Bilateral agreements on sustainable maritime transport with alignment to IMO's Revised GHG Strategy 2023

3. Maritime Security & Digital Transformation

- Maritime Single Window: To streamline and digitalize trade processes, reduce costs and improve cargo efficiency.
- BoPS (Bureau of Ports and Ship Security): To enhance security in ports and ensure global safety adherence.
- Vessel Traffic Management Systems (VTMS): Satellite-based maritime domain awareness for security.

A high-level National Maritime Coordination Committee (Vikas/Vibhas Cells) will oversee execution, ensure transparency and compliance.

Through these initiatives, Maritime Amrit Kaal Vision 2047 aims to position India as a global leader in sustainable maritime practices, ensuring full compliance with international safety, security, and environmental standards.

Question 2:

Budget Session 2025 | Rajya Sabha PQ NO : S5209 | Ship Dismantling Yards:

(a) How many ship dismantling yards are currently operational? Provide state/UT-wise details and information on their regulatory compliance status.

Answer:

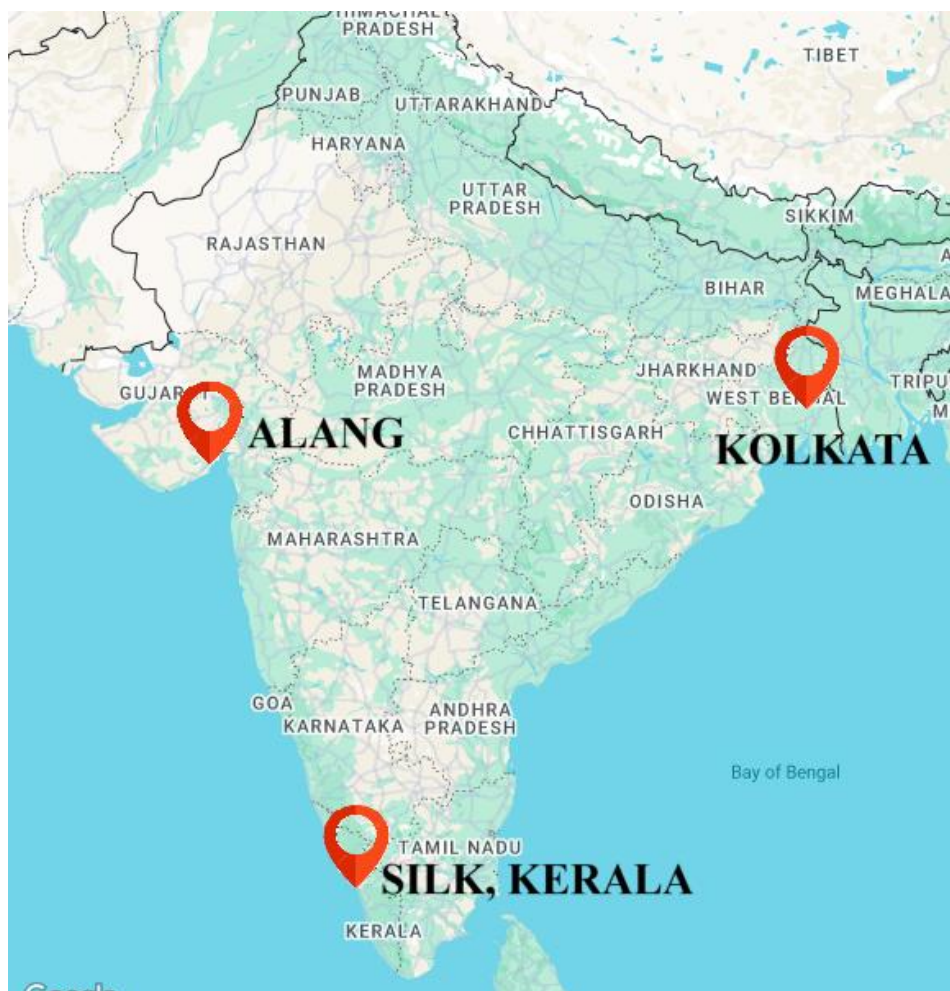


Figure 5 Ship Dismantling Yards - Map



Figure 6 Map of Alang, SILK and SMP

(Map of Alang, SILK and SMP)

GUJARAT - Alang

- Out of 150 yards, 128 yards are currently operational in Alang, Gujarat.
- All these yards comply with the Ship Breaking Code, 2013 (Revised), Ship Recycling Act and adhere to all applicable rules and Regulations.
- 115 yards with Hong Kong Convention Compliance.

KERALA - SILK

- One Yard - Steel Industrials Kerala Limited (SILK), Ship Building yard, Kannur, Kerala, is currently breaking ships.
- Hong Kong Convention not complied.

WEST BENGAL – SMPK (Kolkata)

- One yard - Syama Prasad Mookerjee Port, Kolkata (SMPK), allows ship breaking activities in a very limited manner, only at Kolkata Dock System (KDS), inside its impounded Dock, at Khiderpur Docks, to licensed Ship breakers/Recyclers, as per “Calcutta Port Rules, 1994” (CHAPTER VI).
- Vessels up to 157m LOA, except for oil tankers and chemical tankers, are recycled in this yard.
- Hong Kong Convention not complied.

(b) Which countries send obsolete ships to India for dismantling? Provide details of cargo, merchant, and warships/submarines dismantled in Indian yards over the last five years.

Answer:

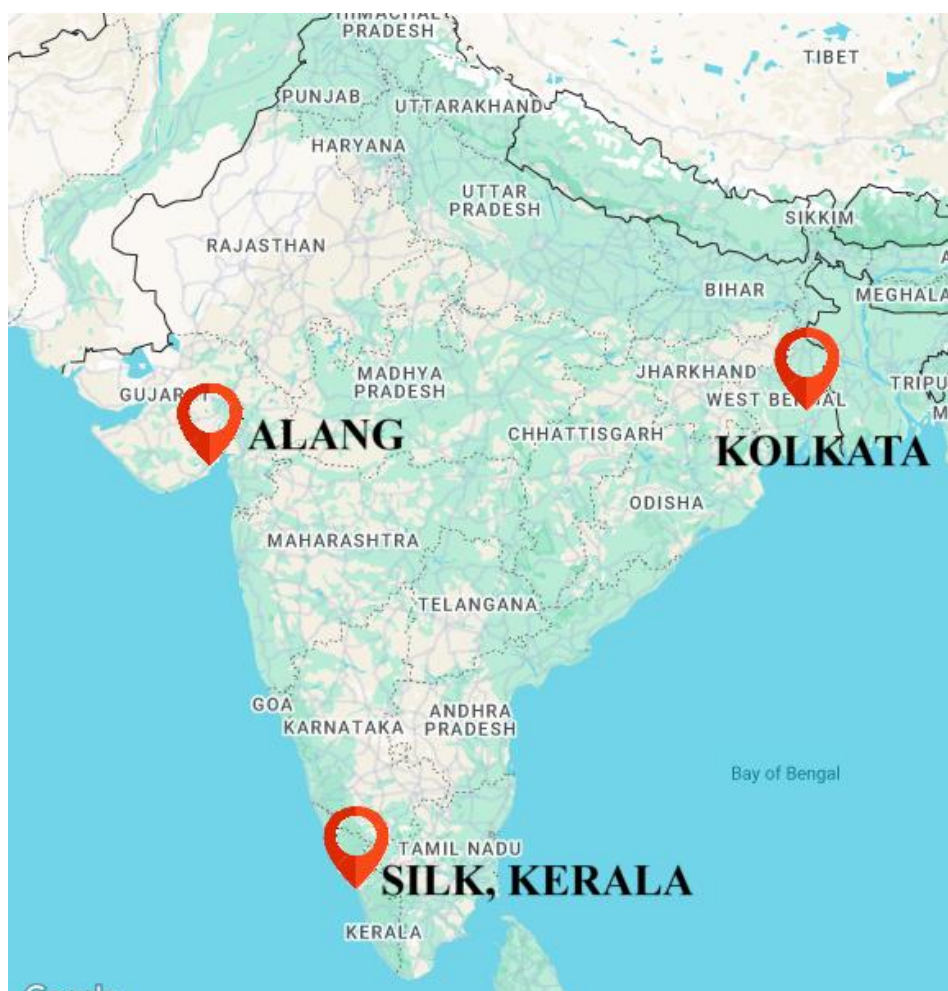


Figure 7 Map of Alang, SILK and SMP

(Map of Alang, SILK and SMP)

GUJARAT - Alang (2020 to Nov 2024):

Type of Ship No. of Ships

Warships/Submarines Nil

Passenger Ships 22

Cargo/Merchant Ships 673

Fishing Boats 29

Total 724

Ships arrive from all over the world except Europe.

KERALA - SILK (2018 to 2023):

Type of Ship No. of Ships

Warships/Submarines 1

Passenger Ships 1

Cargo/Merchant Ships 5

Fishing Boats 9

Total 16

WEST BENGAL - SMPK (2018 to 2023):

Ships from India, Russia, Malaysia, Japan.

Type of Ship No. of Ships

Warships/Submarines 3

Passenger Ships 2

Cargo/Merchant Ships 32

Fishing Boats 0

Total 36

(c) Whether the Government has assessed the risks posed by shipbreaking yards to the marine environment and labourers? What measures are in place?

Answer:

GUJARAT - Alang

- Yes, for assessment of marine environment risk, detailed Environment Impact Assessment (EIA) Studies have been carried out through MoEF & CC approved NABET Accredited EIA consultants.
- The study also includes an Environment Management Plan (EMP) to mitigate the environmental risk due to ship recycling activities at Alang Sosiya Ship Recycling Yard.
- In addition to the above, for compliance of relevant provisions of Ship Breaking Code 2013 and its amendments, long-term Environment Monitoring is also commissioned by GMB through CSIR–Central Salt & Marine Chemicals Research Institute, Bhavnagar.
- GMB has developed a dedicated Treatment, Storage and Disposal Facility (TSDF) site, operational since 2005–06 at Alang for disposal of the wastes generated from ship recycling activities.
- The TSDF site includes:
 - Landfill cells for hazardous and non-hazardous wastes
 - Incinerator for incinerable wastes
 - Bilge water treatment plant
 - Fire hydrant system
- Out of the 128 operational yards, 115 yards have obtained HKC certification.
- All ship recycling yards are regulated by the Gujarat Pollution Control Board (GPCB) under Air, Water, and Hazardous Wastes Rules and their amendments.
- Other environmental aspects like:
 - Assessment of hazardous wastes on board
 - Decontamination of ships
 are covered in Ship Breaking Code 2013 and its amendments and regulated by concerned government authorities.

KERALA – SILK

- Government is assessing through State Pollution Control Boards (KSPCB) the risks posed to labourers and marine environment.

- Pollution Certificate for yard and Pollution NOC are mandatory before shipbreaking operations begin.

WEST BENGAL – SMPK (Kolkata)

- Waste from shipbreaking is classified into hazardous and non-hazardous.
- Ship breaker must submit a valid agreement with WBPCB-approved Operator of Waste Management for:
- Collection, transport, storage, and disposal of hazardous waste.
- All hazardous and municipal wastes are to be segregated and sent to an approved dumping yard. Upon application:
 - SMPK informs WBPCB for Consent to Operate (CTO).
 - WBPCB conducts inspection and issues permission only if compliance is met.
- A floating barricade with at least 6-inch air draft is used to prevent dock water pollution.
- The Ship Breaker must also obtain:
 - Gas Free Certificate (for man entry and hot work) from Controller of Explosives / PESO
 - Submit it along with a valid Ship Breaking License before receiving final permission from SMPK

(d) How many workers, segregated by gender, are employed in ship dismantling yards? Are they insured? What are the compensation provisions?

Answer:

GUJARAT – Alang:

- Only male workers employed.
- All workers covered under Employee State Insurance Scheme (ESIC).
- Injury compensation: ₹5,000 by plot holder (GMB Regs, 2003).
- Fatality compensation: ₹5,00,000 + ₹25,000 ex gratia (GMB Regs, 2003 & 2015).
- Pension to legal heirs via ESIC.

KERALA – SILK:

- 31 male employees, all covered under ESIC.

WEST BENGAL – SMPK:

- 80 to 90 contractual male workers employed temporarily.
- No ESIC or insurance from employer.
- Ship breaker pays individual premium; also covers treatment cost for workplace injuries.

Question 3

Budget Session 2025 | Rajya Sabha Admitted Unstarred Question No. 2874 for 25.03.2025 regarding Progress in India's green sea transition.

Q3. a) The mechanisms that are available to track and publicly report on India's green sea transition progress:

b) Whether any special training programmes are being conducted by Government to train maritime workers in green shipping technologies;

c) If so, the details thereof;

d) Whether Government has set any specific carbon emission targets for India's maritime sector in line with the "Amrit Kaal Vision 2047";

e) If so, the details thereof;

Answer a):

The Ministry of Ports, Shipping and Waterways (MoPSW) has established the Green NAVIC Cell-3 as mechanism to track and monitor India's green maritime transition. This specialized cell operates within the NAVIC (Neel Arth Vision Implementation Cell) framework to drive environmental transformation across India's maritime sector. Green NAVIC Cell 3 serves as the central coordination unit for developing, monitoring and implementing eco- friendly practices, renewable energy solutions, and carbon reduction strategies throughout India's extensive port and shipping infrastructure. The programmes are implemented under the ambit of following goals and timelines,

- Goals for First 100 days
- Short Term Goals (0- 1 years)
- Medium Term Goals (1-3 years)
- Long Term Goals (3- 5 years)

b) Whether any special training programmes are being conducted by Government to train maritime workers in green shipping technologies;

Answer: Yes

c) If so, the details thereof;

Answer:

The NAVIC cell -13 Capacity Building for Sector Outreach Education and Training has identified training on Green Initiatives like Alternative fuels, Hydrogen, Ammonia, Emerging Technologies on Green Shipping, Cruise Tourism, Shipbuilding.

Indian Maritime University has been assigned as the nodal agency to identify the training programmes under NAVIC Cell 3,13 and implement programmes as per timelines assigned Directorate General of Shipping (DGS) is systematically modernizing training requirements by updating curriculum standards to incorporate green technology competencies These efforts include establishing crucial partnerships with maritime training institutes to ensure standardized quality education across the sector as per STCW 2010 convention and code and it's amendments

d) Whether Government has set any specific carbon emission targets for India's maritime sector in line with the "Amrit Kaal Vision 2047";

Answer: Yes

e) If so, the details thereof;

Answer:

The Amrit Kaal Vision 2047 places significant emphasis on transforming India's maritime sector into an environmentally sustainable industry through comprehensive green initiatives.

Government has set targets and is in line with Amrit Kaal Vision 2047 and they are

- Carbon Emissions reduction- To reduce carbon emissions per ton of cargo by
- 30% by 2030 and an ambitious 70% by 2047
- Support to ship breaking yards for being compliant with Hong Kong
- Convention (on environmentally sustainable recycling) by 2026.

- Development of 5 Green Hydrogen/Ammonia hubs and 1000+ Green Vessel in the country by 2029
- Renewable Energy Adoption-60% renewable energy adoption across all major ports by 2030, scaling to 90% by 2047.
- Promotion of coastal shipping as an energy-efficient alternative
- Implementation of Shore to Ship Power Supply, LNG bunkering standards

Question 4

Budget Session 2025 | Rajya Sabha Provisionally Admitted/ Starred I
Unstarred Question No.U5860 | answer on 01.04.2025 | Ministry addressing
the environmental and sustainability challenges in port operations.

- a) How is the Ministry addressing the environmental and sustainability challenges in port operations, and what role does the workforce play in implementing these green initiatives?*
- b) Are there any partnerships or collaborations with educational institutions or private sector players to facilitate the recruitment and training of workers with specialized skills for modern port operations?*
- c) What strategies are being implemented to improve working conditions for port workers, especially in light of safety, health, and labor rights concerns?*

Answer a):

The Ministry of Ports, Shipping and Waterways (MoPSW) in India is actively addressing environmental and sustainability challenges in port operations through a comprehensive set of initiatives aimed at promoting green practices and reducing carbon emissions.

Green Port Development under the Harit Sagar Framework: The Harit Sagar initiative focuses on making Indian ports environmentally sustainable by adopting solar, wind, and hybrid renewable energy solutions. Efforts include implementing effective waste management systems, sustainable dredging practices, and developing shore power infrastructure to minimize emissions during port stays.

Promotion of Alternative Fuels and the Green Hydrogen Economy: The Ministry is establishing Green Hydrogen Hubs at Paradip, Tuticorin, and Kandla Ports to support the transition to cleaner fuels in shipping and port

operations. A phased adoption strategy for liquefied natural gas (LNG), green hydrogen, ammonia, and biofuels is being pursued to facilitate low-carbon maritime activities.

Green Tug Transition Programme (GTTP): Launched to transition at least 50% of all tugs in major ports to green hybrid or fully electric models by 2030, this programme aims to significantly reduce emissions from port operations and set a precedent for sustainable tug operations worldwide.

Compliance with Environmental Regulations: Rigorous enforcement of environmental regulations, including continuous monitoring of maritime activities, ensures alignment with global standards such as MARPOL and the Carbon Intensity Indicator (CII). This regulatory framework aims to reduce pollution and enhance maritime environmental sustainability.

What role does the workforce play in implementing these green initiatives?

Answer: This matter pertains to Ports and inputs from IPA/ Port wing may be sought

b) Are there any partnerships or collaborations with educational institutions or private sector players to facilitate the recruitment and training of workers with specialized skills for modern port operations?

Answer:

The NAV1C Cell-13 Capacity Building for Sector Outreach Education and Training has identified training on Green Initiatives like Alternative fuels, Hydrogen, Ammonia, Emerging Technologies on Green Shipping, Cruise Tourism, Shipbuilding.

Indian Maritime University has been assigned as the nodal agency to identify the training programmes under NAV1C Cell 3,13 and implement programmes as per timelines assigned.

Directorate General of Shipping (DGS) is systematically modernizing training

requirements by updating curriculum standards to incorporate green technology competencies. These efforts include establishing crucial partnerships with maritime training institute to ensure standardized quality education across the sector as per STCW convention and code and its amendments.

c) What strategies are being implemented to improve working conditions for port workers, especially in light of safety, health, and labor rights concerns?

Answer: This matter pertains to Ports and inputs from IPA/ Port wing may be sought.

Question 5

Budget Session 2025 | Rajya Sabha Provisionally admitted Question Diary No. S3202 for 11.03.2025 regarding Green shipping and Sustainability.

- (a) *Initiatives taken by the Ministry to increase focus on Green Shipping and for implementing to reduce carbon emissions from Indian ports and shipping fleets.*
- (b) *(Whether the Ministry is ensuring compliance with the International Maritime Organization's (IMO) decarbonization targets, and what investments are being made towards cleaner and sustainable shipping technologies;*

Answer a):

Compliance with IMO Regulations: India is a signatory to the International Convention for the Prevention of Pollution from Ships (MARPOL) Convention, and all Indian ships comply with Annex VI regulations, including the Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII). Progressive implementation is ensured.

Maritime Vision 2030 (MIV 2030): Maritime Vision 2030 (MIV 2030) emphasizes adopting green and sustainable practices to achieve a 30% reduction in carbon emissions by 2030. Key focus areas include transitioning to renewable energy, promoting LNG and alternate fuels, enhancing operational efficiency through digitalization, and expanding shore power infrastructure at ports.

Harit Sagar Initiative: The Harit Sagar initiative focuses on making Indian ports environmentally sustainable by adopting solar, wind, and hybrid renewable energy solutions. Efforts include implementing effective waste management systems, sustainable dredging practices, and developing shore power infrastructure to minimize emissions during port stays.

MAKV 2047 Strategy: The Maritime Vision 2047 envisions a long-term strategy for carbon-neutral and zero-emission shipping by 2047. It emphasizes research and development in alternative fuels like green hydrogen and ammonia to reduce reliance on fossil fuels. The strategy also promotes

collaboration with global partners to establish green corridors and advance sustainable maritime practices.

Harit Nauka: Launched on January 8, 2024, the Harit Nauka initiative aims for a complete transition to green inland vessels by 2047. A key target of the scheme is to achieve a 30% reduction in carbon intensity of waterways-based passenger transport (using FY 2022-23 as the baseline) by 2030, with a further reduction of 70% by 2047. The scheme envisions the conversion of at least 1,000 inland vessels to Green Fuel-based operations over the next ten years, and by 2047, aims to ensure that 100% of all inland water vessels in India operate on Green Fuels.

Promotion of Green Fuels: The Government has permitted the use of sustainable biofuels and their blends for Indian ships as an initial step towards alternative fuel adoption. Future plans include hydrogen-powered ships under the National Hydrogen Mission, targeting two hydrogen-fueled ships annually from 2027.

Incentives for Green Shipbuilding: Financial assistance of up to 30% is provided for vessels using green fuels (e.g., methanol, ammonia, hydrogen fuel cells) and up to 20% for hybrid or electric propulsion systems under the revised Ship Building Financial Assistance (SBFA) policy.

Shore-to-Ship Power Supply (SPS): Major Indian ports are focusing on providing shore-to-ship electricity for vessels, with phased implementation plans outlined in the Maritime Vision 2030.

Swachh Sagar Online Platform: The establishment of an online reporting platform named Swachh Sagar facilitates digital monitoring and management of fuel bunkering operations, aligning with environmental sustainability goals.

(b) Whether the Ministry is ensuring compliance with the International Maritime Organization's (IMO) decarbonization targets, and what investments are being made towards cleaner and sustainable shipping technologies;

Answer:

Ministry is very well committed to ensuring compliance with the International Maritime Organization's decarbonization targets, a commitment reflected through rigorous adherence to international conventions and the implementation of strategic regulatory measures.

As mentioned in earlier section a-1, by adhering to the MARPOL Convention, specifically Annex VI, the Ministry enforces stringent regulations to reduce air pollution from ships. This includes compliance with the Energy Efficiency Existing Ship Index (EEXI) and the Carbon Intensity Indicator (CII), which are critical measures adopted in recent amendments to ensure ships operate within the required environmental standards.

Moreover, The Ministry also mandates the use of Ship Energy Efficiency Management Plans (SEEMP) across the national fleet. SEEMP serves as a principal framework for ship operators to enhance operational energy efficiency and cut down greenhouse gas emissions systematically. This plan outlines specific strategies for monitoring fuel consumption and implementing operational measures that promote energy conservation.

Investments towards cleaner and sustainable shipping technologies -

Ship Building and Financial Assistance Programme:

To boost the "Make in India" initiative, the Ministry of Ports, Shipping, and Waterways introduced the SBFAP, offering financial assistance to Indian shipyards for contracts signed between April 1, 2016, and March 31, 2026. To promote green ship building in the country, the policy was amended in August 2023 to provide:

- 30% financial assistance for vessels where the main propulsion utilizes green fuels such as Methanol, Ammonia, or Hydrogen fuel cells.
- 20% financial assistance for vessels equipped with fully electric or hybrid propulsion systems.

Maritime Development Fund (MDF): Announced in the Union Budget 2025-26, the government proposed the establishment of a Maritime Development

Fund with a corpus of 25,000 crore to provide long-term, concessional financing for sustainability projects in the maritime sector. The government will contribute up to 49% of the fund, with the balance mobilized from ports and the private sector. This initiative aims to support indigenous shipbuilding and other blue water infrastructure projects, facilitating the transition to a greener maritime industry.

Question 6

Budget Session 2025 | Provisionally Admitted Question Dairy no. U3779 for 18 03.2025 for the Rajya Sabha: Environmental Concerns.

- (a) *How can the Ministry of Ports, Shipping, and Waterways incentivize the adoption of green technologies and sustainable practices across the maritime sector, such as transitioning to alternative fuels, implementing energy-efficient systems, and adopting circular economy principles;*
- (b) *What innovative, data-driven approaches can be developed to monitor, report, and mitigate the environmental impacts of maritime activities, including air and water pollution, habitat destruction, and climate change, and how can these approaches be integrated into existing regulatory frameworks;*

Answer a):

The Ministry of Ports, Shipping, and Waterways (MoPSW) is fully committed to promoting green technologies and sustainable practices in the maritime sector. In line with India's international commitments and national sustainability goals, MoPSW has undertaken several initiatives to incentivize and encourage the adoption of green technologies and sustainable practices across the maritime sector, such as transitioning to alternative fuels, implementing energy-efficient systems, and adopting circular economy principles. Some of such initiatives are explained as below –

Encouraging Green Shipbuilding: The Ministry of Ports, Shipping, and Waterways (MoPSW) has introduced several financial and policy incentives to promote the construction and retrofitting of green vessels. The Ship Building and Financial Assistance Programme (SBFAP) has been amended to provide targeted financial incentives for shipyards constructing vessels that incorporate alternative fuel technologies. Under this scheme, vessels utilizing Methanol, Ammonia, or Hydrogen fuel cells receive a 30% financial subsidy, while vessels with hybrid or fully electric propulsion systems are eligible for a

20% subsidy. This initiative is a direct step towards promoting sustainable shipbuilding under the "Make in India" initiative and supports India's broader decarbonization goals.

Green Tug Transition Programme (GTTP): One of the flagship initiatives of the government is the Green Tug Transition Programme (GTTP), which is a core element of the 'Panch Karma Sankalp.' This program aims to gradually replace diesel-powered harbor tugs with battery-electric and hybrid-powered alternatives. The first phase of the program, running from October 2024 to December 2027, will involve four major ports—Jawaharlal Nehru Port Authority, Deendayal Port Authority, Paradip Port Authority, and V.O. Chidambaranar Port Authority—each of which will procure at least two green tugs. This initiative will significantly reduce emissions at Indian ports and align India's maritime sector with its commitments under the Paris Agreement.

Maritime Development Fund (MDF) and Financial Support Mechanisms: To ensure long-term financing for green initiatives, the government has established the Maritime Development Fund (MDF), which has been allocated ₹25,000 crore under the Union Budget 2025-26. The government will contribute 49% of the fund, with the remaining resources mobilized through private sector investments and port revenues. This concessional financing model is expected to boost investments in sustainable port infrastructure, alternative fuel technologies, and indigenous shipbuilding, further enhancing India's position as a leader in green maritime development.

Port-Based Hydrogen Hubs: Recognizing the immense potential of hydrogen as a maritime fuel of the future, MoPSW is actively developing port-based hydrogen hubs at key major ports. These hubs are intended to act as strategic refueling and bunkering centers for hydrogen and ammonia-powered vessels, supporting India's transition to low-emission fuels. This initiative is a critical part of India's National Hydrogen Mission, which aims to establish the

country as a global leader in hydrogen-based maritime solutions.

Strategic Roadmaps: Maritime India Vision 2030 and Amrit Kaal Vision 2047: The Maritime India Vision 2030 (MIV 2030) and Amrit Kaal Vision 2047 (MAKV 2047) provide a long-term strategic framework for sustainability in the Indian maritime sector. MIV 2030 outlines the transition towards green port infrastructure, electrification of port equipment, and the adoption of alternative fuels to decarbonize Indian shipping. Meanwhile, MAKV 2047 expands on this vision, laying out a roadmap for net-zero emissions, large-scale renewable energy integration, and the adoption of cutting-edge technologies for emissions reduction. Both frameworks emphasize digitalization, regulatory reforms, and global best practices to ensure that India remains at the forefront of sustainable maritime practices.

Shore-to-Ship Power and Green Ports Initiative: The Ministry is implementing Shore-to-Ship Power (Cold Ironing) facilities at major ports to minimize emissions from vessels while they are docked. This will reduce fuel consumption from ships at berth and improve air quality in port cities. Additionally, MoPSW is encouraging the use of electric and hybrid-powered harbor crafts and advancing the development of Green Ports and Net-Zero Emission Port Roadmaps to ensure a structured transition towards sustainability.

Circular Economy and Sustainable Ship Recycling: MoPSW is also reinforcing circular economy principles through strict compliance with the Hong Kong International Convention (HKC) for sustainable ship recycling. Financial subsidies have been extended to shipbreaking yards to facilitate their compliance with HKC standards, ensuring safer and environmentally sound ship recycling practices. Indian shipyards are being encouraged to adopt green recycling practices, which will ensure environmental protection and efficient resource utilization in the shipbreaking

industry. Furthermore, the Ministry is strengthening waste management systems to enhance the recycling of marine debris, plastics, and oily waste from ships, reducing pollution and supporting a cleaner maritime ecosystem.

(b) What innovative, data-driven approaches can be developed to monitor, report, and mitigate the environmental impacts of maritime activities, including air and water pollution, habitat destruction, and climate change, and how can these approaches be integrated into existing regulatory frameworks;

Answer:

The Ministry of Ports, Shipping, and Waterways (MoPSW) is committed to leveraging innovative, data-driven approaches to monitor, report, and mitigate the environmental impacts of maritime activities. With rapid advancements in digital technologies, the Ministry is implementing robust mechanisms to track and reduce air and water pollution, prevent habitat destruction, and combat climate change. These initiatives are integrated into existing regulatory frameworks to ensure compliance with national and international environmental standards.

Digital Monitoring and Emission Tracking Systems: MoPSW has introduced advanced digital platforms to systematically monitor emissions and pollutants from maritime activities. The Swachh Sagar Portal is a key initiative that tracks pollution from ships and provides real-time data on marine waste management. Additionally, the IMO Data Collection System (IMO DCS) has been implemented on all Indian ships to systematically collect and report fuel consumption data, ensuring transparency in emission tracking and compliance with IMO MARPOL Annex VI regulations.

Maritime Single Window Initiative: The Maritime Single Window' (MSW) Initiative is being expanded to streamline reporting and compliance for ports and vessels. This centralized digital platform integrates data on all port

and vessel interactions making it easier for stakeholders to adhere to regulatory requirements while reducing administrative burdens.

NOTE: Above inputs are based on information available with PGS. Inputs from Nodal agencies such as TERI/CSL/IPA of respective programmes may be sought for authentic and latest status of the project.

Question 7

Budget Session 2025 | Rajya Sabha Provisionally Admitted Question Diary No. S515 for 18.03.2025 Regarding Ballast Water Management.

- (a) *What steps is the Indian Government taking to address the environmental concerns related to ballast water management, especially in the context of Andhra Pradesh's coastal regions;*
- (b) *(How does the lack of ballast water management regulations impact the marine ecosystems and fisheries along Andhra Pradesh's coast;*
- (c) *What specific risks do the unregulated ballast water practices pose to the local biodiversity and economy of Andhra Pradesh;*
- (d) *Are there any state specific initiatives or collaborations planned to address these environmental concerns and mitigate the risks associated with ballast water;*
- (e) *If yes, details thereof;*

Answer a):

The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM convention) commonly known as the International Ballast water management convention was adopted in 2004, aims to prevent the spread of harmful aquatic organisms from one region to another by establishing standards and procedures for the management and control of ships' ballast water and sediments. Though the BWM convention is not ratified by Government of India as on date, the provisions of the Ballast water management convention have been included in the new Merchant shipping Bill currently under consideration of the Parliament.

However, foreign ships visiting Indian ports are required to comply with the convention, ensuring that ballast water discharged in Indian waters is treated as per international standards. Indian vessels trading internationally must also comply with the convention and obtain a Statement of Compliance from Recognized Organizations (ROs) authorized by the Indian Administration.

Though no specific steps have been taken by the government particularly in the context of State wise coastal impacts due to ballast water discharges., the Government of India has taken a scientific approach for continuously studying the impact of the ballast water discharges from foreign ships in Indian Ports by National Institute of Oceanography (NIOT). It is pertinent to note that National Institute of Oceanography (NIOT), by Ministry of Earth Sciences, Government of India has established a land-based Ballast Water Treatment Technologies - Test Facility (BWTT-TF) in NIOT Sea Front Site at Pamanji & Vagaru villages in Tirupathi District of Andhra Pradesh. This facility is designed to ensure compliance with international regulations of the Ballast Water Convention 2004 for testing and validation of Ballast Water Treatment System (BWTS) as per D2-discharge regulations of International Maritime Organization (IMO) for basic, type, final approval and also, revalidation of already approved BWTS. The facility also provides innovative solutions for development and testing of ballast water treatment technologies, thus contributing to the reduction of invasive aquatic species and enhancing global marine biodiversity.

(b) How does the lack of ballast water management regulations impact the marine ecosystems and fisheries along Andhra Pradesh's coast;

Answer:

Since the BWM Convention entered into force internationally on 8th September 2017, foreign vessels calling at Indian ports are required to comply with ballast water treatment standards. Additionally, Indian vessels engaged in international trade must also adhere to the convention's requirements.

As a result, most ballast water discharged in Indian waters, including along Andhra Pradesh's coast, is already treated to prevent the spread of invasive species. While domestic coastal vessels operating exclusively in Indian waters are not required to comply with the convention, their contribution to ecological

risks remains limited compared to the larger volume of foreign vessel traffic that is already regulated.

(c) What specific risks do the unregulated ballast water practices pose to the local biodiversity and economy of Andhra Pradesh;

Answer:

The potential risks from ballast water discharges primarily arise from the introduction of non-native marine species, which could impact local biodiversity and fisheries, which include:

Potential Biodiversity Disruptions: Though minimal, there remains a possibility of certain species being transported between domestic ports.

- Local Fisheries Impact: Invasive marine organisms, if introduced, could alter fish populations, though the overall risk is mitigated by international compliance of the Ballast Water Management Convention
- Economic Consequences: Any ecological impact on fisheries or marine ecosystems could have minor economic implications, but widespread international compliance ensures that these risks remain controlled

However, given that the majority of vessels calling at Indian ports comply with the BWM Convention, the risk of invasive species introduction through ballast water is significantly reduced.

(d) Are there any state specific initiatives or collaborations planned to address these environmental concerns and mitigate the risks associated with ballast water;

Answer:

No State specific initiatives or collaborations have been planned presently to address the state specific environmental concerns and mitigate the risks associated with the ballast water discharges from ships although the impact of the ballast water discharges from foreign ships in Indian Ports a study is being carried out by the National Institute of Oceanography, through its Test Facility

(BWTT-TF) in NIOT Sea Front Site at Pamanji & Vagarru villages in Tirupathi District of Andhra Pradesh.

(e) *If yes, details thereof;*

Answer: No information available with this directorate.

Question 8

Budget Session 2025 | Rajya Sabha Provisionally Admitted Question Dy No. 9444 regarding Statutory Surveys and Deficiencies for M.V. Arabian Sea

- (a) Whether the Government has any data of the status of compliance and competition of statutory surveys and deficiencies for M.V Arabian Sea, if so, the details thereof;*
- (b) Whether the Lakshadweep Development Corporation Limited (LDCL) has failed to complete pending deficiencies identified during the final survey, if so, the details thereof;*
- (c) Whether the failure to address deficiencies has caused any delays in the extension*
- (d) The steps taken/proposed to be taken by the Government to ensure that LDCL rectifies deficiencies and complies with statutory requirements for the extension of the certificates;*
- (e) The measures being adopted by the Government to avoid similar lapses in ensuring sea worthiness and safety of vessels under LDCL;*
- (f) Whether the Government has considered initiating a review or imposing accountability on LDCL for the delays and deficiencies, if so, the details thereof;*

Answer:

Yes. The original due date for Renewal survey was 14-12-2024 and further the vessel was permitted to operate under an extension of Certificates till 14-2-2025 after completing the required surveys. As understood from Lakshadweep Development Corporation Ltd (LDCL), Kochi the vessel is presently awaiting for dry-dock slot at CSL to undertake all overdue surveys.

- (b) Whether the Lakshadweep Development Corporation Limited (LDCL) has failed to complete pending deficiencies identified during the final survey, if so, the details thereof;*

Answer:

Yes. The renewal surveys of the vessel, which were due on 14-12-2024, was not

offered on time, citing non availability of dry -dock. LDCL is expected to be more proactive in securing a dry-dock space at a suitable location and sourcing necessary spares well in advance for timely completion of maintenance works and offer the vessel for surveys to ensure fitness to operate

(c) Whether the failure to address deficiencies has caused any delays in the extension of the 'A' certificate for the vessel, if so, the reasons for the delay;

Answer:

Yes. The renewal surveys of the vessel, which were due on 14-12-2024, was not offered on time, citing non availability of dry-dock. LDCL is expected to be more proactive in securing a dry-dock space at a suitable location and sourcing necessary spares well in advance for timely completion of maintenance works and offer the vessel for surveys to ensure fitness to operate

(d) The steps taken/proposed to be taken by the Government to ensure that LDCL rectifies deficiencies and complies with statutory requirements for the extension of the certificates;

Answer:

As a regulator and facilitator, MMD-Kochi has intimated the DGS that they have been conducting regular meetings with all stakeholders to check on the status of operational availability of all passenger vessels and advise LDCL to submit request for all Statutory Surveys prior expiry of the Certificates so that vessel is not delayed for request of A Certificate.

(e) The measures being adopted by the Government to avoid similar lapses in ensuring sea worthiness and safety of vessels under LDCL;

Answer:

As informed by MMD-Kochi, they are regularly checking status with all stakeholders and has advised strict adherence to the maintenance schedule.

(f) Whether the Government has considered initiating a review or

imposing accountability on LDCL for the delays and deficiencies, if so, the details thereof;

Answer:

It is proposed that, the Ministry may consider advising UTL and LDCL to ensure availability of repair slot, availability of spares etc. in timely manner and completion of surveys more diligently, considering the safety of vessel, crew and passengers.

Question 9

Budget Session 2025 | Lok Sabha Provisionally Admitted Question Dy No. 9454 for 21.03.2025 regarding India's Green Maritime Transition.

- a) The mechanisms put in place to track, and publicly report progress on India's green maritime transition;*
- b) Whether there are any Government-led training programs to prepare maritime workers for emerging green shipping technologies.*
- c) If so, the details thereof;*
- d) Whether the Government has set any specific targets for the maritime sector is in line with Amrit Kaal Vision 2047;*
- e) If so, the details thereof;*

Answer a):

The Ministry of Ports, Shipping and Waterways (MoPSW) has established the Green NAVIC Cell-3 as mechanism to track and monitor India's green maritime transition. This specialized cell operates within the NAVIC (Neel Arth Vision Implementation Cell) framework to drive environmental transformation across India's maritime sector. Green NAVIC Cell 3 serves as the central coordination unit for developing, monitoring and implementing eco-friendly practices, renewable energy solutions, and carbon reduction strategies throughout India's extensive port and shipping infrastructure. The programmes are implemented under the ambit of following goals and timelines,

1. Goals for First 100 days
2. Short Term Goals (0-1 years)
3. Medium Term Goals (1-3 years)
4. Long Term Goals (3- 5 years)

b) Whether there are any Government-led training programs to prepare maritime workers for emerging green shipping technologies;

Answer: Yes

c) If so, the details thereof;

Answer: The NAVIC cell -13 Capacity Building for Sector Outreach Education and Training has identified training on Green Initiatives like Alternative fuels, Hydrogen, Ammonia, Emerging Technologies on Green Shipping, Cruise Tourism, Shipbuilding. Indian Maritime University has been assigned as the nodal agency to identify the training programs under NAVIC Cell 3,13 and implement programs as per timelines assigned.

Directorate General of Shipping (DGS) is systematically modernizing training requirements by updating curriculum standards to incorporate green technology competencies. These efforts include establishing crucial partnerships with maritime training institutes to ensure standardized quality education across the sector as per STCW 2010 convention and code and its amendments.

The Government of India, through the Directorate General of Shipping (DGS), has initiated training programs to equip maritime workers with the necessary skills for emerging green shipping technologies, particularly focusing on ships using fuels covered under the International Code of Safety for Ships using Gases or other Low- flashpoint Fuels (IGF Code).

The following training programs are in place:

Basic Training for Ships Using Fuels Covered within the IGF Code (as per DGS Training Circular No. 13 of 2019, dated 30.07.2019)

- This training is mandatory for seafarers responsible for designated safety duties related to the use and emergency response for fuels on board IGF- compliant ships.
- The course duration is 24 hours (4 days), and it is conducted by DGS- approved training institutes.
- The training ensures compliance with Regulation A-V/3 of the STCW Convention, 1978 (as amended) and section A-V/3-1 of the STCW Code.

Advanced Training for Ships Using Fuels Covered within the IGF Code (As

per DGS Training Circular No. 14 of 2019, dated 30.07.2019)

- This course is designed for Masters, Officers, Ratings, and other personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code.
- The training spans 33 hours (5 days) and is conducted at DGS-approved training institutes.
- The program meets the requirements of Regulation A-V/3 of the STCW Convention and section A-V/3-2 of the STCW Code.

Both these training programs aim to enhance the competence of maritime workers in handling alternative fuels and advanced fuel systems, contributing to the Government's commitment towards green shipping and sustainable maritime development.

d) Whether the Government has set any specific targets for the maritime sector is in line with Amrit Kaal Vision 2047;

Answer: Yes

e) If so, the details thereof;

Answer:

The Amrit Kaal Vision 2047 places significant emphasis on transforming India's maritime sector into an environmentally sustainable industry through comprehensive green initiatives.

- Government has set targets and is in line with Amrit Kaal Vision 2047 and they are
- Carbon Emissions reduction - To reduce carbon emissions per ton of cargo by 30% by 2030 and an ambitious 70% by 2047.
- Support to ship breaking yards for being compliant with Hong Kong Convention (on environmentally sustainable recycling) by 2026.
- Development of 5 Green Hydrogen/ Ammonia hubs and 1000+ Green Vessel in the country by 2029.

- Renewable Energy Adoption-60% renewable energy adoption across all major ports by 2030, scaling to 90% by 2047.
- Promotion of coastal shipping as an energy-efficient alternative
- Implementation of Shore to Ship Power Supply, LNG bunkering standards

Question 10 (Repeated – Refer Question 9)

Budget Session 2025 | Rajya Sabha Provisionally Admitted Question Dy No. U4894, U5086 for 25.03.2025 regarding India's commitment to global maritime sustainability.

- a) The mechanisms that are available to track, and publicly report progress on India's green sea transition progress;*
- b) Whether any special training programmes are being conducted by the Government to train maritime workers in green shipping technologies;*
- c) If so, the details thereof*
- d) Whether the Government has set any specific carbon emission reduction targets for India's maritime sector is in line with Amrit Kaal Vision 2047;*
- e) If so, the details thereof;*

Answer a): The Ministry of Ports, Shipping and Waterways (MoPSW) has established the Green NAVIC Cell-3 as mechanism to track and monitor India's green maritime transition. This specialized cell operates within the NAVIC (Neel Arth Vision Implementation Cell) framework to drive environmental transformation across India's maritime sector. Green NAVIC Cell 3 serves as the central coordination unit for developing, monitoring and implementing eco-friendly practices, renewable energy solutions, and carbon reduction strategies throughout India's extensive port and shipping infrastructure. The programs are implemented under the ambit of following goals and timelines,

- 1. Goals for First 100 days
- 2. Short Tenn Goals (0-1 years)
- 3. Medium Tenn Goals (1-3 years)
- 4. Long Term Goals (3- 5 years)

b) Whether any special training programmes are being conducted by the Government to train maritime workers in green shipping technologies;

Answer: Yes

(c) *If so, the details thereof*

Answer:

The NAVIC cell -13 Capacity Building for Sector Outreach Education and Training has identified training on Green Initiatives like Alternative fuels, Hydrogen, Ammonia, Emerging Technologies on Green Shipping, Cruise Tourism, Shipbuilding.

Indian Maritime University has been assigned as the nodal agency to identify the training programmes under NAVIC Cell 3,13 and implement programmes as per timelines assigned.

Directorate General of Shipping (DGS) is systematically modernizing training requirements by updating curriculum standards to incorporate green technology competencies. These efforts include establishing crucial partnerships with maritime training institutes to ensure standardized quality education across the sector as per STCW 2010 convention and code and its amendments.

The Government of India, through the Directorate General of Shipping (DGS), has initiated training programs to equip maritime workers with the necessary skills for emerging green shipping technologies, particularly focusing on ships using fuels covered under the International Code of Safety for Ships using Gases or other Low- flashpoint Fuels (IGF Code).

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- The training spans 33 hours (5 days) and is conducted at DGS-approved training institutes.
- The program meets the requirements of Regulation A-V/3 of the STCW Convention and section A-V/3-2 of the STCW Code.

Both these training programs aim to enhance the competence of maritime workers in handling alternative fuels and advanced fuel systems, contributing to the Government's commitment towards green shipping and sustainable maritime development.

(d) Whether the Government has set any specific carbon emission reduction targets for India's maritime sector is in line with Amrit Kaal Vision 2047;

Answer: Yes

(e) If so, the details thereof;

Answer: The Amrit Kaal Vision 2047 places significant emphasis on transforming India's maritime sector into an environmentally sustainable industry through comprehensive green initiatives.

- Government has set targets and is in line with Amrit Kaal Vision 2047 and they are
- Carbon Emissions reduction - To reduce carbon emissions per ton of cargo by 30% by 2030 and an ambitious 70% by 2047.
- Support to ship breaking yards for being compliant with Hong Kong Convention (on environmentally sustainable recycling) by 2026.

- Development of 5 Green Hydrogen/ Ammonia hubs and 1000+ Green Vessel in the country by 2029.
- Renewable Energy Adoption-60% renewable energy adoption across all major ports by 2030, scaling to 90% by 2047.
- Promotion of coastal shipping as an energy-efficient alternative
- Implementation of Shore to Ship Power Supply, LNG bunkering standards

Question 11

Budget Session 2025 | Rajya Sabha Provisionally Admitted Question Dy No. U5850 for 01.04.2025 regarding Incentives for Research and Development in Green Maritime Technologies

- (a) whether the Government is considering providing incentives such as tax breaks for companies investing in research and development of green maritime technologies.*
- (b) whether the Government has identified key areas for research in green shipping technologies, including alternative fuels and energy-efficient vessel designs; if so, the details there of;*
- (c) The steps taken to collaborate with international organizations and private sector stakeholders to advance green maritime initiatives;*
- (d) The measures undertaken to ensure that such incentives translate into cost-effective and commercially viable sustainable shipping solutions.*

Answer:

Currently, DGS is not aware of any tax breaks being provided by the Gol exclusively for companies investing in green maritime technologies in India.

- (b) whether the Government has identified key areas for research in green shipping technologies, including alternative fuels and energy-efficient vessel designs; if so, the details there of;*

Answer:

The MoPSW has established National Centre of Excellence on Green Ports and Shipping (NCoEGPS in partnership with The Energy and Resources Institute (TERI), with aims to support research and development in sustainable maritime practices. Further information may be sought front TERI.

- (c) The steps taken to collaborate with international organizations and private sector stakeholders to advance green maritime initiatives;*

Answer:

International Maritime Organization (IMO) Collaboration: India has been selected as the pioneer lead country for the IMO's Green Voyage 2050 Accelerator Project, which aims to assist developing countries in reducing

greenhouse gas emissions from ships. Through this project, India is exploring a Green Shipping Fuel Corridor with Singapore, to enhance trade in sustainable fuels, showcasing India's commitment to integrating into the global green fuel market.

India-Denmark Green Strategic Partnership: India has strengthened its maritime collaboration with Denmark, a leader in sustainable maritime technologies. An extended Memorandum of Understanding (MoU) includes cooperation on green maritime technology, shipbuilding, and port modernization. This partnership aims to establish a Centre of Excellence in India to enhance expertise in green technologies and promote knowledge exchange.

d) The measures undertaken to ensure that such incentives translate into cost-effective and commercially viable sustainable shipping solutions.

Answer:

To ensure that incentives for green maritime technologies translate into cost-effective and commercially viable sustainable shipping solutions, the Indian government is providing financial support for the construction of green vessels up to 30% of the total project cost. This financial backing encourages shipowners to invest in alternative fuels and energy-efficient designs, making sustainable shipping more economically attractive.

Note: The inputs above are based on the information available with the DGS. Inputs from TERI and the Research Committee of the MoPSW may be sought for authentic and latest information on the matter.

Question 12

Winter Session 2024 | Rajya Sabha Unstarred Question No. 1988 - Strategies for achieving Net Zero Emissions

- a) What are the most effective strategies for achieving net-zero emissions, and how can they be implemented in various sectors;*
- b) how can we balance the need for rapid emissions reductions with the requirement for sustainable economic growth and development;*
- c) What are the implications of relying on carbon capture and storage technologies versus transitioning to renewable energy sources;*
- d) how can we address the issue of carbon leakage and ensure that net-zero emissions efforts in one country or sector do not lead to increased emissions elsewhere?*

Answer:

In Shipping sector, the 2023 (International Maritime Organisation) IMO revised strategy on reduction of GHG emissions, adopted on MEPC 81 session shall be implemented which is illustrated in brief as below

Targets:

- Net Zero GHG Emissions by or around 2050 according to National Circumstances
- 5- 10% uptake of zero emission fuels by 2030
- 40% reduction in GHG emissions per transport work by 2030 compared to 2008
- Indicative check points:
- 20 to 30% reduction in well to wake GHG Emissions by 2030 compared to 2008
- 70 to 80% reduction in well to wake GHG Emissions by 2040 compared to 2008

Measures:

- A technical element, namely a goal-based marine fuel standard
- Reduction of the marine fuel's GHG intensity

- And an economic element, on the basis of a maritime GHG emissions pricing mechanism.

Aims of measures:

- Technical element will help achieve absolute well to wake emission reduction targets and efficiency intensity targets
- Economic element with incentive will help achieve targets related to uptake of alternative fuels

b) how can we balance the need for rapid emissions reductions with the requirement for sustainable economic growth and development;

Answer:

Embracing renewable energy: a cornerstone of our strategy

Embracing renewable energy resources will play a crucial part in the development of India's sustainable strategy. India is world's third-largest producer of renewable energy, with 42% of our installed capacity sourced from clean and sustainable options. The nation's goal of producing 500 GW renewable energy capacity by 2030 will unlock 80% of power capacity additions from renewable sources.

Government of India's push for green hydrogen through the "National Green Hydrogen Policy" exemplifies the country's determination to promote low-emission fuels and foster transition to alternative fuels.

II. Scaling of current Policy

India has made significant progress towards meeting its emissions reductions targets under the Paris Agreement, but with current policies total GHG emissions would nonetheless increase by more than 40 percent by 2030. While a modest increase in short-term emissions may be necessary to meet poverty reduction and energy security goals, a more rapid scaling up of current policies could help lower emissions considerably over the medium-term and bring India closer to a path to net zero by 2070. Adoption of IMO 2023 Revised

strategy on GHG reduction in shipping sector according to national circumstances and taking cognizance of UNFCCC CBDR-RC principles will balance need for rapid emissions and sustainable economic growth and development.

Harnessing technology for sustainability: a bedrock for climate change action

In the quest to achieve net zero, digital technologies will play a pivot role in the coming future

Equipping communities and businesses with real-time data monitoring and predictive models empowers organizations to anticipate and adapt to climate change impacts. The digitalisation of ports and shipping sector may achieve faster reduction in emission with balanced sustainable economic growth.

These technological advancements can prove to be game changers in the drive toward sustainable growth

c) What are the implications of relying on carbon capture and storage technologies versus transitioning to renewable energy sources;

Answer:

Onboard carbon capture (OCC) covers a range of technologies to capture carbon dioxide emissions from ships during operation. The capture separation and liquefaction process requires energy and increased power demand from the ship machinery. Onboard carbon capture systems need to be integrated with the machinery onboard optimizing energy utilization without impairing the operation of the vessel.

Equipment for capture, separation, liquefaction and intermediate storage requires ample room, and planning for this needs careful consideration. Systems need to be carefully designed and integrated onboard to maximize performance and maintain the safety of the vessel. Excessive dependence on carbon capture and storage (CCS) to reach Net Zero

goals would be “hugely economically investment Wide use of renewable energy on-board ships is yet to be implemented With demand of reduction of GHG emissions grows with regulatory interventions in future, use of renewable energy on-board may grow.

d) how can we address the issue of carbon leakage and ensure that net-zero emissions efforts in one country or sector do not lead to increased emissions elsewhere?

Answer: Not related to shipping Sector

Question 13

Winter Session 2024 | Rajya Sabha Provisionally Admitted Question Dy. No.II1527 for answer on 30.07.2024 regarding Marine Noise Pollution from Shipping Industry

- a) *Whether research has been conducted to assess the impact of underwater noise emissions from ships on marine species and ecosystems;*
- b) *the details thereof;*
- c) *Whether there are regulations in place to mitigate underwater noise pollution from shipping activities and stricter enforcement or new measures to address this issue in order to protect marine biodiversity'*
- d) *the details thereof;*
- e) *The details of research and technology development aimed at finding innovative solutions to reduce underwater noise emissions from ships and opportunities for public - private partnerships or International Cooperation to address this issue on a global scale, if any?*

Answer:

Ministry of Earth Sciences is the concerned Ministry for conducting research to assess the impact of Underwater Noise from Ships on Marine Species and Ecosystems.

- b) *the details thereof;*

Answer: the details thereof; As above

- c) *Whether there are regulations in place to mitigate underwater noise pollution from shipping activities and stricter enforcement or new measures to address this issue in order to protect marine biodiversity'*

Answer:

There are no regulations presently in place. However, the Revised Guidelines for the "Reduction of Underwater Radiated Noise from shipping to address adverse impacts on Marine Life" was adopted by Maritime

Organization as MEPC.1/Circ.906 in July 2023. These guidelines are recommendatory in nature and encompass a ship's design, construction, modifications, and operation, can be applied to any ship. For existing ships, the guidelines recommend implementing management plans to the extent that is feasible and practical.

d) If yes, the details thereof;

Answer: If yes, the details thereof; As above

e) The details of research and technology development aimed at finding innovative solutions to reduce underwater noise emissions from ships and opportunities for public - private partnerships or International Cooperation to address this issue on a global scale, if any?

Answer:

IMO-UNDP-GEF GloNoise Partnership Project was launched in 2024, with India participating as a Lead Pilot country alongside other developing countries like Argentina, Chile, Costa Rica, South Africa, and Trinidad & Tobago. And Madagascar, Malaysia, and Georgia as twinning countries.

- The aim of this project is to establish a truly global stakeholders' partnership, assist developing countries in raising awareness, build capacity, and collect information to support the policy dialogue on underwater noise mitigation from shipping.
- As an outcome of this project, a toolkit will be developed for the assessment of underwater noise and a global policy for the mitigation of underwater noise.

Question 14

Winter Session 2024 | Rajya Sabha Provisionally Admitted Question Diary No.: S142 for Answer on 06.08.2024 regarding Making Aatmanirbhar Bharat in the Shipping sector.

- a) Efforts made by the Government to make 'Aatmanirbhar Bharat*' in the shipping sector*
- b) whether the Indian Government Has drawn any roadmap for improving the quality of domestic shipping industry*
- c) If so, the details thereof;*
- d) Whether efforts by the Government in the last decade have improvement in the shipping sector's contribution to the country's GDP.*
- e) If so, the details thereof;*

Answer a):

The Indian government has undertaken several initiatives to make the country self-reliant or "Aatmanirbhar" in the shipping sector. These efforts are part of a broader strategy to enhance the domestic capabilities and reduce dependency on foreign entities. Some of the key initiatives include:

Development of Domestic Shipbuilding Industry

- Shipbuilding Financial Assistance Policy: Extended until 2026, this policy provides subsidies to Indian shipyards on contracts secured between 2016 and 2026, which helps in reducing the cost of shipbuilding.

Maritime India Vision 2030

- Blueprint for Development: Maritime India Vision 2030 outlines a comprehensive strategy for the development of the maritime sector. It includes plans for the modernization of ports, development of new port infrastructure, and enhancement of the shipbuilding industry.

Skill Development: The vision also emphasizes the need for skill development in the maritime sector, ensuring a skilled workforce that can meet the industry's demands.

Environmental Sustainability

Green Shipping Initiatives: The government is promoting environmentally sustainable practices in the shipping industry. This includes the use of renewable energy, reducing carbon emissions, and adopting cleaner technologies.

These efforts collectively aim to make India self-reliant in the shipping sector, fostering growth, enhancing efficiency, and reducing dependency on foreign entities.

b) whether the Indian Government Has drawn any roadmap for improving the quality of domestic shipping industry

Answer: Yes

c) if so, the details thereof?

Answer:

The Indian government has drawn a comprehensive roadmap to improve the quality of its domestic shipping industry. Several major initiatives and programs have been launched to achieve this goal:

Sagarmala Programme:

Launched in 2015, this initiative focuses on modernizing ports, enhancing port connectivity, and promoting coastal shipping and inland waterways. The aim is to reduce logistics costs and create new jobs. Under the Sagarmala Programme, there are 839 projects worth investment of ~INR 5.79 Lakh Cr. for implementation by 2035. Out of 839 projects, 272 projects worth ~INR 1.41 Lakh Cr. have been completed and 214 projects worth ~INR 1.63 Lakh Cr. are under implementation. In addition to the above, 353 projects worth ~INR 2.73 Lakh Cr. are under various stages of development.

Maritime India Vision 2030:

Introduced in 2020, this blueprint is designed to position India at the forefront of the global maritime sector by ensuring coordinated and accelerated growth of the maritime industry. It includes over 50 smart port initiatives aimed at modernizing port infrastructure and operations.

PM Gati Shakti National Master Plan:

Launched in October 2021, this plan aims to improve logistics efficiency through integrated infrastructure development. It focuses on multimodal connectivity and reducing logistics costs by improving first and last-mile connectivity.

National Infrastructure Pipeline (NIP):

Announced in December 2019, this initiative aims to invest ₹103 trillion (US\$1.4 trillion) in infrastructure projects, including ports, to make India a US\$5 trillion economy by 2025. The NIP covers various sectors such as transportation, energy, and logistics.

National Logistics Policy:

Launched in September 2022, this policy provides a comprehensive agenda for developing the logistics ecosystem in India. It aims to improve the efficiency of the logistics sector which is crucial for the shipping industry.

Coastal Shipping and Inland Waterways:

The government is promoting the use of coastal shipping and inland waterways as cost-effective and environmentally friendly modes of transport. This includes operationalizing National Waterways and enhancing the coastal fleet.

Green and Digital Initiatives:

Efforts are being made to adopt environmentally sustainable practices and digital technologies to improve port operations. This includes the use of renewable energy, automation, and digitalization to streamline processes and reduce the carbon footprint.

These initiatives collectively aim to enhance the competitiveness, efficiency, and sustainability of India's domestic shipping industry, making it a key driver of economic growth.

d) Whether efforts by the Government in the last decade have improvement in the shipping sector's contribution to the country's GDP.

Answer: Yes

e) If so, the details thereof and if not, the reasons therefor?

Answer:

The Indian Government's efforts over the past decade have had a positive impact on the shipping sector, contributing to its growth and its contribution to the country's GDP. Several key Initiatives and reforms have played a crucial role in this transformation:

Question 15

Winter Session 2024 | Provisionally Admitted Rajya Sabha Question starred Dy. No. 2915 for answer on 10.12.2024 on efforts to make India a developed Nation by 2047.

- (a) The efforts made by the Ministry to achieve the vision to make India a developed Nation by 2047 in the last five years;*
- (b) Whether the Government Ministry has formulated any roadmap or action plan to realize the goal of 'Viksit Bharat' by 2047, specifically in the ports, shipping and waterways sectors;*
- (c) If so, the details thereof;*
- (d) Whether Ministry is evaluating new policies/schemes and legislative proposals based on their potential contribution towards achieving 'Viksit Bharat' by 2047;*
- (e) If so details thereof and if not, reasons thereof;*

Reply: Union Budget 2023-24 outlined the Vision of Amrit Kaal which shall reflect on empowered and inclusive economy. Vision for Amrit Kaal includes technology-driven and knowledge-driven-based economy with strong public finance and robust financial sector. MoPSW has formulated Amrit Kaal Vision 2047 (AMKV-2047) to be broader, more comprehensive roadmap for maritime transformation in the next 25 years. AMKV-2047 has identified more than 300 actionable points across Ports, Shipping, Waterways sector targeting development across areas like world-class infrastructure, green shipping, promotion of ship building, ship recycling while focusing on international capacity building to promote centres of excellence across specialisation in maritime sector aimed at driving growth through innovation.

- (b) Whether the Government Ministry has formulated any roadmap or action plan to realize the goal of 'Viksit Bharat' by 2047, specifically in the ports, shipping and waterways sectors;*

Answer: Yes.

(c) If so, the details thereof;

Reply: As per sheet attached for D.G (Shipping).

DGS Data from Sagarmanthan (Annex 1)

Table 8DGS Data from Sagarmanthan Portal

S	Focus Area	Initiative Id	Initiative Name	Reference
1	Lead the World in Safe, Sustainable & Green Maritime Sector	Theme 1: Green Shipping Policy; 2	Set up initial corpus based Green Shipping fund	New Initiative Under BE
2	Lead the World in Safe, Sustainable & Green Maritime Sector	Theme 1. Green Ports: Policy: 1	Guidelines for bilge and ballast water management	Extension of MIV Initiative
3	Lead the World in Safe, Sustainable & Green Maritime Sector	Theme 1: Green Shipping: Policy: 5	Green incentive program	New initiative Under BL
4	Promote Ocean. Coastal & River Cruise Sector	Theme 2. Policy: 6	Cabotage relaxation	From MIV
5	Promote Ocean, Coastal & River Cruise Sector	Theme 2. Policy 6	Cabotage relaxation	From MIV
6	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 4	Cooperation with regional institutions for co-sponsored papers on topic of common interest	New initiative Under BE

7	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 5	Development of SOP for ratification	New Initiative Under BE
8	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional S	Ratification of relevant conventions	New Initiative Under BL
9	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: S	Ratification of relevant conventions	New initiative Under BL
10	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 5	Ratification of relevant conventions	New Initiative Under BE
11	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional. 7	Development of SOP to improve timely & effective implementation of identified conventions	New initiative Under BE
12	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 8	Updation of rules framed under International Conventions	Extension of MIV Initiative
13	Strengthen India's global maritime presence	ThemeS: Infrastructure/ Institutional: 8	Updation of rules framed under International Conventions	Extension of MIV Initiative

(d) Whether Ministry is evaluating new policies/schemes and legislative proposals based on their potential contribution towards achieving 'Viksit Bharat' by 2047;

Reply: As above.

(e) If so details thereof and if not, reasons therefor;

Reply: As above.

Question 16

Winter Session 2024 PQ NO. 1879 regarding GTTP for Answer on 06.12.2024

(a) Salient Features of the Green Tug Transition Program (GTTP)

(b) Details of Total Cost, Date of Commencement, and Number of Ports Selected for Phase One

(c) Alignment with Maritime Amrit Kaal Vision 2047:

(d) Details of Alignment with Maritime Amrit Kaal Vision 2047:

Answer a):

The Green Tug Transition Program (GTTP) is a key initiative under the Panch Karma Sankalp and aims to convert conventional diesel-powered harbour tugs operating in Indian ports into environmentally sustainable, green-powered alternatives, such as hybrid or fully electric tugs. This initiative is part of India's broader commitment to decarbonize its maritime operations and reduce greenhouse gas emissions.

The salient features include:

- Adoption of cleaner fuel technologies, such as hybrid engines powered by LNG, hydrogen, or electric batteries.
- Gradual phasing out of existing diesel tugs, aiming for a complete green tug fleet by 2040.
- Supporting sustainable maritime operations by reducing air and noise pollution in ports.
- Partnership with private stakeholders, technology providers, and financial institutions to support technological adoption and financing.
- Promoting innovation in the shipbuilding sector for local manufacturing and retrofitting of tugs.

The GTTP will reduce emissions in key Indian ports, making them greener and enhancing their compliance with international environmental standards.

(b) Details of Total Cost, Date of Commencement, and Number of Ports Selected for Phase One:

Answer:

The estimated total cost of the GTTP is approximately INR 1000 crore, covering infrastructure development, retrofitting existing tugs, and acquiring new green tugs.

Phase I of GTTP began on October 1, 2024, and will continue until December 31.

Four major ports selected for Phase I:

- Jawaharlal Nehru Port Authority
- Deendayal Port Authority
- Paradip Port Authority
- V.O. Chidambaranar Port Authority

These ports will procure or charter at least two green tugs based on standard designs and specifications issued by the Standing Committee (SSC). The first set will adopt other emerging technologies such as hybrid, methanol, and battery-electric, with provisions to evolve as the industry progresses.

(c) Alignment with Maritime Amrit Kaal Vision 2047:

Answer:

Yes, the Green Tug Transition Program is aligned with the Maritime Amrit Kaal Vision 2047, which was launched in 2023. The Maritime Amrit Kaal Vision focuses on creating a sustainable, technologically advanced, and globally competitive maritime industry by 2047, in line with the larger goals of Atmanirbhar Bharat. The GTTP contributes directly to the environmental sustainability component by aiming to reduce the maritime sector's carbon footprint and promoting green port infrastructure development.

(d) Details of Alignment with Maritime Amrit Kaal Vision 2047:

Answer: The alignment of the GTTP with the Maritime Amrit Kaal Vision 2047 can be summarized as follows:

- **Decarbonization:** The program directly supports the decarbonization goal by transitioning to green-powered tugs, reducing carbon emissions at major ports. By the end of 2040, all tugs operating in Indian Major Ports are envisioned to transition to green tugs, ensuring a standardized, eco-friendly fleet across the country.
- **Green Technology Adoption:** The program encourages technological advancements and adoption of clean energy solutions, supporting the vision's emphasis on technological growth. Harbor tugs, which are vital for port operations like berthing, unberthing, and ship assist functions, are ideal candidates for adopting green technologies such as electric propulsion and alternative fuels, which can significantly cut emissions while maintaining operational efficiency.
- **Economic Competitiveness:** By implementing green initiatives, India can enhance its maritime competitiveness globally, attracting international shipping that seeks environmentally responsible port partners.
- **Infrastructure Development:** Investments under GTTP also contribute to enhancing infrastructure needed for green energy, aligning with the vision's infrastructure modernization goals.
- **Employment and Innovation:** The GTTP will be a major boost to the domestic tug industry, with all tugs built under this program constructed in Indian shipyards as part of the Government of India's Make in India initiative. The program is also expected to create significant employment opportunities in shipbuilding and ship design, promoting domestic innovation and manufacturing in the maritime industry.

Note: The inputs above are based on information available with DGS. TERI is the nodal agency for implementation of the Green Tug Transition Programme (GTTP). Inputs from TERI/CSI/IPA may be sought for authentic latest status of the project.

Question 17

Rajya Sabha PQ No: S934, S523, S547, S760, S1007, U365,U549,U580, U665, U901, U941 | to be answered on 02.12.2025 | Development of Major Ports as Green Hydrogen Hubs under the National Green Hydrogen Mission.

- (a) Whether any major ports have been identified for development as Green Hydrogen Hubs under the National Green Hydrogen Mission, and if so, the names of such ports and the criteria used for their selection.*
- (b) Whether the Government has issued any policy framework or guidelines for establishing hydrogen production, storage, bunkering, and related infrastructure at major ports, and if so, the details thereof.*
- (c) Whether Paradip Port in Odisha has been considered for this purpose, and if so, the details thereof.*
- (d) Whether New Mangalore Port, considering its refinery, petrochemical, LNG, and export-oriented industrial ecosystem, is under evaluation for development as a Green Hydrogen or Green Ammonia, Hub and if so, the status of the proposals if any submitted in this regard, and*
- (e) the expected outcomes in terms of investment mobilization, technology deployment and adoption of clean maritime fuels through the development of hydrogen-ready ports?*

Answer: The queries are related to Ports and hence Port Wing may be in a better position to provide more authentic and accurate inputs.

Question 18

Provisionally Admitted Rajya Sabha Starred/Unstarred Ques. | Dy. No. S1200 on 02.12.2025 | "Upgradation of Minor Terminals and National Coastal & Inland Shipping Strategy"-reg.

e) Environmental safeguards for expanding coastal and inland shipping, aligned with India's net-zero goals, including monitoring mechanisms to ensure ecological protection and strengthen long term operational resilience.

Answer:

The Government is committed to expand coastal and inland waterway shipping in a manner fully aligned with India's Net-Zero targets and ecological protection commitments. All new initiatives under Sagarmala, Harit Sagar Green Port Guidelines, and the Maritime India Vision 2030 incorporates mandatory environmental safeguards, including shore-side emissions reduction, energy-efficient vessel standards, and promotion of low-carbon fuels such as LNG, methanol and biofuels.

Coastal shipping in India is to comply with IMO standards under MARPOL and the IMO's energy-efficiency framework, as applicable to their type and tonnage. In line with India's net-zero commitments, emissions from eligible vessels operating in Indian coast are monitored through the IMO Data Collection System (DCS), which captures annual fuel consumption, distance travelled and operational hours to assess and reduce carbon intensity.

Question 19

Inputs for RSSQ diary no. S1146 due for 02.12.2025-reg "Promotion of Solar Power Operated Boats to Reduce Marine Pollution".

d) whether the Government intends to encourage research in solar- powered boat technology to enhance efficiency, durability, and cost-effectiveness;

Answer:

Further, the Ministry of Ports, Shipping and Waterways supports such initiatives under its Research and Development Scheme, which invites proposals from central universities, research institutions, and industry. The scheme identifies "Energy Conservation on Board Ships" and "Green Fuel Systems" as priority thrust areas, thereby integrating research related to solar and other renewable-powered vessels.

Question 20

Provisionally Admitted Question Dy.No. S116 for the Rajya Sabha regarding Embracing net zero: a crucial step towards a sustainable future for reply on 02.12.25 – reg.

(a) Whether the government has set any goals for reducing carbon emissions in the maritime sector

Answer

The Government has set quantified goals for reducing carbon emissions in the maritime sector, with the long-term objective of achieving net-zero emissions in the maritime sector by 2070. These goals are aligned with India's national commitments towards Net-Zero announced at COP26 and form part of a broader roadmap for greening port, shipping and logistics operations. To achieve these goals, the Ministry has initiated a series of measures aimed at progressively lowering emissions from ports, shipping operations, and maritime logistics by improving energy efficiency, scaling up renewable energy, and facilitating the transition to greener fuels.

b) if yes details thereof along role of the Sagar Mala Program and Maritime India Vision 2030 contributes to achieving these goals

Answer

The Sagar Mala Program and the Maritime India Vision (MIV) 2030 play an important role in achieving the above decarbonization targets. Under Sagar Mala, port modernization, logistics efficiency and expansion of coastal and inland water transport help shift cargo from high-emission road transport to cleaner maritime modes, thereby reducing fuel consumption and emissions. The program also supports electrification, energy-efficient equipment, and digital systems across ports.

MIV 2030 provides a comprehensive vision for sustainable maritime development and includes targets such as 60% renewable energy usage in ports, shore-to-ship power for all vessels by 2030, 50% electrification of port equipment by 2030, and 100% adoption of energy-efficient appliances.

Vision also promotes the development of green-fuel ecosystems including hydrogen, ammonia, LNG, methanol and biofuels.

(c) whether Harit Sagar Guidelines play any role in reducing the environmental impact of shipping and port activities, if so details thereof for its effective implementation

Answer

The Harit Sagar – Green Port Guidelines 2023 serve as a dedicated framework for promoting environmental sustainability in port operations. The Guidelines mandate Major Ports to reduce energy consumption per ton of cargo by 20% by 2030, and carbon emissions per ton of cargo by 30% by 2030 and 70% by 2047. They also provide detailed measures for port electrification, renewable energy integration, rainwater harvesting, water recycling, green buildings, and expansion of green cover. Implementation is ensured through port-wise Green Port Plans, performance monitoring, and alignment with national and international sustainability standards.

(d) whether government has undertaken any measures to promote the adoption of green technologies and fuels to encourage sustainable practices in the maritime sector.

Answer

The Government has undertaken several measures to promote green technologies and fuels in the maritime sector. These include promotion of cleaner fuels such as LNG, green hydrogen, green ammonia and methanol, Port based Green Hydrogen hubs and implementation of pilot projects for battery-powered, hybrid, LNG-fueled and hydrogen-fueled vessels. The Green Tug Transition Program (GTTP) has been launched to facilitate electrification of tugboats in a phased manner. Major Ports are also developing shore-to-ship power systems and enhancing renewable energy capacity as part of their transition plans. Further, steps are being taken to align ports and ships with

IMO's greenhouse gas reduction strategy, including strengthening of emissions monitoring, digital systems, and support for R&D in advanced green shipping technologies.

4.2 Nautical Division

Overview:

The Nautical Division of the Directorate General of Shipping is responsible for regulating navigation safety, certifying seafarers, and ensuring compliance with international maritime protocols. It plays a central role in implementing the STCW Convention, overseeing Port State Control (PSC), and maintaining standards for watchkeeping, bridge operations, and navigational audits.

The division also manages the issuance of Certificates of Competency (CoCs), monitors navigational incidents, and coordinates with international bodies to uphold safety and operational standards aboard Indian-flagged vessels.

Key Functions:

- Certification of deck officers and navigational personnel
- Oversight of Port State Control inspections
- Investigation and reporting of navigational incidents
- Implementation of STCW standards and training protocols
- Coordination with IMO and other international maritime bodies

Important Data Sets

Table 9 Marine Casualty and Very Serious Marine Casualty Incidents up to October 2025

Sr. No.	Type of Incident	Number of Incidents	Death	Injury
1.	Collision	3	0	0
2.	Fire and Explosion	6	10	7
3.	Man Overboard	10	8	2
4.	Sinking	2	0	0
5.	Grounding	2	0	0
6.	Occupational Incident	57	12	45
7.	Occupational Incident MEDEVAC	3	1	2
8.	Flooding	0	0	0
9.	Hijacking and Piracy	1	0	1
10.	Loss of anchor / propeller	3	0	0
11.	Machinery Failure	2	0	0
	Total	89	31	57

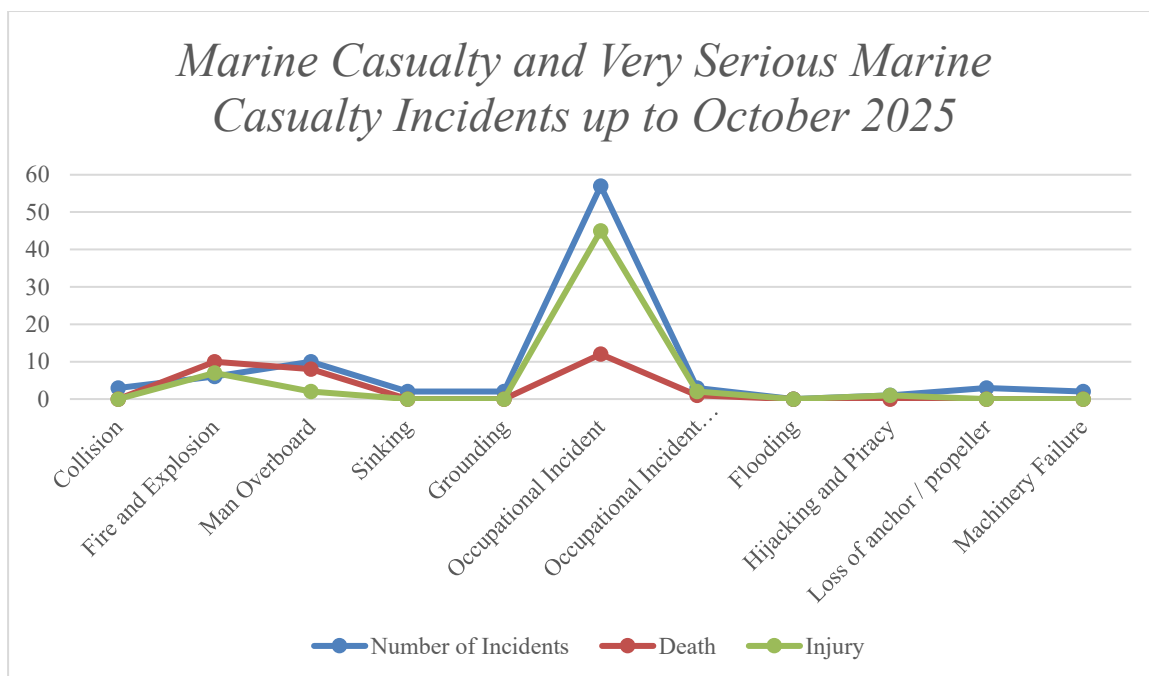


Figure 8 Marine Casualty and Very Serious Marine Casualty Incidents up to October 2025 Chart

Table 10 Non-Operational Casualty Incidents up to October 2025

Sr. No.	Type of Incident	Number of Incidents	Death	Injury
1.	Arrested Ashore	0	0	0
2.	Death Ashore	5	5	0
3.	Desertion	8	0	0
4.	Incident Ashore	0	0	0
5.	Incident Onboard (MEDEVAC)	0	0	0
6.	Injury	1	0	1
7.	Missing/MOB	7	6	0
8.	Sickness & Death onboard	30	30	0
9.	Sickness onboard	15	0	0
10.	Sickness onboard & Death ashore	5	5	0

Sr. No.	Type of Incident	Number of Incidents	Death	Injury
11	Sickness onboard (MEDEVAC)	4	1	0
12	Suicide	6	6	0
13	Wilful Default	5	1	8
14	Stowaway	1	0	0
	Total	87	54	9

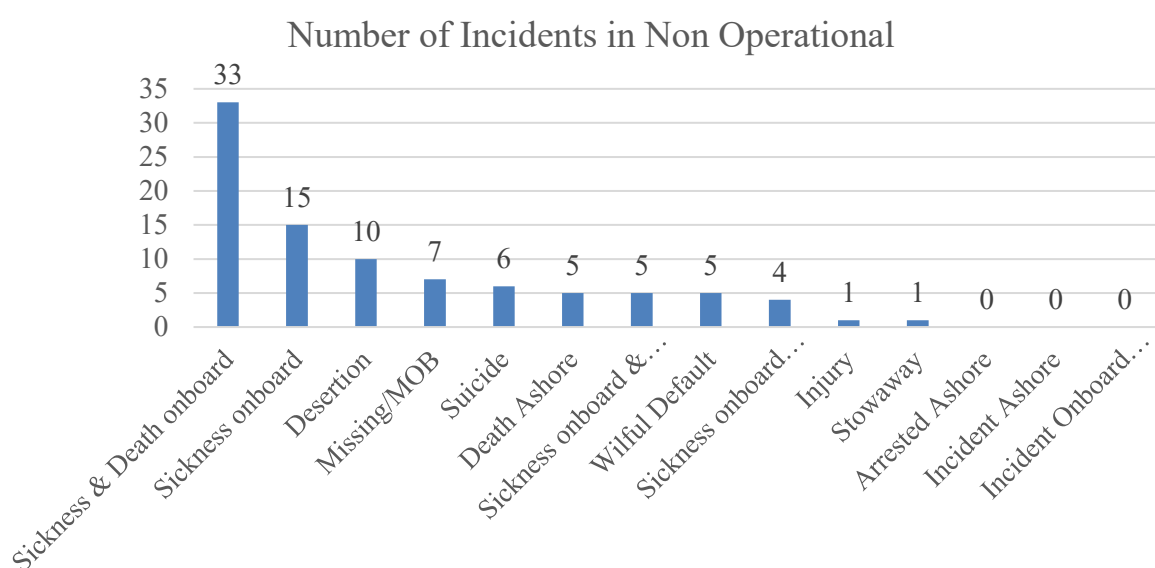
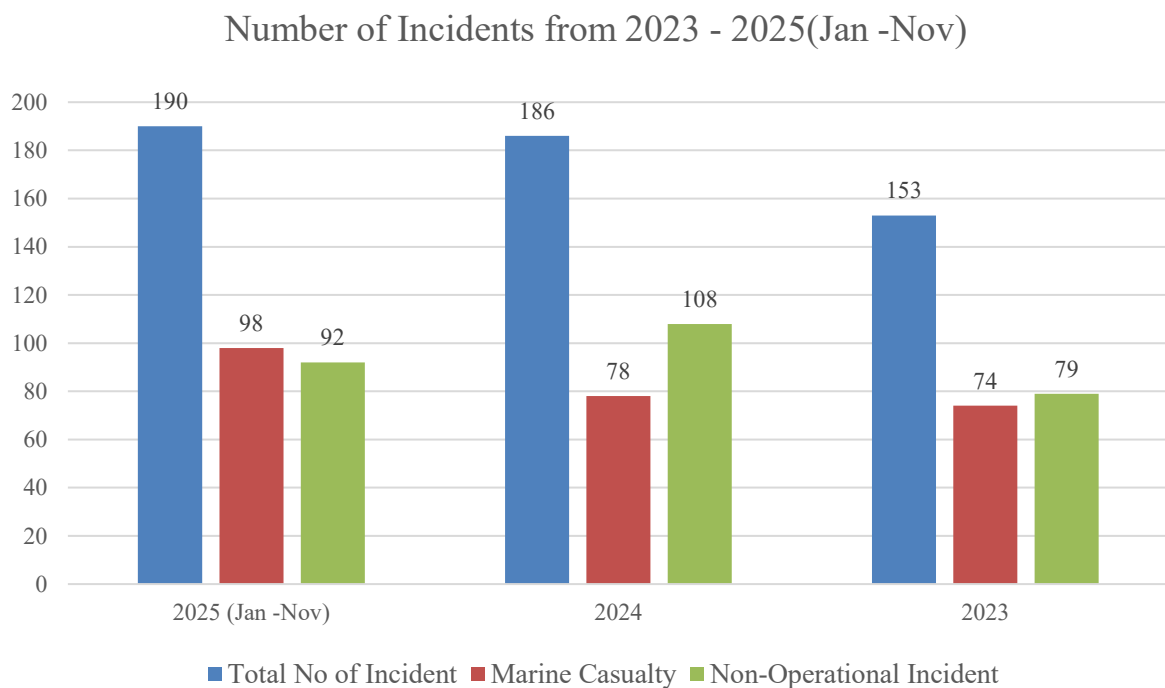


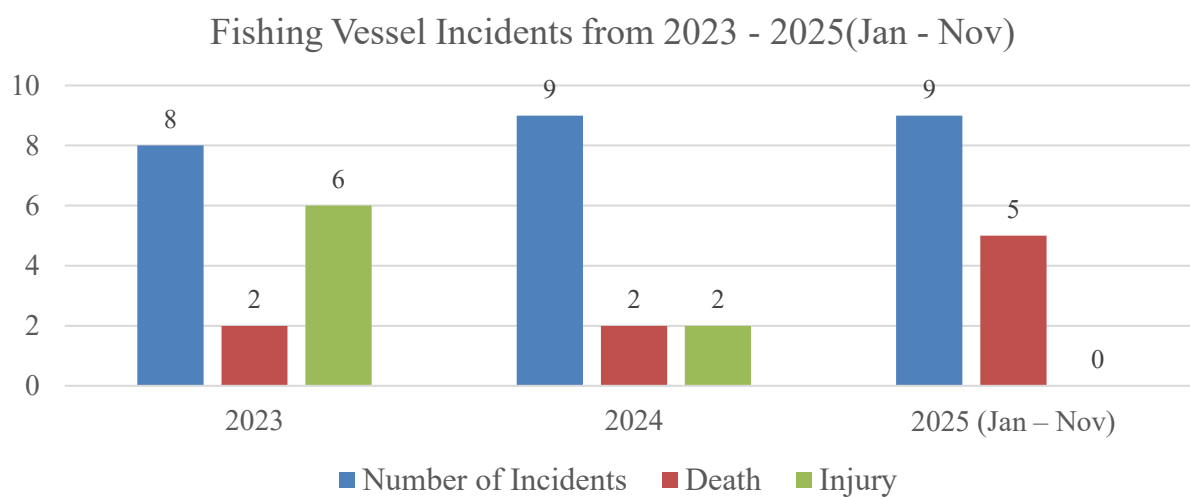
Table 11 Comparison Table for 2023, 2024 and 2025 Incidents

2025(Jan-Oct)	
Total No of Incident	176
Marine Casualty	89
Non-Operational Incident	87
2024	
Total No of Incident	186
Marine Casualty	78
Non-Operational Incident	108
2023	
Total No of Incident	153

Marine Casualty	74
Non-Operational Incident	79
21.6% escalation in reported casualties was noted in 2024 over 2023, increasing from 153 to 186	

Year	Number of Incidents	Death	Injury
2023	8	2	6
2024	9	2	2
2025 (Jan – Nov)	9	5	0
Total	26	9	8





Year	Number of Incidents	Death	Injury
2023	8	2	6
2024	9	2	2
2025 (Jan – Nov)	9	5	0
Total	26	9	8

Table 12 Examination Data for FY 2022-23, 2023-24, 2024-25

GRADE	FY 2022-23	FY 2023-24	FY 2024-25	Apr 25-Jun 25	Jul 25- Nov 25
	No of Candidates entered the system ie. Assessments done	No Of Candidates exited the system ie. COC Issued	No of Candidates entered the system ie. Assessmen ts done	No Of Candidates exited the system ie. COC Issued	No Of Candidates exited the system ie. COC Issued
MATER FG	875	572	816	754	332
CHIEF MATE FG	2079	839	2698	849	542
SECOND MATE FG	1920	2221	2414	1784	1038
MASTER NCV	52	27	50	25	16
CHIEF MATE NCV	284	40	217	31	13
NWKO NCV	210	14	260	30	15
Dredge Mate Grade - I	1	0	1	0	0
Dredge Mate Grade - II	0	0	0	0	0
Dredge Master Grade - I	7	0	6	4	1
Dredge Master Grade - II	15	0	3	1	2
Dredger	0	0	2	2	1
Skipper Grade - I	2	0	0	1	0
Skipper Grade - II	0	0	0	0	0

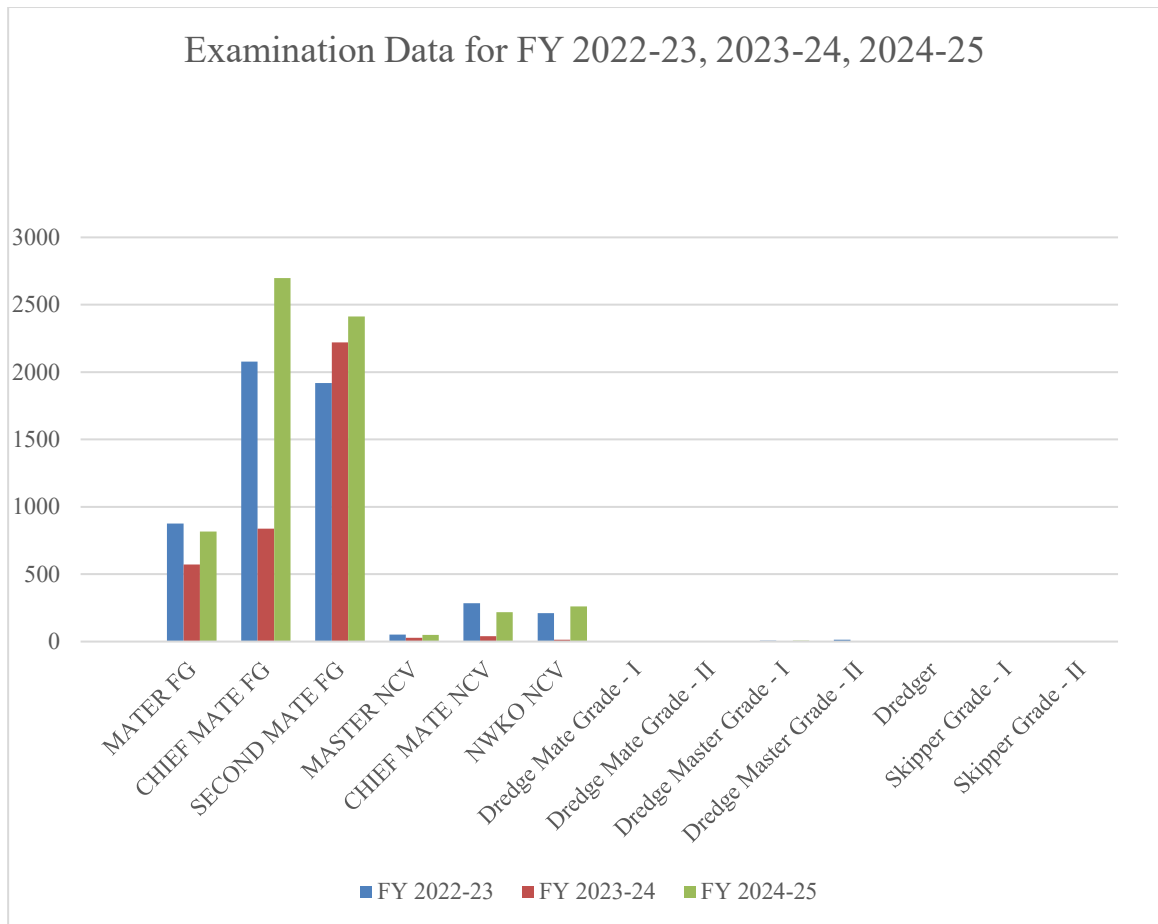


Figure 9 Exam Data FY 2022-23, 2023-24, 2024-25 Chart

Key Highlights

Marine Casualties Jan -Jun (2025)

- Occupational incidents constituted nearly 67%(32) of all reported cases, reaffirming that ship-board activity risks were the dominant cause of marine casualties during this period.”
- Two major fire and explosion incidents accounted for 8 of the 15 fatalities – nearly 53%, making them the leading cause of deaths during the reporting period.
- Marine casualties increased from 33 cases in Jan-Jun 2024 to 48 cases in Jan-Jun 2025, marking a rise of approximately 45% over the same period.
- Indian-flagged vessels accounted for only 6 of the 48 marine casualties, representing a relatively modest share of about 12.5% during this period.

Marine Casualties - 2024:

- An upward trend was observed in total collision incidents, rising from 5 in 2023 to 10 in 2024.
- Fire and explosion cases declined by over 50%, from 13 in 2023 to 6 in 2024.
- Indian-flagged vessels were involved in just 1 fire/explosion case, down from 7 in 2023.
- Occupational casualties remained the highest among marine incidents, though slightly decreased from 50 in 2023 to 47 in 2024.
- Only 4 of the 47 occupational incidents involved Indian-flagged vessels, accounting for just 8.5% of the total.
- Bulk carriers, Container Vessel and Oil tankers were the most frequently involved in marine casualties.
- No major pollution incidents were reported during the year, despite an overall rise in casualties.
- Loss of anchor/propeller cases emerged in 2024 with 2 incidents — none were reported in 2023. Indian-flagged vessel involvement in both fire/explosion and occupational cases showed a downward trend
- Indian-flagged vessels continued to represent a minor share in total marine casualties, showing relative operational control.
- Compared to 2023, non-operational incidents in 2024 rose by 36.7%, with noticeable increases in desertion and missing crew cases contributing to the overall shift.

Non-Operational Incidents Jan -Jun (2025)

- Health-related cases — including sickness and death onboard — comprised 61% of all incidents, reaffirming medical conditions (Cardiac Arrest, Stroke, et.) as the leading contributor to this category.
- Mental health-related (suicide, etc.) incidents contributed 13%, demonstrating the growing need for mental health support and intervention protocols at sea.

- Non-operational incidents moved from 55 cases in Jan–Jun 2024 to 62 cases in the corresponding period of 2025, indicating a mild upward shift
- Among the 62 non-operational incidents recorded, just 4 involved Indian-flagged vessels, reflecting a limited share of around 6.5%.

Non-Operational Incidents 2024:

- Total non-operational incidents in 2024 rose by 36.7%, increasing from 79 in 2023 to 108.
- Desertion cases showed a sharp increase of 76.9%, rising from 13 to 23.
- Missing or man overboard cases also recorded a 42.9% increase, from 14 cases in 2023 to 20 in 2024.
- Sickness-related fatalities onboard remained largely the same, with 25 cases in 2024 compared to 24 in 2023.
- Indian-flagged vessels were associated with only 9.3% of all non-operational incidents in 2024, indicating good performance.
- The number of Indian-flagged non-operational cases rose from 7 in 2023 to 10 in 2024, though the share remained proportionally low.
- The year 2024 marked zero suicide incidents on Indian-flagged vessels, reflecting positively on onboard conditions and oversight.
- The total number of fatalities resulting from non-operational incidents increased from 55 in 2023 to 61 in 2024.
- 60% of the non-operational incidents in 2024 were linked to crew aged 20-40, marking the highest representation across all age groups.
- No cases of desertion or suicide were reported on Indian Flagged vessels in 2024, reflecting a steady crew environment.

Recent Incidents:

Fire & Explosion on MT FULDA

Incident Overview: On 6th July 2025 at approximately 1305 hours IST, the oil tanker MT FULDA (IMO No. – 9185865), while enroute to Port Sohar, Oman,

experienced an explosion incident off Kandla. MT Fulda along with 21 crew (11 Chinese, 02 Bangladeshi, 01 Indonesian and 07 Myanmar) had departed Kandla port at about 1100 hours IST. The vessel had an explosion onboard (reported by another vessel MV Team Focus in vicinity). Subsequently, a starboard list of 22 ° was reported. MRCC Mumbai received a DSC (HF) and INM 'C' alert at about 1445 hours IST.

Following the initial notification, the Master of the vessel confirmed that there was no underwater damage to the vessel and reported that the situation was under control. However, by 1900 hours IST, the Master formally requested evacuation assistance. Subsequently, Tug Orchid Star, ex-Kandla had embarked all 21 crew.

Response Actions Initiated: Immediate response actions were undertaken by the concerned authorities following the receipt of the distress alert. Two tugs were dispatched by Kandla Port to assist the vessel, which have subsequently returned as Master refused assistance initially. Simultaneously, the Indian Coast Guard diverted ICGS C-429, operating in the area, for assistance and deployed the Pollution Control Vessel (PCV) Samudra Pavak (sailed at about 1830 hours today) to the incident site to maintain a continuous presence, monitor the vessel's status, and provide operational support as required. At present, 02 ICGS IBs are maintaining in area. The vessel's reported position at the time was latitude 22°48'10.23 North and longitude 70°03'45.09 East.

Initially the list was on the stbd side, however after the actions were initiated by the ship staff, the list has developed to port side now.



Figure 10 Fire and Explosion on MT FULDA

Response Measures: Following the 1500 hrs coordination meeting, final stages of de-bunkering and de-ballasting operations have been initiated in accordance with the approved salvage plan. The bunker barge Success Dignity cast off from MT FULDA late last night and completed shore transfer operations at the Bunder Area this morning. Hose connections were established between 0642–0655 hrs, and discharge of the HFO (approx. 133.26 KL) from Tanks 2P and 2S was completed by 0950 hrs.

Post-debunkering, Tug Jyestha was deployed to transport 04 personnel, including 02 vessel crew and 02 salvage members, back to the casualty site. Deballasting operations were resumed in the afternoon, with salvage teams preparing for controlled ballasting of Tank 2 STBD. Permission for the same was granted to proceed at 1900 hrs as per the 4-hour deadline agreed in the previous meeting. **Ballasting of 2 STBD HFO Tank commenced at 2045 hrs.**

Notably, owners delayed granting approval for ballasting until the last moment, which hampered the sequencing of diesel oil recovery planned for the next phase. Nevertheless, salvors maintained readiness, and crew were positioned onboard to initiate operations once greenlight was received.

As reported at the site, the sea conditions remained calm throughout the day with no precipitation. Visibility was good, extending up to 8 nautical miles, thereby allowing for continued monitoring and operational movement around

the casualty. The wind was steady from the southwest at approximately 16 knots. Sea swell was moderate, ranging around 1 metre, and did not pose any hindrance to lightering or transfer activities. These conditions remained stable and favourable for de-ballasting and salvage operations being undertaken during the day.

Situation Assessment: The salvage crew has expressed concerns regarding repeated delays from the owners' side in granting approvals necessary for safe and timely execution of critical operations. Though de-bunkering was completed efficiently with controlled transfer and tracking of oil quantity, the transition to the ballasting stage encountered hesitation from owners citing cost, timing, and insurance coverage concerns. The salvage team, however, remains fully mobilised with redundant pumping systems in place, including deck draw and Wilden pumps to expedite stripping and ensure tank integrity. Coordinated pump rigging and controlled manual entry into the tanks ensured minimal residual oil remains. With Tanks 2P and 2S now confirmed empty, the team awaits to proceed with diesel oil removal, contingent upon ballasting operations to stabilise the hull. Lack of immediate onsite decision-makers from the owner's side continues to impede momentum.



Figure 11 Fire and Explosion on MT FULDA

Coordination Measures: The 12th online coordination meeting was convened at 1500 hrs IST on 17th July 2025, chaired by the Directorate General of

Shipping. All decisions regarding the emergency response have been directed by DGS in consultation with salvors and local authorities. The Directorate has issued the following directives based on today's meeting and developments:

- Salvors commenced ballasting of 2 STBD HFO tank at 2045 hrs as per salvage plan after 1900 hrs deadline passed.
- HFO Tanks 2P and 2S have been fully discharged (approx. 122.25 MT) and confirmed empty.
- Diesel Oil extraction pending completion of controlled ballasting as per stability requirements.
- Owners are directed to send technical representatives onsite immediately to avoid operational gaps.
- P&I Club is requested to clear port dues and agent fees to prevent disruption in support services.
- Agents instructed to provide split invoicing between P&I and H&M for timely processing.
- Owners to provide final clarity on the vessel's future (scrap/sale/abandonment) within 48 hours.
- Coast Guard vessel no longer onsite; debrief or formal stand-down confirmation awaited.
- Salvors instructed to demobilise non-critical resources post-DO recovery and initiate equipment recovery planning.
- Agents and master to ensure all ship documents and logs required for investigation are retrieved and handed to MMD Kandla.

Present Status:

The vessel was being taken under tow back to Kandla, however, the vessel beached during transit. The vessel remains beached at the location. The investigation into the cause of the explosion is ongoing.

Explosion on MV WAN HAI 503

Incident Overview: On 09 June 2025, 0950 hrs, information was received regarding an explosion onboard the Singapore-flagged container vessel MV

WAN HAI 503, located approximately 44 nautical miles off Azhikkal, Kerala. The vessel was en route to Nhava Sheva at the time of the incident. The explosion originated from the underdeck cargo hold, resulting in a fire onboard. The vessel was carrying 1754 containers, of which 143 were IMDG containers, including IMDG Classes 3 (flammable liquids), 4.1 (flammable solids), 4.2 (substances liable to spontaneous combustion), 4.3 (substances that, when in contact with water, emit flammable gases), 6.1 (toxic substances), 8 (corrosive substances), 9 (Miscellaneous Dangerous Substances and Articles) cargoes. The vessel had a total of 22 crew members onboard at the time of the incident. Of these, four (04) crew members, who were involved in initial onboard firefighting, were reported missing, while six (06) sustained injuries. The crew abandoned the vessel and were successfully rescued by the Indian Navy vessel INS Surat. All 18 rescued crew members were brought ashore at New Mangalore, where arrangements for medical treatment and immigration formalities were coordinated by the agents of the shipowners.

The vessel remains adrift, unmanned, and was reported drifting southeasterly at a steady speed of 1-1.5 knots. The fire onboard remains active, with approximately 40% of the blaze controlled, primarily contained within the forward cargo holds. The presence of hazardous IMDG cargo, coupled with approximately 2000 tonnes of Heavy Fuel Oil (HFO) and 240 tonnes of Diesel Oil onboard, along with the risk of heat transfer to the vessel's fuel tanks, continues to pose a significant threat to the vessel's integrity as well as to the surrounding marine environment.



Figure 12 Explosion on WAN HAI 503

Response Action Initiated: Upon receiving information of the incident, the Directorate General of Shipping (DGS) immediately activated the casualty response as per the SOP. The Directorate promptly informed the Indian Coast Guard (ICG), Indian Navy, Kerala State Administration, shipowners (WAN HAI), and the Maritime and Port Authority of Singapore. An initial meeting was convened with all relevant stakeholders, where the shipowners were directed to promptly appoint salvors to conduct the emergency response operation. Subsequently, the Directorate has been conducting daily coordination meetings, actively facilitating clearances, resource mobilisation, and maintaining continuous coordination with the ICG, Indian Navy, shipowners, salvors, Maritime Emergency Response Centre (MERC) and concerned authorities.

Given the nature of the cargo and the potential risk of environmental damage, the Directorate immediately redeployed the ETV Water Lily, which had been previously engaged in MSC ELSA 3 operations, to proceed towards WAN HAI 503.

The Indian Coast Guard, as first responders, promptly mobilised substantial firefighting and rescue assets including ICG vessels Samudra Prahari, Sachet, and Samarth for firefighting, boundary cooling, and towing operations. Vessels Rajdoot, Arnvesh, Abhinav, and ICGS 513 were deployed for ongoing search

and rescue operations for the missing crew. Multiple ICG Dornier aircraft sorties continue for aerial surveillance of the vessel's condition, container drift monitoring, and SAR operations. ICG helicopters were deployed to lower salvage personnel, consisting of three experts from MERC and two rescue divers from ICG, onto the vessel to facilitate assessment, and towage operations. Foam and Dry Chemical Powder (DCP) reserves have been rapidly mobilised from both ICG facilities and MERC. An additional 1000 kg of DCP was procured and successfully delivered to the ICG airbase at Beypore for operational deployment.

The shipowners, through the appointment of T&T Salvage, have mobilised multiple assets including Offshore Warrior, Saroja Blessing, Garnet, and Saksham. However, the response from the salvors has not been entirely satisfactory. There have been delays in their mobilisation of critical firefighting assets, tugs, and trained personnel, which has resulted in additional operational challenges and increased risk. Despite repeated directions, the salvors have not demonstrated sufficient urgency in actively participating in firefighting operations. In light of this, a formal notice has been issued by the Directorate to the shipowners and their appointed salvors, directing immediate corrective measures and expeditious mobilisation of resources to mitigate the ongoing risk posed by the incident.

With persistent coordinated efforts, the first towline connection was successfully established with ETV Water Lily and ICG vessel by a team of MERC personnel and ICG divers. Stabilisation of the vessel continues with the objective of towing the vessel further away from the Indian shoreline to prevent any coastal or environmental damage. Salvage personnel, supported by naval engineers and chemists, continue to monitor the vessel's condition closely.

Throughout the incident, the Directorate has maintained its lead coordination role, ensuring seamless integration between various operational stakeholders, including Indian Coast Guard, Indian Navy, State authorities, shipowners, salvors, and international agencies. The Directorate continues to facilitate all necessary regulatory clearances, resource mobilisation, and operational

coordination on a daily basis. The matter continues to be monitored at the highest level, including daily inter-agency briefings and continuous updates to the Ministry.

The Directorate remains fully engaged in leading the coordinated emergency response effort with active participation of all concerned agencies to ensure risk mitigation and safeguard environmental and coastal safety. The Directorate has been working as per the established “Directorate General of Shipping Standard Operating Procedures to Handle Marine Casualty 2021”. In accordance with section 5.2 of the SOP, titled “In case of casualty involving Foreign Flag vessel in Indian waters”, the Directorate has initiated and followed all prescribed procedures promptly. However, based on operational experience, there is now an identified need to strengthen India’s national salvage response framework, particularly through enhancement of salvage resources and infrastructure.

The Deputy Chief of Naval Staff apprised that Naval assets will be used from Kochi which will embark a specialised team of seamanship and Firefighting experts and also experts from the Naval Work up team at Kochi who have enough experience in dealing with such situation. He further apprised that in the event of uncontrolled drifting of the vessel towards the Indian Coast, it will be advisable to sink the ship.

Additional Support: Several vessels remain actively engaged in supporting salvage operations. Advantis Virgo has assumed the primary towing role and is standing by with Pyrocool for localized application, while Water Lily continues to manage personnel and equipment transfers. Saksham is currently in port for bunkering and collection of additional fire suppression supplies. Nand Saarthi remains onsite, assisting with logistics.



Figure 13 Explosion on MV WAN HAI 503

Port of Refuge coordination efforts are progressing. Phase 1 of the salvage plan, detailing safe towage to port, has already been submitted to the authorities, and Phase 2, concerning cargo discharge and disposal, is nearing completion. Constructive engagement has been undertaken with port authorities, and the MPA (Singapore) is also actively supporting discussions to facilitate safe access.

Structural and stability assessments are underway with DNV ERS, which is receiving updated data on cargo hold and tank soundings, as well as draft readings. Due to the significant improvement in vessel condition, the salvage team is approaching completion of Phase 1 readiness, which would deem the vessel safe for entry into sheltered waters for final remediation and cargo operations..

Situation Assessment: The vessel is now in a more controlled and safer condition. All visible flames are extinguished, and thermal readings across cargo holds suggest a cooling trend. With successful dewatering of engine room, Cargo Holds No. 2, 3, and partial reduction in Hold No. 6, the vessel's trim and list have been improved. Despite rough weather, the vessel has not exhibited any signs of instability.

Challenges remain in safely transferring personnel due to heightened freeboard and rough sea state. The presence of H₂S gas in Cargo Hold No. 7 presents a hazardous environment that must be ventilated before any entry. Additionally, concerns regarding potential water absorbed in cargo within containers persist, possibly explaining discrepancies in displacement and draft

calculations.

Soundings of bunker tanks are incomplete, though preliminary estimates suggest approximately 2,400 tonnes of fuel remain onboard. No signs of oil leakage or migration into cargo spaces have been observed. Once structural stability and draft criteria are verified, either a green or amber signal for port entry will be pursued.

The salvage team's focus is now on completing tank soundings, verifying longitudinal strength, and finalizing preparations for the Port of Refuge entry. Weather permitting, Saksham will return with Pyrocool and critical equipment to enable final phase stabilization

Navigational Hazards: Floating containers have been visually confirmed drifting southeast of the vessel's position. The direction of drift is between 165°-170° at 0.9-1.0 kts, and salvage personnel are being tasked with recovery. Additional supply vessels are being deployed for container search and retrieval, with a total of five support assets expected to be involved. ICG and INHO have been requested to issue warnings to passing vessels. As a risk mitigation measure, discussions are ongoing on the feasibility of sinking containers that pose navigational threats

Coordination Measures: A high-level coordination meeting was held on 10 June 2025 at 1030 hrs IST with participation from MoPSW, MRCC, ICG, Navy, DGS, MPA Singapore, Wan Hai Lines, and T&T Salvage. Key decisions included prioritization of firefighting and SAR operations, mobilization of international firefighting teams, immediate supply of foam and DCP, and planning for towline connection. The MPA Singapore investigator is expected to arrive in Kochi by 2200 hrs and will coordinate with MMD Kochi and DGS. Updates on the ongoing search for four missing crew are being provided by MRCC, with SAR assets continuing patrols around the datum.

Cargo Assessment: As per the owners, MV WAN HAI 503 was carrying a total of 1754 containers onboard, with 1083 containers under deck and 671 containers on deck, out of which 143 (this figure was initially reported as 157) containers were carrying IMDG cargo. The contents included IMDG Classes 3

(flammable liquids), 4.1 (flammable solids), 4.2 (substances liable to spontaneous combustion), 4.3 (substances that, when in contact with water, emit flammable gases), 6.1 (toxic substances), 8 (corrosive substances), 9 (Miscellaneous Dangerous Substances and Articles) cargoes. Salvors and the vessel's class society (DNV) are in the process of assessing cargo layout and developing a damage control plan. Efforts are ongoing to retrieve and identify any containers lost overboard. Owners have confirmed they are arranging third-party agencies to assist with cargo verification and recovery and are hiring additional personnel to support on-site operations.

Present Status: As of 01 August 2025, the vessel was ~128 nm from Cape Comorin under dual tow (Offshore Warrior stern, Advantis Virgo bow), fire controlled but residual heat in Hold 4; monitoring handed to flag state (Singapore) post-EEZ exit.

The vessel was eventually towed to a Port of Refuge at Jebel Ali, UAE, where it presently remains. The Directorate has proposed sending surveyors to complete the investigation into the incident as the affected Coastal State and a Substantially Interested State as per IMO's Casualty Investigation Code.

Sinking of MSC ELSA 3

Incident Brief: On 24 May 2025, the container vessel MSC ELSA 3 started listing and subsequent sank 13 nautical miles off the coast of Kerala on 25 May 2025, presenting significant navigational, environmental, and socioeconomic risks. The vessel, registered under Panama flag, had 24 crew members onboard at the time of the incident, all of whom were safely evacuated with no reported casualties. The vessel was carrying a total of 643 containers (296 above deck and 347 under deck), of which 13 containers had IMDG cargo (Class 4.3 and Class 9). Following the sinking, a significant number of containers were lost overboard and scattered in the surrounding waters, leading to immediate navigational hazards and environmental concerns.



Figure 14 Sinking of MSC ELSA 3

The cargo onboard posed both environmental and navigational risks. Containers carrying calcium carbide and nurdles threatened to cause shoreline contamination, while the 367 tonnes of Heavy Fuel Oil (HFO) & 64 tonnes of Diesel Oil onboard created a continuous risk of oil spill. The drifting containers and submerged wreckage posed a direct navigational hazard for merchant vessels, marine environment and the active local fishing community operating in the area.

Response Action Initiated: Upon receiving information of the incident, the Directorate General of Shipping (DGS) immediately activated the casualty response as per the SOP. DGS took lead in convening daily joint coordination meetings involving the Indian Coast Guard (ICG), Kerala State Authorities, Kerala State Disaster Management Authority (KSDMA), Kerala State Pollution Control Board (KSPCB), Tamil Nadu State Authorities, Tamil Nadu State Disaster Management Authority (TNSDMA), Tamil Nadu Pollution Control Board (TNSPCB), State district administrations, the shipowners (MSC), the appointed salvors (T&T Salvage), the P&I Club (North Standard P&I), Maritime Emergency Response Centre (MERC), and international experts including ITOPF. The coordinated response has been closely supervised by DGS from the outset, ensuring that all relevant agencies remained engaged in real-time operational planning, hazard assessment, and resource mobilisation. As the designated first responder, the Indian Coast Guard initiated immediate on-site oil spill response and search & rescue operations with their surface

vessels (three capital ships). The ICG started with spill containment measures, executed dispersant spraying, and commenced propeller wash operations to manage oil sheens observed at sea. The Coast Guard also deployed aerial surveillance assets (Do-228) and coordinated closely with DGS to continuously monitor the situation. Subsequently, once the salvors were formally engaged, T&T Salvage mobilised tugs and equipment for offshore recovery operations. The tugs Nand Saarthi and Offshore Warrior, were mobilised for containment and surveillance of the incident site, while ETV Water Lily was deployed to conduct multibeam survey to determine the position of the vessel, to map the wreck site and the surrounding debris field.

The salvors further engaged a diving support vessel, SEAMAC III, and initiated diving operations to commence sealing of oil seepage points. Air diving operations were undertaken to temporarily seal leaking sounding pipes and vents using multiple layers of plastic and polyester wraps. Minor seepages continue to be observed which remain under constant monitoring as the air diving operations are still in progress. Although saturation diving was identified as the necessary method for complete oil extraction from the sunken vessel, the mobilization of saturation diving teams and equipment faced persistent delays. As a result, saturation diving and oil extraction have not yet commenced. The wreck removal phase remains pending, subject to the completion of oil extraction and further stabilization of the wreck site.

Simultaneously, onshore operations have been carried out under the supervision of MERC in close coordination with state and district authorities. A total of 61 containers have been identified, out of which 58 containers have been recovered from the shoreline and transported to designated port facilities. Additional drone surveys have been conducted to ensure the identification and removal of any remaining debris around the shoreline. Beach cleanup activities have continued daily along the Trivandrum, Kollam, and Kanyakumari coastlines. In Trivandrum, approximately 200 volunteers have been engaged for nurdle collection, while in Kanyakumari nearly 1,600 volunteers have been mobilised by the State Administration since 27 May, with recovery volumes

reaching approximately 2,500 kilograms of nurdles.

The recovered nurdles are being temporarily stored at designated facilities and the nurdles are being transferred to a common storage facility until a viable method of disposal or reuse of the nurdles is identified. Coordination is ongoing with the Pollution Control Board, Customs authorities, MERC and Kerala Enviro Infrastructure Ltd. (KEIL) for processing and disposal of the recovered materials. In parallel, trials are being conducted on the deployment of specialised equipment to improve the efficiency of nurdle recovery on the beaches.

Despite continuous coordination and facilitation by DGS and other government agencies, the salvors have not adhered to the timelines committed by them. The delay in mobilisation of tugs, diving support vessels, diving assets, saturation diving personnel, and support equipment has contributed significantly to the prolonged risk posed by the wreck. In light of these repeated delays, a formal notice has been issued to the shipowners and salvors by DGS, directing immediate corrective action to complete the oil extraction operations without further delay.

The Directorate continues to lead the multi-agency coordination mechanism, ensuring that all offshore and onshore activities are synchronised across operational, environmental, and safety domains. The response remains ongoing with continued oversight and intervention where necessary to mitigate risks. In parallel, a claims desk has been established promptly by the P&I Club in consultation with DGS and State authorities to address claims arising from livelihood losses, environmental damage, and operational costs. The daily coordination meetings chaired by DGS continue to serve as the central forum for inter-agency decision-making as the operation progresses toward completion.

Situation Assessment: While salvage mobilisation remains on schedule, the operational environment continues to be challenged by regulatory coordination and environmental sensitivities. A key concern is the restricted permission for using seawater flushing for nurdle segregation at the

Rameshwaram site, currently not permitted by local authorities. However, the method has proven effective in Trivandrum, and MERC has been directed to submit a formal request to DGS for onward communication to the Tamil Nadu State Disaster Management Authority (TNSDMA). DGS has confirmed its willingness to escalate this matter once the request is formally received. The volume of nurdles being recovered daily highlights the scale of environmental impact. As of the latest report, the total recovered nurdles exceeds 404.15 tonnes, highlighting the necessity of sustained inter-agency coordination. The continued support of the Kerala and Tamil Nadu State Disaster Management Authorities, Pollution Control Boards, district administrations, and the Customs Department has been essential in facilitating the uninterrupted logistics chain for recovery and temporary storage at Kollam Port. The light sheen occasionally reported near the wreck site is being continuously monitored by Canara Megh, and no escalation in environmental risk has been noted. With the operational phase of the new salvage contractor nearing commencement, DGS has reiterated the need for strict adherence to the approved salvage plan, and timely mobilisation of all personnel and equipment.

Environmental Risks: The adrift containers not only pose a navigational hazard but also represent a significant environmental threat, particularly given the nature of the cargo involved. The vessel was carrying approximately 367 tonnes of Heavy Fuel Oil (HFO) and 64 tonnes of Diesel Oil at the time of the incident. With the wreck located in close proximity to the Kerala coastline, there is a heightened risk of an oil spill. Further, 13 containers of IMDG 4.3 cargo carrying calcium carbide and 65-70 containers of plastic pallets have been identified which may be hazardous. Five of the IMDG containers which were carried onboard are adrift, however, none have been currently washed up to the shore. Such cargo & oil may have serious ecological consequences, including damage to marine biodiversity, coastal ecosystems, and local fisheries.

Coordination Measures: A series of coordination meetings since the 24th of

May 2025, chaired by DG Shipping with participation from ICG, IFC-IOR, MSC, T&T Salvage, P&I Club, ITOPF, National Disaster Management Authority (NDMA), port authorities, and state agencies, and, on 28.05.2025 a meeting was convened in hybrid mode under the chairmanship of the Director General of Shipping, with the presence of state authorities in Kochi, focused on streamlining the response to the MSC Elsa 3 incident. Key directives are focused on mobilisation of salvors for salvage of containers that are ashore as well as adrift, and the plan for pollution mitigation, and regular six-hourly updates from the shipowner. DGS is steering coordinated response operations involving central, state, and local authorities. A three-pronged salvage plan is underway addressing (i) oil recovery from the sunken vessel, (ii) drifting containers, and (iii) containers ashore. Further, a comprehensive and structured salvage operation plan is to be submitted by the salvors and MSC. It was requested that the plan clearly delineate three critical aspects: i) for oil spill response – the removal of bunker oil from the sunken vessel, assessment and mitigation of water contamination including the potential impact on nearby river mouths, and addressing any associated pollution risks; (ii) for container recovery – the coordinated handling of containers that have drifted ashore, those currently adrift at sea, and those that sank with the vessel. Additionally, stakeholders insisted that the entire vessel and all sunken containers, along with associated residues, be removed as part of the recovery operation. A detailed, time-bound action plan covering each of these components – including operational timelines, resource mobilization, environmental safeguards, and reporting protocols – was requested within 2 days to ensure effective coordination and accountability across all responding agencies. All parties have been asked to submit updated action plans and confirm resource mobilisation timelines. MSC is to support public advisories, salvors to provide detailed deployment schedules, and ICG to coordinate on retrieval.



Figure 15 Sinking of MSC ELISA 3

Present Status: The oil removal operations of MSC Elsa 3 was concluded as of September 2025, with all assets engaged for the operation demobilized. The wreck remains stable at $\sim 106^\circ$ at the original location for further extraction activities. The removal of wreck is being pursued with the shipowners and the P&I Insurers.

The coastal cleanup activities for plastic pellets (nurdles) are ongoing with discharge of nurdles observed in Trivandrum, Kollam, Rameshwaram, and Kanyakumari. Aprox 720 metric tonnes of plastic nurdles recovered and stored at Kollam Port.

Sinking of MV ITT PUMA

Incident Overview: At 1615 hours on 25 August 2024, DGComm Centre received information from the Company Security Officer (CSO) that MV ITT Puma, an Indian-flagged cargo vessel carrying approximately 2,090 metric tonnes of sand, had lost contact while en route from Kolkata to Port Blair. Prior to the loss of contact, the vessel had reported a 30-degree list to port under very rough weather conditions, with 2.5 to 3.0-meter swells and heavy rain. An earlier report from the shipowners at 1000 hrs stated that the list began due to suspected cargo shift. The crew attempted corrective ballasting of the starboard double bottom tanks, briefly stabilizing the list at 18 degrees. However, water ingress was subsequently reported in the port-side crew cabins through the shell plating, worsening the situation. At 1215 hrs, the vessel reversed course

towards Sagar Island in an attempt to reach shelter, but continued listing. The final onboard communication at 1545 hrs indicated that the crew were abandoning ship and launching life rafts. The vessel sank shortly thereafter at 1545 hrs.

Rescue and Response Efforts: The DGComm Centre immediately escalated the incident to MRCC Chennai and MRSC Haldia. The Indian Coast Guard dispatched ICGS Sarang and coordinated the deployment of a Dornier aircraft to assist in the search and rescue (SAR) operation. Another company vessel, ITT Lion, was also diverted to the site.

Out of the 14 crew members: 1

- 1 were rescued by Indian Coast Guard assets (ICGS Sarang and ICGS Amogh).
- 2 were confirmed to have drowned with the vessel, including the Master and Chief Officer.
- 1 crew member remained missing and is presumed to be deceased.

Two life rafts were recovered at 20°27.42'N, 088°36.88'E. The Indian Coast Guard continued SAR operations through 27 August using both air and sea assets..

Post Incident Actions: A preliminary inquiry was initiated by MMD Kolkata. All rescued crew were interviewed on 28 August 2024, and the next of kin of missing crew members were invited for a formal condolence and briefing on 3 September. The Indian Register of Shipping (IRS) was directed to conduct urgent inspections of all vessels under the ownership of ITT Lines and those registered with Kolkata MMD scheduled for de-registration by 2026. Vessel Masters of ITT Lines were instructed to submit certified cargo securing plans to ensure proper stowage and avoid recurrence of cargo shift-related casualties.

Observations: The incident is tragically similar in nature to a past case involving ITT Panther (2017), where cargo shift in adverse weather conditions led to vessel loss. This recurrence underscores the urgent need for stricter oversight of cargo handling practices and vessel seaworthiness.

MAERSK FRANKFURT - Fire On Board

Incident Overview: On 19 July 2024, a significant fire broke out aboard the container vessel MAERSK FRANKFURT (IMO 9969065), flagged with Panama, approximately 33 nautical miles off the coast of Goa. The fire was reported at 1410 IST in position 14°05'N, 072°56'E. The crew complement included 21 seafarers of Filipino, Ukrainian, Montenegrin, and Russian nationality. Unfortunately, one crew member—a Filipino Able-Bodied Seaman—succumbed to injuries sustained in the fire.

Initial Response: The Indian Coast Guard (ICG) promptly deployed assets including ICGS Samudra Prahari, Sachet, Varaha, and aerial support. ETV Water Lily was dispatched by Directorate General of Shipping from Mumbai. Due to limited access to the seat of fire, aerial surveys via ICG Dornier aircraft and helicopters guided response planning.

Fire Containment Strategy: Firefighting efforts targeted container bays 14–22, with smoke also observed in Bay 26. Firefighting techniques included boundary cooling, DCP aerial drops, and ongoing monitoring. The operation was supported by Vessels 'Albatross 5', 'Creative 1', 'Valiant Vortex', and 'Canara Jog 1' which operated in rotation, alongwith ICG vessels within a 2 NM radius.

Engagement of Professional Salvors: Following an emergency coordination meeting on 20 July, the Directorate General of Shipping facilitated the deployment of a Salvage team. A 19-member team was airlifted via ICG helicopters with logistical support through New Mangalore Port and Goa Airport. Salvage gear was flown in by charter, and clearances were expedited. Onboard, the team conducted compartment assessments, gas measurements, and dewatering, installing portable ventilation and pumps in Holds 2 and 3 to control toxic vapours and internal temperatures. Gas levels, including hydrogen sulphide and cyanide, were monitored every two hours across key spaces.

Environmental Monitoring and Preventive Measures: The Directorate General of Shipping, Indian Coast Guard, and Pollution Response authorities

actively monitored for marine pollution risks. Although firefighting water entered the duct keel and lower cargo holds, measures were taken to prevent overboard discharge. Continuous coordination ensured containment of potential contamination and planning for a Place of Refuge (PoR) was initiated for safe berthing and cargo discharge.

Coordination and Monitoring: Throughout the incident, the Directorate General of Shipping coordinated closely with the Indian Coast Guard, the ship manager, salvors, and local authorities. Multiple SITREPs were compiled and disseminated to ensure continuous situational awareness. A safe port of refuge was identified to offload affected containers and it was ensured that no marine pollution resulted from the casualty.

Crew Safety and Welfare: Despite the fire, the health and morale of the remaining 20 crew members remained stable. Salvage and response teams worked in close coordination with the vessel master and ship's staff to ensure onboard safety. Emergency communication systems, LSA/FFE (except localized damage), and ship's systems remained functional throughout operations.

The MAERSK FRANKFURT fire incident underscores the critical importance of rapid, coordinated multi-agency responses in handling complex marine casualties. The joint response prevented escalation, limited environmental impact, and maintained crew safety. Investigations into the cause of the fire, cargo classification, and shipboard response effectiveness are ongoing. Final recommendations will follow in collaboration with the Flag State and IMO-mandated protocols. The investigation report from the flag state (Panama) is still pending.

MV Dali allision and the Collapse of the Francis Scott Key Bridge, Baltimore

Incident Overview: On 26 March 2024, the MV Dali, a large Singapore-flagged container vessel with Indian officers and crew, collided with the Francis Scott Key Bridge in Baltimore, USA. The impact caused collapse of the central span of the bridge resulting in the death of six bridge maintenance crew. The

incident led to the closure of a critical U.S. maritime transport corridor and was officially classified as a “Major Marine Casualty” under Title 49 of the U.S. Code of Federal Regulations. India, as a Substantially Interested State (SIS), responded immediately through the Directorate General of Shipping (DGS), which deployed a senior technical investigation team to the United States. The team, comprising a Nautical Surveyor and an Engine & Ship Surveyor joined the U.S. National Transportation Safety Board (NTSB) and United States Coast Guard (USCG) investigation.

The DGS team boarded the vessel at the incident site and reviewed critical evidence including Voyage Data Recorder (VDR) data, equipment logs, radar feeds, and bridge audio recordings. The investigation confirmed that a complete blackout occurred approximately four minutes prior to impact, leading to a loss of propulsion and steering. Though emergency systems restored partial functionality, helm and anchor responses were insufficient to prevent the casualty. Notably, key navigation displays ceased recording due to power-saving settings, requiring services of equipment manufacturers for analysing reasons. Equipment manufacturers were also utilised to understand the reason for opening of electrical breakers that fed most of the vessel equipment and lighting to fail.

The DGS’s participation safeguarded the interests of Indian seafarers and ensured that investigative attention remained focused not only on human factors but also on potential technical failures and systemic issues. Their role helped maintain objectivity and transparency in an international highstakes investigation. In recognition of the gravity of the incident and the effective coordination undertaken, the DGS’s proactive engagement is a testament to India’s maturing role as a responsible maritime state. The insights gained would contribute to future policy recommendations regarding emergency power systems, tug assistance protocols, and data capture during navigation. The Directorate continues to follow the ongoing proceedings and participate in subsequent phases of the inquiry. The DGS also engaged with the Unified Command Center overseeing salvage and emergency response. The technical

engagement ensured the Indian maritime administration had access to all key developments in the case including aspects related to welfare of Indian and a Sril Lankan crew member. The investigation raised concerns about:

- Failure of electrical breakers and power systems without prior alarm;
 - Delayed anchor deployment, and limited effectiveness once executed;
- Early release of tugs after departure, which reduced maneuvering options in case of emergency.

Previous Parliamentary Questions

Supplementary questions | Lok Sabha Question: 706 |

Question 1

Q. 1. What measures are in place to ensure safety and security in coastal shipping operations?

(a) the steps being taken by the Ministry to update security regulations for the ships operating on Indian waterways.

(b) the steps being taken by the Ministry to ensure implementation of modern navigational support systems for improvement in security on dense shipping routes;

(c) the measures being taken for increased security of passenger ships operating on internal waterways;

(d) the plans to implement strict security standards for cargo ships to ensure better compliance and to minimise the accidents; and

(e) the steps being taken by the Ministry to address the shortage of trained personnels for security and navigation of ships in Indian waterways?

(a) the steps being taken by the Ministry to update security regulations for the ships operating on Indian waterways;

Answer :

The International Ship and Port Facility Security (ISPS) Code contains detailed security-related requirements for governments, port authorities, and shipping companies to enhance security in ports and on ships. It was implemented by the International Maritime Organization (IMO) on July 1, 2004. Vessels interacting with Indian ports must be ISPS compliant. As per ISPS code, The ISPS applies to ships engaged in international voyages, including all passenger ships and cargo ships of 500 GT and above.

It may be noted that Govt of India has notified ISPS rules on 19th June 2024, where stringent security regulation has been promulgated.

In India, ISPS code is applicable to the ships calling at any Indian port or any Indian offshore facility or at anchorage.

In Indian ship, the implementation of security regulations are verified by Initial and periodical audits by the Recognised Security Organisation (RSO) of the Directorate General of Shipping and the Mercantile Marine departments.

Ships other than Indian ship calling Indian ports, security arrangements is checked by port authorities and during the Port state control inspection of ships.

Note: For inland waterways, the details may be obtained from Inland Waterways Authority of India and the State Maritime Boards.

(b) the steps being taken by the Ministry to ensure implementation of modern navigational support systems for improvement in security on dense shipping routes;

Answer:

The security and safety aspect in dense shipping routes are governed by international conventions such as Safety of Life at Sea (SOLAS). It has detailed regulations for Safety of Navigation in Chapter V which are being implemented by all the Member States including India. Traffic separation schemes (TSS) prescribed in SOLAS are followed strictly in dense traffic zones and are being monitored by the Vessel Traffic Management System (VTMS) established in the Indian coasts at Gulf of Kutch, Gulf of Kambbath, Sandheads and in all the major ports.

Note: For inland waterways, the details may be obtained from Inland Waterways Authority of India and the State Maritime Boards.

(c) the measures being taken for increased security of passenger ships operating on internal waterways;

Answer:

The ISPS Code is applicable for all the ships including passenger ships. Hence the reply will be same as per para (a)

(d) the plans to implement strict security standards for cargo ships to ensure

better compliance and to minimise the accidents; and

Answer:

India is implementing stricter security standards for cargo ships in an effort to improve compliance and minimize accidents. The Merchant Shipping ISPS Rules have been notified recently in 2024 which are fully in force now. The MS ISPS Rules have provisions aim to enhance security protocols, ensure better adherence to international maritime regulations, and reduce the risk of incidents. Also, the requirements of International Convention on Safety of Life at Sea (SOLAS) being implemented fully to ensure safety and security standards of cargo ships. By enforcing more rigorous inspection and monitoring of ships, the country is focusing on creating a safer environment for both maritime operations and the seafarer involved, while also addressing potential environmental hazards that can arise from shipping accidents. The goal is to increase accountability and prevent accidents, improving the overall efficiency of the maritime sector.

(e) the steps being taken by the Ministry to address the shortage of trained personnels for security and navigation of ships in Indian waterways?

Answer:

India has adequate training institutes for training of Seafarers. The training courses such as Ship Security Officer, Port Facility Security Officer and Company Training Officer are being conducted regularly by the Maritime Training Institutes approved by the DG Shipping. These training courses are being conducted as per the mandate of International Convention on Standards of Training, Certification and Watchkeeping for Seafarers called as STCW Convention.

Note: For inland waterways, the details may be obtained from Inland Waterways Authority of India and the State Maritime Boards

Question 2

Supplementary questions | Parliament Question: S4774 |

- a.) Whether the Ministry can provide updated data on the number of ports and stakeholders currently utilizing the National Safety in Ports Committee (NSPC) application on the National Single Window System;*
- b.) Whether there have been measurable improvements in regulatory compliance and cost reductions for stakeholders since the application's launch, along with any reported challenges or feedback from users;*
- c.) Whether the Ministry has plans for additional digital initiatives in 2024 aimed at further streamlining operations and enhancing safety and efficiency in ports?*

Answer a):

The online application of the Navigational Safety in Ports committee through the National Single Window System beta version has been tested by various ports, and the inputs and suggestions received from the users have been incorporated into the system. The NSWS will be made fully operational soon. (Note: Specific timeline to be obtained from the developers)

(b) Whether there have been measurable improvements in regulatory compliance and cost reductions for stakeholders since the application's launch, along with any reported challenges or. Feedback from users;

Answer:

The testing of online system completed recently. The feedback received from stakeholders have been incorporated towards further improvements. Measurable improvements can't be given at this stage.

(c) Whether the Ministry has plans for additional digital initiatives in 2024 aimed at further streamlining operations and enhancing safety and efficiency in ports?

Answer:

Nil inputs from DG Shipping. Ports wing can give additional information

Question 3

Assurance Given During the 268 Session 2025 of Rajya Sabha Unstarred Q.No. 314 dated 22.07.2025 reg MSC ELSA 3 shipwreck incident.

This has reference to the assurance furnished during the 268th Session (2025) of the Rajya Sabha in connection with Unstarred Question No. 314 dated 22.07.2025 regarding the MSC ELSA 3 shipwreck incident.

2. It is submitted that the statutory Preliminary Inquiry into the incident is presently in progress, being conducted by the Mercantile Marine Department (MMD), Kochi. The Inquiry Committee is examining all relevant aspects, including vessel stability, cargo particulars, crew actions, and compliance with statutory and international requirements.

3. The Preliminary Inquiry Committee has since submitted an Interim Report to the Directorate. The Interim Report contains the preliminary findings and has recommended the initiation of formal investigation. Based on the recommendations contained therein, the Central Government has ordered a Formal Investigation into the incident under section 361 of the Merchant Shipping Act, 1958 and has specifically empowered the Judicial Magistrate of the First Class to make formal investigation into shipping casualties under Part XII of the Merchant Shipping Act, 1958, vide DGS letter No.25-19012/18/2025-NT-DGS dated 12.09.2025, attached herewith as Annexure VI.

4. In compliance with the said direction, and post the approval of the Competent Authority, the application for Formal Investigation has been processed and filed before the Hon'ble Court of Judicial First-Class Magistrate, Fort Kochi under section 360 read with section 361 of the Merchant Shipping Act, 1958. The case records pertaining to the matter are appended herewith as Annexure VII. The details thereof are as under:

Case No.: CrI.MP (Criminal Miscellaneous Petition) 1168 of 2025

Court: Judicial First-Class Magistrate (JFCM 1), Kochi at Thoppumpady

Filing date: 23.09.2025

Next Date of Hearing: 21.11.2025

5. The Directorate is monitoring the progress of both the Preliminary Inquiry and the Formal Investigation proceedings.

4.3 Naval Architecture Division

Overview

The Naval Architecture Division of the Directorate General of Shipping is responsible for regulating ship design, construction standards, and structural safety of vessels registered under the Indian flag. It ensures that all vessels meet national and international design criteria, including those outlined in the SOLAS Convention, Load Line Convention, and IMO guidelines.

The division plays a key role in approving ship plans, conducting stability assessments, and coordinating with shipyards and classification societies. It also supports indigenous shipbuilding initiatives and modernization efforts under national maritime development programs.

Key Functions:

- Approval of ship designs and construction plans
- Verification of stability, buoyancy, and load line compliance
- Coordination with classification societies for technical audits
- Oversight of shipbuilding standards and modernization projects
- Implementation of safety codes and structural integrity protocols

Important Data Sets

S No	Shipyard	Shipbuilding Capacity (DWT)
Andhra Pradesh		
1	Hindustan Shipyard Limited	80,000
Goa		
1	Vijai Marine Services	12,000
2	Mandovi Drydocks	12,000
3	Chowgule And Company Pvt. Ltd.	7,000
4	Dempo Shipbuilding and Engineering Pvt. Ltd.	18,000
5	Waterways Shipyard Pvt. Ltd.	10,000
6	Synergy Shipbuilders	10,000
7	Zuari Shipyard Pvt. Ltd.	9,000
8	Victoria Shipbuilding And Engineering LLP	8,000
9	Atreya Shipyard Pvt. Ltd.	6,000
10	West Coast Shipyard Ltd.	5,000

11	Aquarius Shipyard Pvt. Ltd.	2,000
12	Praka Engineering Shipyard	20,000
13	Timblo Drydocks Pvt. Ltd.	5,000
14	Essfour Engineering Pvt. Ltd.	3,000
15	Majestic Dockyard Pvt. Ltd.	3,000
Gujarat		
1	Shoft Shipyard Pvt. Ltd.	36,000
2	AH Wadia Boat Builders	300
3	Swan Defence and Heavy Industries Ltd.	4,00,000
Karnataka		
1	Waterways Shipyard	9,000
2	Udupi Cochin Shipyard Ltd.	32,000
Kerala		
1	Cochin Shipyard Ltd.	235,000
2	Master Shipyard Pvt. Ltd.	4,000
3	Seablue Shipyard	5,000
4	Navgathi Marine Design and Construction Pvt. Ltd.	7,000
5	Navalt Solar and Electric Boats Pvt. Ltd.	1,600
6	Kerala Shipping and Inland Navigation Corporation	800
7	Bristol Boats Pvt. Ltd.	200
State: Maharashtra		
1	Mazgaon Dock Shipbuilders Ltd.	80,000
2	Marine Frontiers Pvt. Ltd.	300
3	Konkan Barge Builders Pvt. Ltd.	3,000
4	MOC Shipyards Pvt. Ltd.	3,000
5	Modest Infrastructure Pvt. Ltd.	6,000
6	Sunrich Ship Management Pvt. Ltd.	2,000
Tamil Nadu		
1	L&T Shipbuilding Ltd.	26,000
West Bengal		
1	Garden Reach Shipbuilders and Engineers Ltd.	20,000
2	Hooghly Cochin Shipyard Limited	3,000
3	AC Roy Shipbuilders Pvt. Ltd.	3,000
4	Titagarh Wagons Limited	6,000
5	Shalimar Works Ltd.	12,000

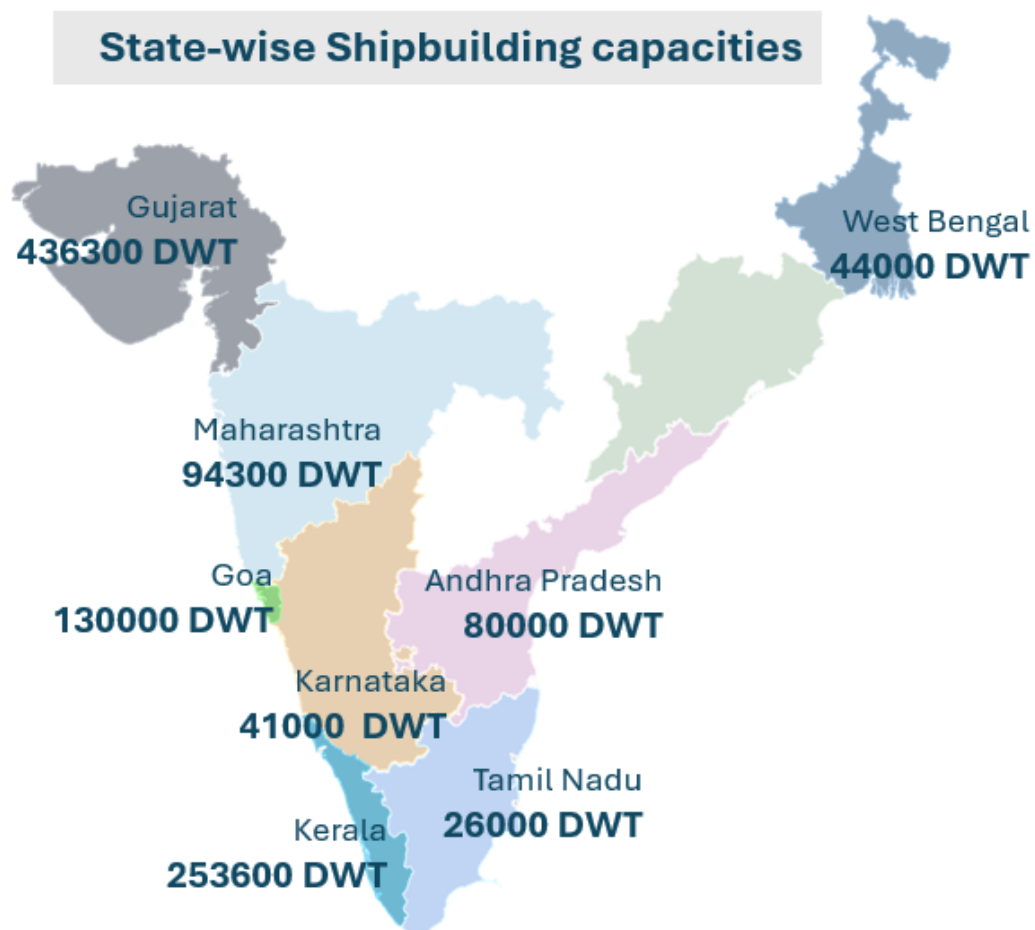


Figure 16 State-wise Shipbuilding Capacities Map

Previous Parliamentary Questions

Question 1

Budget Session 2025 | Rajya Sabha PQ Diary No S1178 | Replied on 03.02.2025

Q. 1. India's position in the world in shipbuilding and ownership

Answer: As per the Review of marine transport 2024 report published by UNCTAD, India ranks 16th in World fleet ownership by capacity in dead weight tons and flag of registration as of 1st January 2024.

Question 2

Budget Session 2025 | Rajya Sabha PQ Diary No S1414 replied on 03.02.2025

(a) Whether government is planning for a policy and incentive mechanism to create a shipbuilding and repairing ecosystem in India, if yes, details thereof.

(b) Whether government is considering a policy measure of providing more subsidies to local yards for construction of green vessels and other vessels with futuristic technologies, if yes details thereof;

Answer a):

Government is providing Ship building financial assistance (SBFA), to Indian shipyards to provide them a level playing field vis-a-vis Foreign Shipyards. Shipyards receive financial assistance for shipbuilding contracts signed during the dates April 1, 2016 to March 31, 2026 including the said dates.

To promote domestic shipbuilding, the Ministry of Ports Shipping and Waterways has revised the hierarchy of Right of First Refusal (RoFR) to be followed for all kind of tendered. As per this Circular, Indian built, Indian flagged & Indian owned vessel have been given highest priority. This is aimed to attract entities/entrepreneurs to build vessels in Indian shipyard and get them registered under Indian flag. This measure will not only promote tonnage under Indian flag but also promote domestic shipyards and will boost employment opportunities for work force engaged in ship building sector.

The government has also granted infrastructure status to the shipyards, which enables shipbuilding firms to avail flexible structuring of long-term project loans at lower rates of interest for longer tenure equivalent to the economic life of their assets. They will also be able to issue infrastructure bonds for meeting working capital requirements and get tax benefits which will increase domestic shipbuilding activities.

Government has issued guidelines for evaluating and awarding tenders for new shipbuilding orders floated by government departments or agencies including public sector undertakings for acquisition of any type of vessel(s) used by them for Governmental purposes or for their own use. Whenever acquisition of a vessel(s) is undertaken through tendering route, the qualified Indian Shipyards will have a "Right of first refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard which is aimed to increase domestic ship building activities in Indian shipyards.

To increase ship building activities in Indian shipyards, the Government entities dealing with ship building and ship-owning are advised to ensure local content as per the Government of India Public Procurement (Preference to Make in India) order 2017. As per this order, procurement of Ships of less than 200 crore is required to be from Indian shipyards.

The government has released Standard Tug Designs of five variants for use by Major ports for procurement of tugs to be built in Indian Shipyards. This is also aimed to increase domestic shipbuilding. In addition, Govt. has directed all major ports to procure or charter tugboats which are only made in India.

b) Whether government is considering a policy measure of providing more subsidies to local yards for construction of green vessels and other vessels with futuristic technologies, if yes details thereof;

Answer:

Under Shipbuilding Financial Assistance Policy (SBFAP), Government is providing flat 20% financial assistance for vessels fitted with fully electric or hybrid propulsion system and 30% financial assistance for vessels where main propulsion is achieved by means of green fuels such as Methanol/ Ammonia/Hydrogen fuel cell etc.

Question 3

Budget Session 2025 | Lok Sabha PQ No. 13314 | Replied on 25.03.2025

d) The current capacity and capability of the domestic shipbuilding industry, including the number of operational shipyards and their production capacity, state wise;

(e) The extent of India's dependence on imports for shipbuilding components, including specialized steel, propulsion systems and other critical equipment along with the steps being taken to reduce this dependency

Answer:

List of shipyards along with their shipbuilding capacities in DWT is presented below:

Table 13 List of shipyards along with their shipbuilding capacities in DWT

S No	Shipyards	Shipbuilding Capacity (DWT)
Andhra Pradesh		
1	Hindustan Shipyards Limited	80,000
Goa		
1	Vijai Marine Services	12,000
2	Mandovi Drydocks	12,000
3	Chowgule And Company Pvt. Ltd.	7,000
4	Dempo Shipbuilding and Engineering Pvt. Ltd.	18,000
5	Waterways Shipyards Pvt. Ltd.	10,000
6	Synergy Shipbuilders	10,000
7	Zuari Shipyards Pvt. Ltd.	9,000
8	Victoria Shipbuilding And Engineering LLP	8,000
9	Atreya Shipyards Pvt. Ltd.	6,000
10	West Coast Shipyards Ltd.	5,000
11	Aquarius Shipyards Pvt. Ltd.	2,000
12	Praka Engineering Shipyards	20,000
13	Timblo Drydocks Pvt. Ltd.	5,000
14	Essfour Engineering Pvt. Ltd.	3,000
15	Majestic Dockyard Pvt. Ltd.	3,000
Gujarat		
1	Shoft Shipyards Pvt. Ltd.	36,000
2	AH Wadia Boat Builders	300
3	Swan Defence and Heavy Industries Ltd.	4,00,000
Karnataka		

1	Waterways Shipyard	9,000
2	Udupi Cochin Shipyard Ltd.	32,000
Kerala		
1	Cochin Shipyard Ltd.	235,000
2	Master Shipyard Pvt. Ltd.	4,000
3	Seablue Shipyard	5,000
4	Navgathi Marine Design and Construction Pvt. Ltd.	7,000
5	Navalt Solar and Electric Boats Pvt. Ltd.	1,600
6	Kerala Shipping and Inland Navigation Corporation	800
7	Bristol Boats Pvt. Ltd.	200
State: Maharashtra		
1	Mazgaon Dock Shipbuilders Ltd.	80,000
2	Marine Frontiers Pvt. Ltd.	300
3	Konkan Barge Builders Pvt. Ltd.	3,000
4	MOC Shipyards Pvt. Ltd.	3,000
5	Modest Infrastructure Pvt. Ltd.	6,000
6	Sunrich Ship Management Pvt. Ltd.	2,000
Tamil Nadu		
1	L&T Shipbuilding Ltd.	26,000
West Bengal		
1	Garden Reach Shipbuilders and Engineers Ltd.	20,000
2	Hooghly Cochin Shipyard Limited	3,000
3	AC Roy Shipbuilders Pvt. Ltd.	3,000
4	Titagarh Wagons Limited	6,000
5	Shalimar Works Ltd.	12,000

Notes:

1. The above data is compiled based on the data received from respective shipyards, SAI and data as available on website of shipyards.
2. The above list of shipyards is not an exhaustive list. Same is being updated continually by the Directorate.

(e) The extent of India's dependence on imports for shipbuilding components, including specialized steel, propulsion systems and other critical equipment along with the steps being taken to reduce this dependency

Answer:

India's shipbuilding industry is dependent on imports for critical components

such as specialized marine-grade steel, propulsion systems (engines, gearboxes), navigation equipment, and advanced materials. This reliance results from limited domestic production capabilities, leading to increased costs due to import duties, logistical expenses, longer procurement times, and vulnerability to global supply chain disruptions.

To reduce the dependency, Govt. of India is working on several initiatives:

1. Creation of shipbuilding clusters, thus creating local demand for the ancillary industries.
2. Extension of Basic Customs Duty exemption on raw materials, parts, and components used in ship manufacturing for an additional decade to encourage local manufacturing.
3. Maritime Development Fund with a corpus of ₹25,000 crore for long-term financing of the maritime industry.

Question 4

Budget Session 2025 | Rajya Sabha PQ No. S3223 replied on 26.03.2025

(a) Whether there is demand to grant the infrastructure status to the shipping industry to improve India's position in shipbuilding and ownership;

(b) If so, the details;

(c) What is the response of the Government towards granting infrastructure status to the shipping industry;

(d) What will be the additional facilities available to the Ship industry on being granted infrastructure status;

(e) By when such status will be given to the shipping industry

Answer (a & b):

Yes, there is a demand to grant infrastructure status to ships to improve India's position in shipbuilding and ownership.

(c) What is the response of the Government towards granting infrastructure status to the shipping industry;

Answer:

Honourable Finance Minister in her Union budget speech 2025-26 stated:

"Large ships above a specified size will be included in the infrastructure harmonized master list (HML)"

(d) What will be the additional facilities available to the Ship industry on being granted infrastructure status;

Answer:

Infrastructure status will enable shipping companies to avail low-cost long-term fund availability for procuring ship.

(e) By when such status will be given to the shipping industry;

Answer:

Details of the same not available with the Directorate.

Question 5

Budget Session 2025 | Lok Sabha PQ No. 1794 | Replied on 03.02.2025

(a) Whether it is a fact that the size of domestic ship building industry in the country is very small in comparison to Japan, China and South Korea and 75 percent of the world's ship building orders are secured by China;

(b) If so, details thereof;

(c) Whether it is also true that India has very low capacity of freight which is inadequate to meet its own demand and the country had to pay \$75 billion to foreign shipping companies as a freight through sea route in the FY2023 alone;

(d) The details of key shipbuilding and repair companies establishing facilities within the shipbuilding and repair clusters in Andhra Pradesh;

(e) The details of the ongoing and planned projects by Hindustan Shipyard Limited (HSL) in Andhra Pradesh;

(f) The current status of the shipbuilding and repair sector in Andhra Pradesh and its potential for future development;

Answer (a & b):

As per UNCTAD data (2023), in terms of Gross Tonnage, India has less than 1% share in the global shipbuilding market whereas Japan, China and South Korea together constitute more than 90% of the global shipbuilding market. As per UNCTAD data (2023), in terms of Gross Tonnage, China alone constitutes 50.73% of the global shipbuilding.

(c) Whether it is also true that India has very low capacity of freight which is inadequate to meet its own demand and the country had to pay \$75 billion to foreign shipping companies as a freight through sea route in the FY2023 alone;

Answer:

No information available with this Directorate.

(d) The details of key shipbuilding and repair companies establishing facilities within the shipbuilding and repair clusters in Andhra Pradesh;

Answer:

No information available with this Directorate.

(e) The details of the ongoing and planned projects by Hindustan Shipyard Limited (HSL) in Andhra Pradesh;

Answer:

As per the SBFAP portal, there are currently no ongoing projects with Hindustan Shipyard Limited.

(f) The current status of the shipbuilding and repair sector in Andhra Pradesh and its potential for future development;

Answer:

Following shipyards in Andhra Pradesh are registered in the SBFAP portal:

- Hindustan Shipyard Limited
- San Marine
- Blue Bay Engineering Pvt. Ltd.
- Submarine Kakinada Limited

Question 6

Winter Session 2024 | Rajya Sabha PQ No. S142 replied on 30.07.2024

- (a) *Efforts made by the Government to make 'Aatmanirbhar Bharat' in the shipping sector*
- (b) *Whether the Indian Government has drawn any roadmap for improving the quality of domestic shipping industry*
- (c) *If so, the details thereof?*
- (d) *(d) Whether efforts by the Government in the last decade have helped in improvement in the shipping sector's contribution to the country's GDP.*
- (e) *If so, the details thereof and if not, the reasons therefor?*

Answer a):

The Indian government has undertaken several initiatives to make the country self-reliant or "Aatmanirbhar" in the shipping sector. These efforts are part of a broader strategy to enhance the domestic capabilities and reduce dependency on foreign entities. Some of the key initiatives include:

1. Development of Domestic Shipbuilding Industry
 - Shipbuilding Financial Assistance Policy: Extended until 2026, this policy provides subsidies to Indian shipyards on contracts secured between 2016 and 2026, which helps in reducing the cost of shipbuilding.
2. Maritime India Vision 2030
 - Blueprint for Development: Maritime India Vision 2030 outlines a comprehensive strategy for the development of the maritime sector. It includes plans for the modernization of ports, development of new port infrastructure, and enhancement of the shipbuilding industry.

(b) Whether the Indian Government has drawn any roadmap for improving the quality of domestic shipping industry

Answer: Yes

(c) If so, the details thereof?

Answer:

The Indian government has drawn a comprehensive roadmap to improve the quality of its domestic shipping industry. Several major initiatives and programs have been launched to achieve this goal:

Sagarmala Programme:

Launched in 2015, this initiative focuses on modernizing ports, enhancing port connectivity, and promoting coastal shipping and inland waterways. The aim is to reduce logistics costs and create new jobs. Under the Sagarmala Programme, there are 839 projects worth investment of ~INR 5.79 Lakh Cr. for implementation by 2035. Out of 839 projects, 272 projects worth ~INR 1.41 Lakh Cr. have been completed and 214 projects worth ~INR 1.63 Lakh Cr. are under implementation. In addition to the above, 353 projects worth ~INR 2.73 Lakh Cr. are under various stages of development.

Maritime India Vision 2030:

Introduced in 2020, this blueprint is designed to position India at the forefront of the global maritime sector by ensuring coordinated and accelerated growth of the maritime industry. It includes over 50 smart port initiatives aimed at modernizing port infrastructure and operations.

PM Gati Shakti National Master Plan:

Launched in October 2021, this plan aims to improve logistics efficiency through integrated infrastructure development. It focuses on multimodal connectivity and reducing logistics costs by improving first and last-mile connectivity.

National Infrastructure Pipeline (NIP):

Announced in December 2019, this initiative aims to invest ₹103 trillion (US\$1.4 trillion) in infrastructure projects, including ports, to make India a US\$5 trillion economy by 2025. The NIP covers various sectors such as transportation, energy, and logistics.

National Logistics Policy:

Launched in September 2022, this policy provides a comprehensive agenda for developing the logistics ecosystem in India. It aims to improve the efficiency of the logistics sector which is crucial for the shipping industry.

Coastal Shipping and Inland Waterways:

The government is promoting the use of coastal shipping and inland waterways as cost-effective and environmentally friendly modes of transport. This includes operationalizing National Waterways and enhancing the coastal fleet.

Green and Digital Initiatives:

Efforts are being made to adopt environmentally sustainable practices and digital technologies to improve port operations. This includes the use of renewable energy, automation, and digitalization to streamline processes and reduce the carbon footprint.

These initiatives collectively aim to enhance the competitiveness, efficiency, and sustainability of India's domestic shipping industry, making it a key driver of economic growth.

(d) Whether efforts by the Government in the last decade have helped in improvement in the shipping sector's contribution to the country's GDP.

Answer: Yes

(e) If so, the details thereof and if not, the reasons therefor?

Answer:

The Indian Government's efforts over the past decade have had a positive impact on the shipping sector, contributing to its growth and its contribution to the country's GDP. Several key initiatives and reforms have played a crucial role in this transformation:

Green Initiatives: Efforts to build 'Made in India' green tugs and establish green hydrogen hubs at ports are part of the move towards sustainable development in the maritime sector.

Question 7

Winter Session 2024 | Rajya Sabha PQ No. S142 | Replied on 30.07.2024

- (a) Whether the Government is cognisant of the need to develop Indian shipping line of global standards, as rising freight costs have highlighted domestic firms' dependence on global shipping companies;*
- (b) If so, whether the Government is cognisant that rising freight cost and high dependency on foreign companies has exacerbated the supply chain crisis in the country as the Indian shipping lines have a minor share in global trade;*
- (c) If so, whether the Government has taken steps to address this issue of national importance; and*
- (d) If so, the details thereof and if not, the reasons therefor?*

Answer: (Parts a to d):

The Government is fully aware of the critical need to develop an Indian shipping line that meets global standards. Rising freight costs have significantly highlighted the dependency of domestic firms on global shipping companies, exacerbating the supply chain crisis. Recognizing this challenge, the Government has undertaken several strategic initiatives to enhance capacity and competitiveness of Indian shipping lines, thereby reducing reliance on foreign shipping companies and addressing the issue of escalating freight costs.

Ship Building Financial Assistance Policy (2016–2026):

Government of India has approved Financial Assistance Policy for Indian Shipyards eligible for grant financial assistance to 'Indian Shipyards'. Only those vessels shall be eligible for grant financial assistance, for which construction commences subsequent signing valid contracts. Vessels which are constructed and delivered within a period of three years from the date of contract are eligible for availing financial assistance under the policy. For specialized vessels, actual receipts or fair price, whichever is least, will be considered. Under the policy, financial assistance extended would be reduced by 3% every three years.

Revision of criteria for Right of First Refusal (ROFR):

It grants Indian-flagged vessels priority to match the lowest bid offered by foreign-flagged vessels, thereby raising demand for Indian-flagged vessels.

The criteria for granting Right of First Refusal in chartering vessels through the tender process has been revised to promote tonnage under the Indian flag and shipbuilding in India, making an Atma-nirbhar (self-reliant) Bharat in terms of tonnage and shipbuilding.

Following is the hierarchy for ROFR:

- i. Indian built, flagged, and owned
- ii. Indian built, Indian flagged and Indian IFSCA owned
- iii. Foreign built, Indian flagged and Indian owned
- iv. Foreign built, Indian flagged and Indian IFSCA owned
- v. Indian built, foreign flagged and foreign owned

This will promote demand of Indian built and Indian flag vessels as the Indian built and Indian flag vessels will have the priority in chartering and will also provide additional market access and business support to ships built in India. The entrepreneurs will be encouraged to register and build their ships in India and thereby share of Indian ships in international market may be increased.

Subsidy Support to Indian Shipping Companies:

- The subsidy scheme for promotion of flagging of merchant ships in India was initiated in 2021 with a budget of ₹1,624 crore to be disbursed over five years.
- The scheme provides subsidies to Indian shipping companies participating in global tenders issued by Ministries and CPSEs for importing government cargo such as crude oil, LPG, coal, and fertilizers.

Impact (as of March 2023):

- Coastal trade: 75 vessels added, totaling 0.42 million GT
- Overseas trade: 82 vessels flagged, totaling 1.91 million GT
- Total: 157 vessels added under Indian flag, totaling 2.33 million GT

Specific vessel type growth:

- Tankers: Increased from 158 to 162 (+4)

- Bulk carriers: Increased by 7
- LPG carriers: Increased from 19 to 27 (+8)
- Total net increase in these types: 19 vessels

A proposal is also under consideration to extend the benefits of this scheme to include coastal movement and export cargo related to government PSU agencies, which would further enhance Indian tonnage.

Impact on Economic Growth:

- The Government's initiatives have significantly boosted the shipping sector's contribution to India's economic growth.

As of June 2024, India operates:

- 485 Indian-flagged vessels in overseas trade
- GT: 11,948,415
- DWT: 18,649,12
- 1,041 vessels in coastal trade
- GT: 1,720,921
- DWT: 20,318,414
- 4 vessels under Indian controlled tonnage
- DWT: 73,029

Total fleet: 1,530 vessels

Combined GT: 13,719,490

Combined DWT: 20,479,552

With the rise in Indian tonnage, there has been a notable shift in business preference towards Indian-flagged vessels over foreign-flagged ones, significantly boosting India's economic growth.

Meeting held on July 26, 2024 – Key Points:

Agenda:

1. Review current issues related to shortage of shipping containers
2. Discussion on increased freight rates for container shipping
3. Open floor for stakeholder feedback and recommendations for potential steps to build resilience in the sector

Question 8

Provisionally Admitted Rajya Sabha Starred/Unstarred Qu Dy. No. S1200 on 02.12.2025 regarding " Upgradation of Minor Terminals and National Coastal & Inland Shipping Strategy " -reg

(a) Steps to upgrade minor terminals with connectivity, handling facilities, and last-mile links for perishables and agri-exports in States like Assam, Odisha, and Maharashtra.

Answer: The Directorate General of Shipping (DGS) does not directly deal with the upgradation of coastal cargo handling facilities or development of minor terminals.

Inputs for RSSQ diary no. S1146 due for 02.12.2025-reg "Promotion of Solar Power Operated Boats to Reduce Marine Pollution".

(a) whether the Government is aware that some State Government, including Uttar Pradesh and Kerala, have successfully introduced solar power operated ferry boats to promote clean energy transportation.

Answer

Yes. The Government is aware that certain State Governments, including Uttar Pradesh and Kerala, have introduced and successfully operated solar-powered ferry boats as part of their efforts to promote clean and sustainable modes of transportation. These initiatives demonstrate the potential of renewable energy solutions in inland water transport

(b) whether the Central Government proposes to promote or extend financial and technical support for the development and wider adoption of solar-powered boats across;

Answer

The Central Government, through various Ministries and agencies, has been actively promoting renewable energy applications in the maritime and inland water

transport sectors. Central Government is already providing financial assistance under existing schemes for the development and wider adoption of solar-powered boats, subject to the compliance with the policy terms.

(c) whether the Government intends to encourage research in solar- powered boat technology to enhance efficiency, durability, and cost-effectiveness.

Answer

Yes. Promotion of indigenous research and innovation remains a key priority. The Government encourages Research and Development (R&D) in renewable-energy-based transport systems, to improve efficiency, durability, performance in diverse operating conditions, and overall cost-effectiveness. Relevant institutions and research bodies are being supported to undertake such work.

(d) whether the Government plans to introduce schemes for fishermen and naval operations to adopt solar-powered boats;

Answer: No information is available with this Directorate.

(e) whether the Government also proposes to equip Marine Police and other coastal patrol agencies with solar-powered boats?

Answer: No information is available with this Directorate.

4.4 Crew Division

Overview

The Crew Division of the Directorate General of Shipping is responsible for the regulation, welfare, documentation, and grievance redressal of Indian seafarers. It ensures that all crew-related activities comply with national laws and international conventions, particularly the Maritime Labour Convention (MLC), 2006 and the Merchant Shipping Act, 1958. The division monitors recruitment and placement agencies (RPAs), handles seafarer grievances, and ensures the protection of seafarers' rights both in India and abroad. It also plays a critical role in coordinating with Indian missions, port authorities, and international bodies in cases of distress or repatriation.

Key Functions:

- Regulation and monitoring of RPAs
- Seafarer grievance redressal and legal support
- Coordination for repatriation and emergency assistance
- Implementation of welfare schemes and insurance coverage

Important Data Sets:

Active Seafarers:

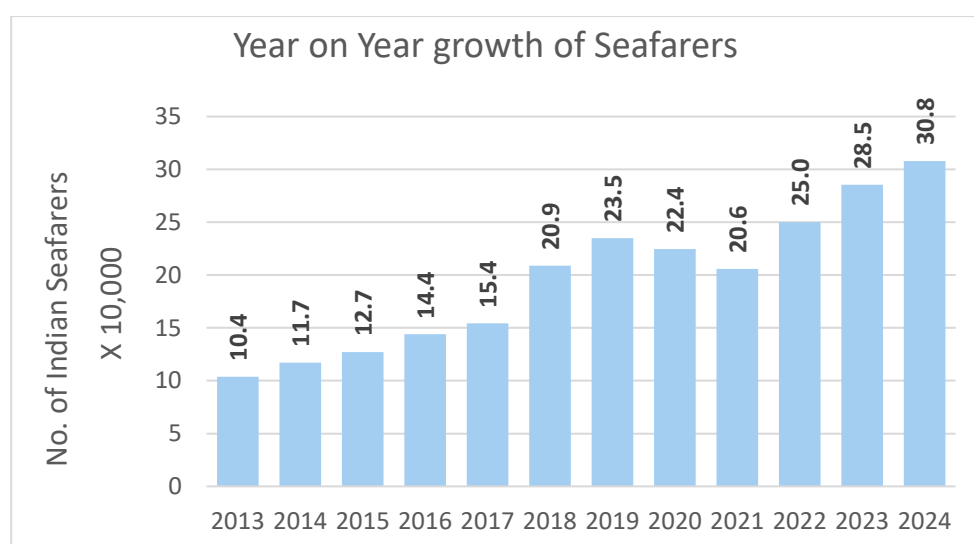


Figure 17 Year on Year Growth of Seafarers Chart

3,18,211 active seafarers, as of 2025. The number of active seafarers was

62.3 thousand in 2010 has grown at a rate of ~114.9% CAGR.

Women Seafarers:

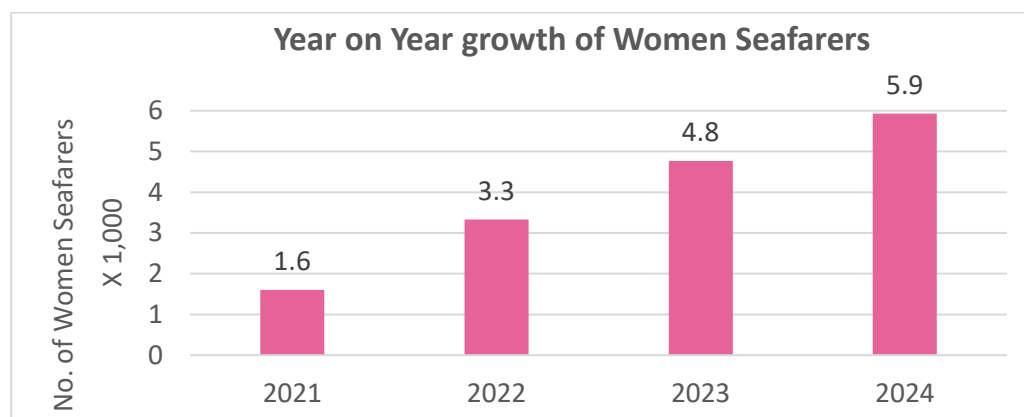


Figure 18 Year on Year growth of Women Seafarers - Chart

1,599 in 2021 to 6,413 in 2025 at a growth of ~41.5% CAGR

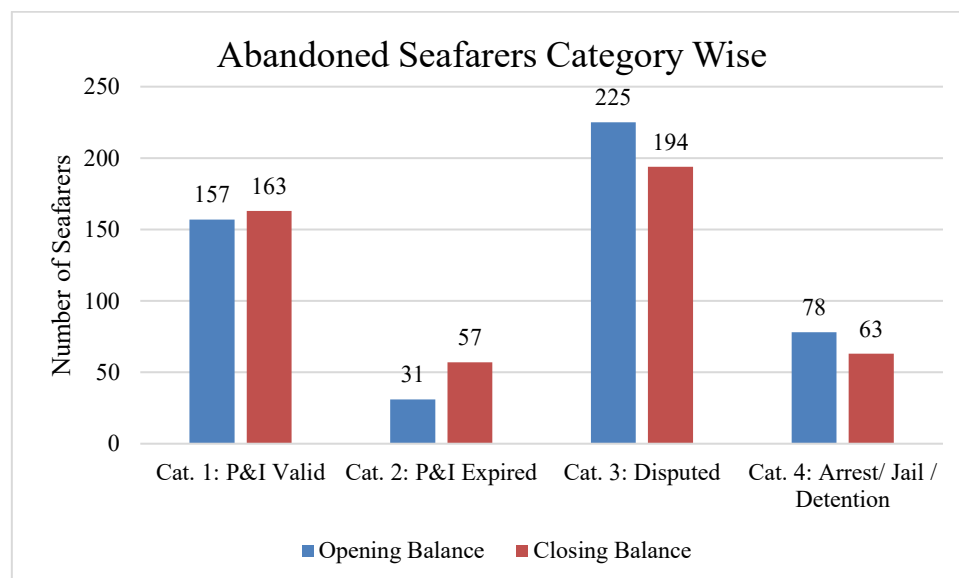
Abandonment

The current list available with us is cross checked and reconfirmed with RPSL Companies and Seafarers by sending email /Phone calls to each party involved. The work is in progress.

As of November 2025, **68 active vessels and 492 Indian seafarers** are abandoned till date.

Escalation to MoPSW/MEA – Each case (based on the information is received from IMO). Further, reminders are regularly being sent to the MoPSW/MEA.

Table 14 Abandonment Cases - Summary for November 2025



Previous Parliamentary Questions

Question 1

Relevant PQ No: Rajya Sabha RS 1639

- a) Whether the Union Government has taken strict action against the crewing agencies operating without RPSL in the last five years?*
- b) If so, the details thereof and If not the reasons thereof:*
- c) How many licenses of crewing agencies that aren't registered with the DGS have been cancelled in the last five years?*

Answer a): No Sir.

- b) If so, the details thereof and If not the reasons thereof:*

Answer:

In this regard, it is submitted that the provisions of the Merchant Shipping Act, 1958 do not apply to non-registered or unauthorized agencies recruiting seafarers without a valid Recruitment & Placement license. Rule 3(1) of the Merchant Shipping (Recruitment and Placement of Seafarer) Rules, 2016 clearly states, " These rules shall apply to the seafarers recruited through licensed recruitment and placement services."

Further, Rule 4 of the Merchant Shipping (Recruitment and Placement of Seafarer) Rules, 2016 stipulates, "No person shall, directly or indirectly, carry on the business, in India, of recruitment and placement of any seafarer on behalf of an employer or ship owner of Indian or foreign ship, unless it is registered and licensed under these rules."

Companies not registered with the Directorate and involved in maritime operations do not fall under the purview of the Merchant Shipping Act, 1958 and the Merchant Shipping (Recruitment and Placement of Seafarer) Rules, 2016. Seafarers or individuals aggrieved by the actions of these non-registered companies or agencies often become victims of fraud or cheating. Therefore, it is advised that in such cases, aggrieved seafarers should approach the appropriate authorities or file a

complaint/FIR against such agencies and individuals under the applicable laws, including Section 420 of the Indian Penal Code (IPC), which deals with cheating and dishonestly inducing delivery of property.

Section 420 of the IPC states, "Whoever cheats and thereby dishonestly induces the person deceived to deliver any property to any person, or to make, alter or destroy the whole or any part of a valuable security, or anything which is signed or sealed, and which is capable of being converted into a valuable security, shall be punished with imprisonment of either description for a term which may extend to seven years, and shall also be liable to fine."

Hence, these rules do not apply to non-registered or unauthorized agencies recruiting seafarers without a valid Recruitment & Placement license. It is crucial for seafarers to be vigilant and report such unauthorized activities to safeguard their interests and uphold the law.

c) How many licenses of crewing agencies that aren't registered with the DGS have been cancelled in the last five years?

Answer:

It is submitted that the agencies that are not registered with the Directorate General of Shipping (DGS) and have not been issued a Recruitment & Placement Service (RPS) license are not subject to any direct action under the Merchant Shipping Act, 1958 and the Merchant Shipping (Recruitment and Placement of Seafarer) Rules, 2016. Enforcement actions, such as withholding bank guarantees and blacklisting directors to prevent them from conducting any maritime activities associated with the DGS, are taken only against entities or individuals who are registered with the DGS under the Act. These measures ensure compliance and integrity within the maritime recruitment and placement process. However, since unregistered agencies fall outside the DGS's direct purview, seafarers affected by

fraudulent or unauthorized activities of such agencies are advised to seek legal recourse and report these agencies to appropriate authorities, including filing complaints under applicable laws such as the Indian Penal Code for fraud and cheating.

Question 2

Relevant PQ No: 6743 | Lok Sabha | Provisionally admitted Question

- a) The details of Indian Seafarers held captive in foreign jails along with the status of their cases.*
- b) Whether the Government of India is pursuing their issue with IMO Convention on "Fair Treatment of Seafarers" and if so, the details thereof:*
- c) The details of Indian Seafarers reported missing or dead during service on Merchant Ships from 2020 till 2024; and*
- d) The details of compensations released till now to the victims' families along with the unsettled claims in regard*

Answer a):

Please find the attachment annexed herewith as Annexure I.

- b) Whether the Government of India is pursuing their issue with IMO Convention on "Fair Treatment of Seafarers" and if so, the details thereof:*

Answer:

Yes. The Government of India, through the Directorate General of Shipping in Mumbai, has been actively pursuing the fair treatment of seafarers in alignment with the IMO Convention on "Fair Treatment of Seafarers." The details are given hereunder: -

- i. Engagement with Flag and Port States: The Directorate General of Shipping (DGS) takes up matters with the Flag State (the country under whose flag the vessel is registered) and the Port States (countries where the vessel is docked or detained). They ensure that the ship-owners and the Protection & Indemnity (P&I) Club (insurance providers for maritime liability) take the necessary steps to address the issues faced by seafarers.
- ii. Consular Access via Indian Missions: The DGS coordinates with Indian missions abroad to provide timely consular access and support

to seafarers in distress. This includes ensuring seafarers have access to legal aid, communication with family, and other necessary services.

iii. Engagement at IMO Council Sessions: During the 132nd Session of the International Maritime Organization (IMO) Council, the DGS engaged with representatives of various Port States to discuss and resolve issues related to the fair treatment of seafarers. This engagement ensures international cooperation and adherence to the IMO conventions.

iv. Coordination with Ministries: The Directorate General of Shipping (DGS) conducts online meetings with the Ministry of Ports, Shipping and Waterways (MoPSW) and the Ministry of External Affairs (MEA) to discuss and strategize on seafarer welfare issues. These inter-ministerial meetings help in aligning policies and actions for effective resolutions.

v. Meetings with Foreign Ambassadors and Consul Generals: The DGS holds meetings with Ambassadors and Consul Generals of Port States where Indian seafarers are detained or jailed. These diplomatic engagements aim to expedite case resolutions and ensure fair treatment.

vi. Development of Standard Operating Procedures (SOP): A Standard Operating Procedure (SoP) has been developed to systematically handle cases involving the detention or unfair treatment of seafarers. This SOP provides clear guidelines for action, ensuring prompt and effective response to incidents.

vii. Awareness Campaigns through Safety Videos: The DGS is in the process of awareness and disseminating safety videos to educate seafarers on their rights and safety measures. These videos aim to raise awareness and prevent incidents of unfair treatment.

viii. Publication of Booklets on Seafarers' Rights: Booklets have been published to inform seafarers of their rights under the Maritime Labour Convention 2006 and the Merchant Shipping (Maritime Labour) Rules 2016. These booklets serve as a resource for seafarers to understand and assert their rights.

ix. Strict Action Against Non-Compliant Recruitment Agencies: The DGS takes stringent action against recruitment companies violating the Merchant Shipping (Recruitment and Placement of Seafarers) Rules 2016. Further, the actions are taken as per Merchant Shipping Notice 11 of 2024 against RPSL companies resorting to deceitful practices. This ensures that only compliant and ethical recruitment practices are followed, safeguarding seafarers from exploitation.

c) The details of Indian Seafarers reported missing or dead during service on Merchant Ships from 2020 till 2024; and

Answer:

Please find the attachment annexed herewith as **Annexure II**.

d) The details of compensations released till now to the victims' families along with the unsettled claims in regard

Answer:

Please find the attachment annexed herewith as **Annexure II**.

Question 3

Relevant PQ No: Rajya Sabha | Diary No: S6662

- a) The total number of Indian seafarers reported abandoned on foreign vessels over the past two years, with a breakdown by country & vessel.*
- b) The legal & diplomatic measures undertaken by the Ministry to facilitate the reparation and compensation of these seafarers.*
- c) The collaboration, if any, with the International Maritime Organization (IMO) to address and prevent such incidents*
- d) The long-term strategies proposed to enhance the welfare and protection of Indian seafarers working on international vessels.*

Answer a):

The required data regarding the total number of Indian seafarers reported abandoned on foreign vessels in 2023 and 2024 is enclosed herewith as **Annexure I & II**. These annexures contain a country-wise and vessel-wise breakdown, as requested. The attached data provides the most comprehensive and up-to-date figures concerning reported abandonment cases during the specified period.

- b) The legal & diplomatic measures undertaken by the Ministry to facilitate the reparation and compensation of these seafarers.*

Answer:

The Standard Operating Procedure (SOP) prepared by the Directorate for managing abandonment cases is attached as **Annexure III**. This SOP outlines the legal and diplomatic actions taken, including interactions with Flag States, Port States, Protection and Indemnity (P&I) Clubs, and Indian Embassies, to secure the repatriation and compensation of the affected seafarers. The abandonment cases have been actively pursued with all relevant parties. We have engaged with Flag States to determine liability, Port States to facilitate repatriation, and P&I Clubs for compensation. Additionally, we have coordinated closely with the

Indian Embassies in the respective regions to offer support. We continue to monitor these cases and ensure that actions are pursued diligently until resolution

c) The collaboration, if any, with the International Maritime Organization (IMO) to address and prevent such incidents

Answer:

The issue of abandonment of seafarers has been raised in joint meetings between the IMO and International Labour Organization (ILO). The Directorate's representative participated in these discussions, where the matter of seafarer abandonment was discussed extensively. A proposal addressing measures to prevent such incidents in the future, as part of a larger initiative on seafarer welfare, is attached as **Annexure IV**.

These collaborative discussions are aimed at strengthening international frameworks and best practices to prevent abandonment cases. The proposal outlines key strategies to enhance global protection for seafarers and address the root causes of abandonment.

d) The long-term strategies proposed to enhance the welfare and protection of Indian seafarers working on international vessels.

Answer:

The SOP developed by the Directorate to address crisis situations involving Indian seafarers onboard foreign vessels is attached as **Annexure V**. This document, which was approved by the Ministry of Ports, Shipping & Waterways (MoPSW) on 25.11.2024, outlines detailed procedures to handle crisis situations, including abandonment, and establishes a framework for enhanced protection of seafarers in distress. This SOP represents a significant step towards improving the safety and welfare of Indian seafarers working on foreign-flagged vessels. It provides a comprehensive approach to addressing abandonment, as well as broader welfare issues faced by seafarers in international waters.

The strategies include direct intervention, legal recourse, and diplomatic engagement with various international agencies.

4.5 Personnel Division

Overview

The Personnel Division of the Directorate General of Shipping is responsible for managing human resources, staffing, service matters, and administrative coordination across the organization. It plays a central role in recruitment, promotions, training of staff, and implementation of government HR policies.

The division ensures that DG Shipping operates with adequate staffing, maintains service records, and adheres to the norms laid out by the **Department of Personnel and Training (DoPT)** and the **Ministry of Ports, Shipping and Waterways**. It also facilitates internal capacity building and supports welfare initiatives for employees.

Key Functions:

- Recruitment and appointment of officers and staff
- Maintenance of service records and personal files
- Implementation of HR policies and circulars
- Coordination of training and development programs
- Handling of disciplinary matters and grievance redressal
- Monitoring of reservation policies and diversity metrics

Important Data Sets:

Table 15 Posts at Directorate General of Shipping

Sr. No.	Name of Post	Total Sanctioned Strength	Filled	Vacant	Vacant %
1	Deputy Director General of Shipping [DDG]	06	04	02	33.33
2	Assistant Director General of Shipping [ADG]	07	04	03	42.86
3	Engineer and Ship Surveyor	29	18	11	37.93
4	Ship Surveyor	07	04	03	42.86
5	Nautical Adviser	01	00	01	100.00
6	Principal Officer (N)	02	01	01	50.00
7	Nautical Surveyor	23	15	08	34.78
8	Stenographer Grade III	04	02	02	50.00
9	Upper Division Clerk	101	67	34	33.66
10	Lower Division Clerk	94	32	62	65.96
11	Multi-Tasking Staff	81	65	16	19.75

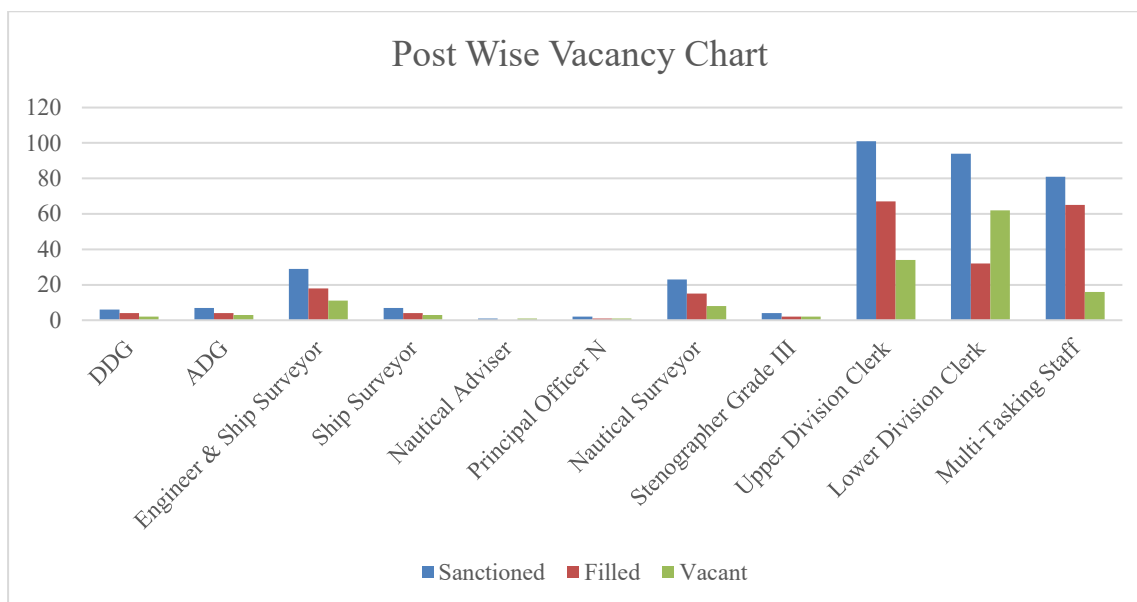


Figure 19 Post wise Vacancy Chart

Table 16 Percentage Distribution of filled position - Group wise

	Sanctioned Strength	Filled	Vacant	Percentage Distribution of Filled Position
Group A	114	72	42	63%
Group B (Gazetted)	20	14	06	70%
Group B (non-gazetted)	66	57	09	86%
Group C	282	164	118	60%
Total	482	307	175	69.75%

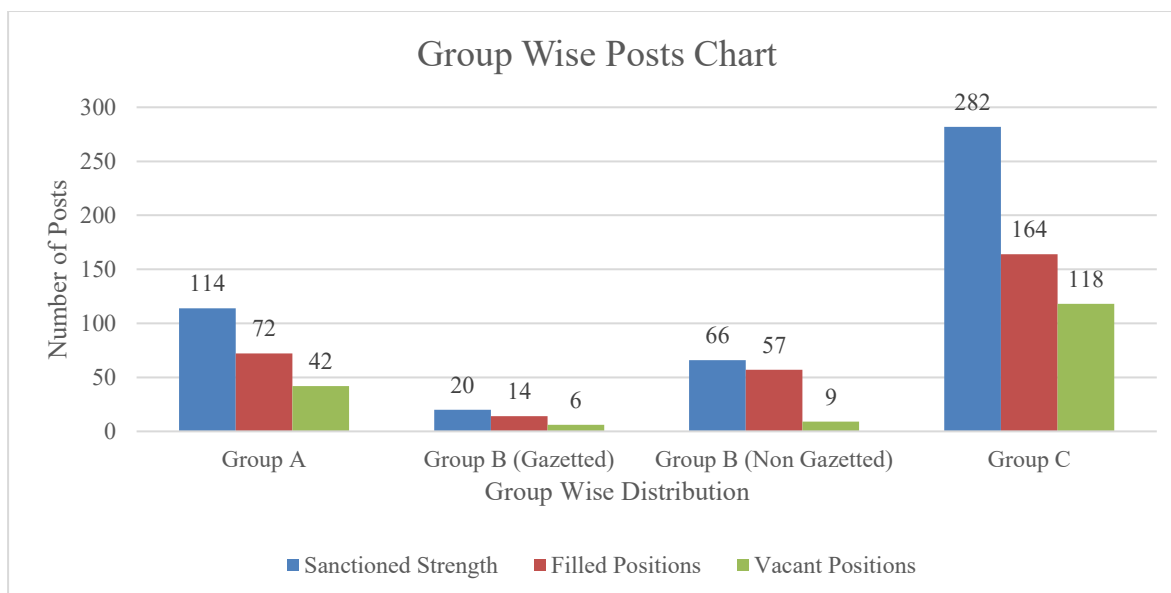


Figure 20 Group wise Posts Chart

Previous Parliamentary Questions

Question 1

Relevant PQ No: Rajya Sabha S2301, S3888 | Winter Session PQ No. RS S2020

What is the status of vacancies under the Directorate General of Shipping and allied offices?

Answer:

As of July 2025, the Directorate General of Shipping (DGS) and its allied offices are facing challenges due to long-standing vacant posts, especially in the technical cadres.

The Directorate has conveyed to the Ministry that while action was taken to fill these posts, delays in appointment processes impeded closure. A formal request has been made to preserve these posts for revival, potentially through matching savings, to ensure no disruption to critical maritime functions.

The sanctioned strength of DGS and Allied Offices was initially 596. Out of these, 55 posts were surrendered for revival of 09 posts. Later on it was further intimated vide email dated 13.06.2025 that 73 posts lying vacant for more than five years were also excluded from the sanctioned strength. Accordingly, the final sanctioned strength was revised to 468 posts.

The Department of Expenditure (DoE) vide ID No. 11(1)-P-Shipping/2025/E.Coord.I Dated 07.08.2025, the creation of 14 Posts are accorded by the DoE and MoPSW.

Question 2

Relevant PQ No: RS 1480 | Contractual Employment and Service Reform

What measures have been taken to revise outdated Recruitment Rules (RRs)?

Answer:

The DGS has undertaken a comprehensive exercise to revise Recruitment Rules across all Groups:

Group A & B: Existing RRs dating back to 1992 are under revision. Draft model RRs have been formulated in consultation with the DoPT guidelines. Deliberation is ongoing regarding a centralized RR structure vs. cadre-specific rules for DGS and its allied offices.

RR Status (Wing wise) is given below:

Nautical: The Directorate General of Shipping (DGS) submitted the consolidated and finalized RRs for all six posts in the Nautical Wing to the MoPSW on November 28, 2025. The DGS requested the Ministry to incorporate the revised sanctioned strength for Deputy Nautical Adviser and Nautical Surveyor posts, as well as the updated statutory references to the Merchant Shipping Act, 2025. The Ministry was requested to take up the matter with the Legislative Department for early Gazette notification.

Naval-Architecture: The DGS submitted the finalized Recruitment Rules for the Naval Architecture Wing to the MoPSW on November 7, 2025, for four posts, including Chief Ship Surveyor and Ship Surveyor. UPSC reviewed the Legislative Department's changes and largely did not accept the amendments, except for one change related to the Junior Ship Surveyor post. Additionally, a change to the required experience for the Ship Surveyor post (from five to eight years) was also approved by UPSC and submitted.

Engineering: The DGS submitted the finalized Recruitment Rules for the Engineering Wing, clubbed into a single consolidated RR document, on 12.09.2025. This submission included the RRs for Chief Surveyor, Principal Officer (Engineering), and Deputy Chief Surveyor posts. The finalized RR for the post of Deputy Director General of Shipping of the Administrative Wing was also submitted concurrently.

-Group C: Revised RRs have been finalized and submitted to MoPSW on 30.06.2025. Queries raised earlier were responded to with requisite modifications and rectifications on 11.11.2025.

These reforms are critical to ensure alignment with modern service delivery expectations and digital recruitment protocols.

Question 3:

Relevant PQs: LS 13167 | Training Berths; RS 2915 – Vision 2047

What steps have been taken to improve training and capacity building for employees?

Answer:

A structured induction and capacity-building roadmap has been drawn up for Group A, B, and C personnel:

- YASHADA Training for Group C staff was conducted in 5 batches (2017–2019), and further batches are being planned in consultation with the Finance Division.
- YASHADA's first batch of Induction Training for Group A officials is scheduled to be held from the period of 29.12.2025–10.01.2026
- Mandatory Karmayogi Courses introduced for Group C officials, with attendance linked to monthly reports.
- Partnerships with ISTM, and private maritime training centers (such as MSC Crewing Services) have been initiated to reduce training costs.
- Despite a training budget of only ₹30 lakh in FY 2025–26, strategic venue partnerships and free courses are being utilized to maximize training coverage.

Question 4:

Relevant PQ No: RS S2020 | Staffing, Inclusion & Reservation Policies

How many employees belong to reserved categories (SC/ST/OBC/EWS)?

Answer:

As part of e-HRMS integration and cadre review, the DGS Office is compiling structured data on the number of employees under SC/ST/OBC/EWS categories across Group A, B, and C levels.

This data is being used to assess:

- Backlog vacancies in reserved categories
- Representation gaps in technical wings
- Compliance with DoPT reservation policies
- A consolidated summary will be part of the next organizational audit report.

Question 5:

What is the roadmap for cadre restructuring under the proposed DGMA framework?

Relevant PQs: RS 2320 – Vision 2030; RS 2915 | DGMA Vision

Answer:

The transition from DGS to the proposed Directorate General of Maritime Administration (DGMA) includes:

- Reorganization into verticals like Maritime Safety, Security, and Environmental Compliance.
- Cadre-specific placement and training plans under domain-led structures.
- Ongoing internal consultations (final round scheduled for 23.07.2025) to finalize cadre alignment, reporting hierarchies, and decentralization of some HR functions.

The aim is to provide domain specialization and faster administrative responsiveness under a unified maritime authority.

4.6 International Cooperation Branch

Overview

The International Cooperation Branch of the Directorate General of Shipping (DG Shipping) plays a pivotal role in representing India's maritime interests on global platforms. It is responsible for coordinating with several maritime organizations at international level, negotiating bilateral and multilateral agreements, ensuring compliance with international conventions, and facilitating India's participation in global maritime forums such as the International Maritime Organization (IMO), International Labour Organization (ILO), and regional maritime cooperation bodies.

Key responsibilities include:

Representation at IMO and other international maritime bodies

Implementation of international maritime conventions and protocols

Coordination of bilateral maritime agreements

Monitoring compliance with international maritime safety, security, and environmental standards

Capacity building and technical cooperation with foreign maritime administrations

Important Data Sets

International Cooperation Division of the Ministry of Ports, Shipping and Waterways deals with maritime engagements with foreign maritime nations, including signing of Agreements/ MoU for bilateral cooperation in the Maritime sector, holding of regular Joint Working Group meetings and negotiations with ASEAN, EU, BIMSTEC and EFTA for Maritime Transport Agreement. All matter related to International Maritime Organization (IMO), the primer regulatory UN body, in which India is a member, is also dealt in this Division, including deputation of officers for attending the IMO meetings and finalizing India's stand on various agenda for discussion during the meetings of

IMO. Further, this Division compiles inputs on issues relating to shipping sector for high-level officials meetings with foreign countries at Ministry of External Affairs and Ministry of Commerce and Industry. India became a member of the International Maritime Organization (IMO) in 1959, which is the global standard setting authority for the safety, security and environmental performance of shipping and ensures that such standards are fair and effective and are universally adopted and implemented. India has been an active participant at the IMO. In fact, participation of India in the functioning of IMO has helped India to voice its developmental concerns to the international maritime community.

India has been a member of the IMO Council and has got re-elected as Member of the IMO Council under Category 'B', representing nations with the largest interest in international seaborne trade, for biennial 2026-27 by securing the highest number of votes (157) during the IMO Council election held in November, 2025.

IMO adopts and implements various treaties in the form of conventions/protocols. From time to time, keeping in mind our national interests and the international standards evolved by IMO through its treaties, India has been becoming a party to the treaties adopted by IMO. As on date IMO has adopted 67 treaties, which are open for countries to become parties. Out of these 67 treaties, India is a party to 33 treaties (conventions/protocols), which have been suitably incorporated into the Indian domestic legislation i.e. the Merchant Shipping Act, 1958.

Currently, there are three IMO Conventions which India has signed, namely,

International Convention on Civil Liability for Bunker Oil Pollution Damage 2001;

International Convention for the Control and management of Ships' Ballast Water and Sediments, 2004; and

the Hong Kong Convention for Safe and Environmentally Sound

Recycling of Ships 2009, which have been taken up by the Ministry for India becoming a party to The legislative proposals incorporating the provisions of these Conventions are in progress and upon enactment of these legislations, India's accession/ratification to these conventions will be communicated to the IMO.

Besides this, India is also a party to two important Conventions of the International Labour Organisation (ILO), meant for welfare of seafarers, namely the Maritime Labour Convention and the Seafarer's Identity Document Convention. India contributes approximately 6 to 7 percent of the total workforce in the shipping industry. India is home to the second largest number of seafarers after the Philippines. ILO too has mandated standards for the maritime industry. The Maritime Labour Convention is a single, coherent instrument which replaces and consolidates 37 separate ILO maritime labour conventions adopted since 1920.

Apart from IMO, India has been contributing significantly to the other multilateral organizations/agreements such as ASEAN (Association of South East Asia Nations); Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC); Indian Ocean Rim-Association for Regional Cooperation(IORA); International North South Transport Corridor (INSTC), etc.

Maritime Transport Cooperation Instruments/Arrangements

Bilateral cooperation arrangements

India has entered into cooperation instruments/arrangements with other maritime countries and regional groupings by way of Agreements or MoUs to foster growth of Indian maritime sector as well as to safeguard India's maritime interests. Following is a list and status of these cooperation arrangements:

Table 17 List and status of these cooperation Billateral arrangements

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	Netherlands (03 April, 2023)	The Objective of this MoU is to establish a framework between official organizations, private enterprises, knowledge institutions and research institutes to stimulate cooperation in the fields of Pon development, Inland shipping, Coastal shipping, Maritime transport and Logistics.
	Maldives (08 June, 2019)	MoU between India and Maldives for establishment of passenger and cargo services by sea between the two countries to promote people to people contact and boost bilateral trade between the two countries.
	Denmark (18 January, 2019)	MoU on Maritime Issues between Ministry of Ports,Shipping and Waterwaysof the Republic of India and the Ministry of Industry, Business and

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
		Financial Affairs of the Kingdom of Denmark envisages cooperation between the two countries through a Joint Working Group on Shipping for cooperation in the field of merchant shipping and maritime transport related matters, exchange of experiences and information on the rules, regulations and enforcement of the Port State Controls carried out in India and Denmark, cooperation on training and education in the maritime industry, cooperation on granting the Indian Register of Shipping (IRS) the status of Recognized Organization (RO) and to strengthen the cooperation in green maritime technology and shipbuilding to address the issues of maritime environmental degradation, climate changes and biodiversity loss.
	Malta (September 17, 2018)	Memorandum of Understanding between India and Malta for bilateral cooperation in the fields of maritime and port administration, maritime safety, vessel monitoring and marine pollution prevention, maritime training, education, research and innovation and cooperation in matters related to International Maritime Organization (IMO).

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	Republic of Korea (April 10,2018)	Undertaking on Mutual Recognition of Certificates of Competency of Seafarers, as per requirements of the International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW), 1978 as amended in 2010 (Manila Amendments) between India and Republic of Korea was signed on April 10, 2018. Both India and Republic of Korea have agreed on the recognition of maritime education and training, certificates of competency, endorsements, training documentary evidence and medical fitness certificates for seafarers (hereinafter referred to as "certificates") issued by the Government of the other Party in accordance with the provisions of regulation I/10 of the STCW Convention, and cooperation between the two Parties in the training, certification and management of seafarers.
	Cyprus (April 28, 2017)	Agreement between India and Cyprus on Merchant Shipping for technical assistance in developing merchant fleets, including training of seafarers and also assistance in commercial matters support and facilitate cooperation between training institutions and maritime organizations; establishment of functioning

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
		representations of shipping organizations and enterprises in other countries; allow Govt. representatives or diplomatic and consular missions of other country as well as representative of shipping enterprises register in other country to enter its ports and board vessels sailing under the flag or chartered by enterprises of the other country.
	Bangladesh (April 8, 2017)	MoU between the Directorate General of Lighthouses and Lightships (DGLL), Ministry of Shipping, Government of India and the Department of Shipping (DoS), Ministry of Shipping, Government of People's Republic of Bangladesh concerning cooperation on Aids to Navigation.
	Bangladesh (April 8, 2017)	MoU Between India And Bangladesh on Development of Fairway from Sirajganj to Daikhowa And Ashuganj to Zakiganj on Indo-Bangladesh Protocol Route.
	Bangladesh (April 8, 2017)	MoU Between India And Bangladesh on Passenger and Cruise Services on the Coastal and Protocol Routes.

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	United Arab Emirates (January 25, 2017)	Recognition and acknowledgement of the certificates issued by the issuing party after meeting the conditions pertaining to: a) Training, qualifying and evaluating seafarers as per the provisions of Section 6/1 of the STCW convention. b) Registering the issued certificates in a special record. c) Upon its request, the Department shall be allowed to visit the facilities of certificates to make sure of the relevant procedures as per the provisions of the Regulation No. 60/1 of the STCW Convention in order to check:- • Standards of competency. • Registering certificates of competency. • Issuing, renewing and cancelling certificates of competency. • Standards of physical fitness for the certificates of competency holders. • Applied methods of sharing details about the validation of certificates. d) The quality standards shall be in accordance with the provisions of Regulations No. 8/1 of the STCW Convention.

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	United Arab Emirates (January 25, 2017)	Institutional Cooperation on Maritime Transport which would facilitate and promote Seaborne transport to avoid any unnecessary prolongation of lay times, and simplify and expedite wherever possible customs and other formalities to be observed in ports as well as facilitate the use of existing installation for the disposal of wastes.
	Egypt (September 02, 2016)	Agreement between India and Egypt for cooperation to develop relationship in the field of International Maritime Transport on the basis of equity and mutual benefits; exchange information between the competent authorities of both the parties on maritime transport; provision of technical assistance for the development of maritime transport by promoting and encouraging the cooperation between the Maritime shipping companies of both the countries; cooperation for developing training programs in institutes of either of the counties in the fields of the marine environment and prevention of the marine pollution and Promotion of Electronic Data Interchange between the two countries with regard to vessels and ports security procedures according to ISPS code requirements.

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	Spain (July 05, 2016)	MoU between India and Spain for cooperation in port matters for conduct of studies on port traffic demand between the two countries; commercial promotion of maritime transport between the two countries; promotion of the making of agreements on ports and terminals in the network of both countries; promotion of commercial exchange in the context of port activity and transport by sea; planning, management and exploitation of port infrastructures, development of intermodal and port logistics; modernization of existing ports and development of new world class ports; development of Information and Communication Technologies, establishment of one-step shops and other fields improving the simplification of processes and benefit the competitiveness of all operators of the logistics chain; cooperation in the fields of environment and green port initiative; cruise shipping, sea plane and ferry services in Major ports; and promotion of business development in the port context and of the setting up of Indian port enterprises in Spain and of Spanish port enterprises in India.

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	India, Afghanistan and Iran (May 23, 2016)	Agreement on the establishment of International transport and transit corridor among the Governments of the Republic of India, the Islamic Republic of Afghanistan and the Islamic Republic of Iran (Chabahar Agreement).
	Belgium (May 2, 2016)	Letter of Intent on the implementation of the MoU between India and Belgium relating to Maritime Transport.
	Republic of Korea (April 13, 2016)	MoU between India and Republic of Korea to cooperate for strengthening administrative, technical and human resources through exchanges to promote mutual benefits in the fields of port development and operation.
	Hashemite Kingdom of Jordan (October 11, 2015)	Agreement between India and Jordan on Maritime Transport for cooperation between the shipping organizations and enterprises; exchange and training of staff and students; exchange of information to expedite transportation of commercial goods at sea and at ports; joint ventures in the fields of maritime transportation, shipbuilding and ship repairs, maritime training, maritime information

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
		technology including development of simulators, port facilities and related maritime activities.
	Bangladesh (June 6, 2015)	MoU relating to use of Chittagong and Mongla Port for Movement of goods to and from India.
	Bangladesh (June 6, 2015)	Agreement on Coastal Shipping between the Government of the People's Republic of Bangladesh and the Government of the Republic of India.
	Republic of Korea (May 18, 2015)	MoU between India and Republic of Korea for cooperation in maritime transport and logistics, including training of seafarers; joint ventures in the fields of maritime transport and logistics; construction of logistics infrastructure linking land-based transport with maritime transport; utilization, development and management of domestic and overseas ports.
	Iran (May 6, 2015)	Memorandum of understanding between the Government of the Republic of India and the Government of the Islamic Republic of Iran over Partnership of India in Development Plan of Chabahar Port.

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	Vietnam (May 24, 2013)	Agreement between India and Vietnam for cooperation between the shipping organizations and enterprises; exchange and training of staff and students; exchange of information to expedite transportation of commercial goods at sea and at ports; joint ventures in the fields of maritime transportation, shipbuilding and ship repairs, maritime training, maritime information technology including development of simulators, port facilities and related maritime activities.
	Austria (October 3, 2012)	MoU between India and Austria for cooperation on shipping infrastructure in particular by promoting safe, efficient and cost effective shipping and ports infrastructure development as well as operation and maintenance; exchange of information concerning shipping and ports infrastructure as well as benefits from the opportunities offered in the shipping and ports infrastructure sector; expansion of plans in the shipping and ports infrastructure sector and realization of special projects in this area; recognition of the projects in the field of "Maritime Communication Solutions".
	Sri Lanka	MoU between India and Sri Lanka for Passenger

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	(January 7, 2011)	services between the ports of Tuticorin and Colombo and between Rameshwaram and Thalaimannar.
	IBSA (Trilateral agreement between India, Brazil and South Africa) (September 13, 2006)	Trilateral Agreement between India, Brazil and South Africa to promote transportation of goods and passengers along the International “North-South” Transport corridor, and, access to the international market through rail, road, sea, river and air transport; assistance in increasing the volume of international transport of passenger and goods; security of travel, safety of goods as well as environmental protection according to the international standards; harmonization of transport policies as well as legal and legislative frameworks.
	The Netherlands (February 12, 2008) (Renewed on May 10, 2011, May 11, 2014 and October 11,	MoU between India and the Netherlands for Research and Development; shipbuilding; innovation and sustainability; safety and security; port planning and development; simulation of cargo flows between the two countries; government policies; Ports; Maritime transport and logistics.

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	2017)	
	Pakistan (December 14, 2006)	Protocol on Resumption of Shipping services between India and Pakistan signed on 15 January 1975 to improve direct shipping service between the two countries on the basis of sovereign equality and mutual benefit.
	South Africa (March 23, 2006)	Agreement between India and South Arica for cooperation between the shipping organizations and enterprises; exchange and training of staff and students; exchange of information to expedite transportation of commercial goods at sea and at ports; joint ventures in the fields of maritime transportation, shipbuilding and ship repairs.
	United States of America (April 14, 2015 and April 8, 2015)	MoU for cooperation in the fields of Shipping and intermodal operations; Maritime safety and security; Port Management; Dredging and Dredger construction; Ship Recycling; Maritime Training and Education; Technological Development related to Maritime sector; Inland Water Transport and other fields of mutual interest.

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	Morocco (February 22, 2000)	Agreement between India and Morocco for cooperation for rendering sustained mutual assistance and advice on merchant shipping and other related matters.
	China (November 29, 1996)	Agreement between India and China for cooperation in the field of Maritime Transport.
	Iran (January 3, 1995)	Maritime transport and port affairs; multimodal transport for transit cargo between the ports of Iran in the Persian Gulf and Caspian Sea through the Asian countries; transit of goods to the third countries through territory of one another; shipping agents and forwarding companies; ship building and ship repair.
	Russian Federation (December 23, 1994)	Agreement on Merchant Shipping for participation of vessels in the carriage of all cargoes between the ports of the two countries; elimination of obstacles that hamper the development of sea trade between the port of their countries; cooperation between the shipping companies, charterers and shippers.
	Singapore (January 24,	Agreement between India and Singapore for cooperation in the field of Maritime Transport.

S. No.	Name of the Country (Year of signing)	Areas of Cooperation
	1994)	
	Turkey (July 18, 1988)	Maritime Agreement between India and Turkey to carry out research, technical cooperation and training in Shipbuilding, Marine Transport and other matters on Marine Affairs.
	Federal Republic of Germany (January 9, 1979)	Agreement between India and Germany in the field of Merchant Shipping.
	Denmark (February 6, 1965)	Agreement on recognition of tonnage certificates of Merchant Ships.
	Finland (February 20, 1963)	Agreement for mutual recognition of tonnage certificates of Merchant Ships.
	Poland (June 27, 1960)	Agreement on Shipping cooperation to strengthen and develop cooperation in maritime transport.

Trilateral Cooperation arrangements

A trilateral cooperation framework is under progress between India, Sri Lanka and the Maldives to finalize an Agreement on maritime security for information exchange, to enhance Maritime Domain Awareness, training, pollution control, joint exercises and capacity building. Director General of Shipping has extended the Long Range Identification and Tracking (LRIT) facility to Sri Lanka and is in communication with Maldives to offer the same facility within the guidelines of IMO and International Maritime Satellite Organization (IMSO).

Agreements for Mutual Recognition of CoCs

(i.e. India will recognise foreign country's certificates and that foreign country will recognize Indian certificates of seafarers)

1. Iran – 2001 – (21-08-2022) – Valid unless terminated
2. Malaysia – 2001 – Valid unless terminated
3. UAE – 25.01.2017 – Five years, extendable to successive periods of 5 years
4. South Korea – 10.04.2018 – Five years, extendable to successive periods of 5 years
5. Sweden – 02.12.2019 – Full time
6. UK – 21.09.2022 – Five years unless terminated with a six months prior written notice

Agreement for Unilateral Recognition of Indian CoCs by Other Countries

(i.e. Foreign country will recognise Indian certificates without any obligation on India to recognize their certificates)

Being a manpower-supplying nation with a large population of seafarers, such unilateral agreements are beneficial to bolster employment of Indian seafarers. The following countries recognize Indian certificates. However, India does not recognise their certificates. Therefore, though the seafarers belonging to the following countries cannot work on Indian ships, Indian seafarers can work on their ships.

Table 18 Unilateral Recognition of Indian CoCs by Other Countries

Sr. No.	Country	Date of Agreement	Validity/Renewal	Remarks
1	Bangladesh	29th November, 2009	Successive 5 years	Valid
2	Panama	15th July, 2002	Successive 5 years	Valid
3	St. Vincent & The Grenadines	15th July, 2005	Successive 5 years	Valid
4	Dominica	28th January, 2003	Successive 5 years	Valid
5	Hellenic Republic	2nd December, 2002	Successive 5 years	Valid
6	Georgia	15th July, 2002	Successive 10 years	Valid
7	Vanuatu	23rd July, 2001	Successive 10 years	Valid
8	Liberia	13th November, 2001	Successive 10 years	Valid
9	Marshal Islands	26th July, 2001	Successive 10 years	Valid
10	Kuwait	9th December, 2002	5 + Indefinite Renewals	Valid
11	Bahamas	19th July, 2001	Successive 10 years	Valid
12	Qatar	2nd June, 2005	5 + Indefinite	Valid

Sr. No.	Country	Date of Agreement	Validity/Renewal	Remarks
			Renewals	
13	Barbados	31st October, 2001	Successive 10 years	Valid
14	Netherlands	18th October, 2001	Indefinite term	Valid
15	Japan	20th November, 2002	Successive 5 years	Valid
16	Belize C.A.	8th May, 2002	Successive 5 years	Valid
17	Jamaica	8th July, 2002	Successive 5 years	Valid
18	Isle of Man	13th March, 2002	Until terminated by either party	Valid
19	Luxembourg	3rd July, 2002	Successive 5 years	Valid
20	Cyprus	28th April, 2017	Until terminated by either party	Valid
21	Malta	14th December, 2001	Successive 10 years	Valid
22	Norway	28th September, 2001	Successive 10 years	Valid
23	Denmark	13th March, 2002	Successive 10 years	Valid
24	France	19th December, 2001	Successive 5 years	Valid
25	Ireland	3rd December, 2001	Successive 10 years	Valid
26	Ghana	4th December, 2001	Successive 10 years	Valid
27	Latvia	18th December, 2001	Successive 10 years	Valid
28	Mauritius	15th March, 2002	Successive 5 years	Valid
29	Antigua & Barbuda	30th January, 2002	Successive 10 years	Valid

Sr. No.	Country	Date of Agreement	Validity/Renewal	Remarks
30	Vietnam	22nd November, 2002	Successive 10 years	Valid
31	Australia	19th March, 2002	Successive 5 years	Valid
32	Singapore	11th July, 2001	Successive 5 years	Valid
33	Hong Kong	19th September, 2001	Successive 5 years	Valid
34	Cook Island	26.05.2022	5 years + 5 years	Valid

Ongoing Efforts

India-Singapore Green & Digital Shipping Corridor

India and Singapore have signed a Letter of Intent to develop a Green and Digital Shipping Corridor, focusing on maritime digitalisation and decarbonisation projects. This partnership aims to drive innovation through low-emission technologies and enhance digital integration in the maritime sector. Additionally, discussions with the Netherlands explored developing a Green Shipping Corridor and upskilling India's inland waterways workforce.

India-Denmark Centre of Excellence in Green Shipping

India and Denmark have launched a Centre of Excellence (CoE) in Green Shipping, following a the MoU on maritime affairs. The CoE aims to promote sustainable maritime practices in India by:

- Developing green corridors through feasibility studies and policy support.
- Collaborating with institutions like the Maersk McKinney Moller Centre and India's National Centre of Excellence for Green Port and Shipping.

Previous Parliamentary Questions

Question 1

Budget Session 2025 | Rajya Sabha PQ Diary No U1684 replied on 11.02.2025

Q1. How will the government ensure that the Maritime Amrit Kaal Vision 2047 is aligned with international best practices and standards for maritime safety, security, and environmental protection?

Answer:

The Maritime Amrit Kaal Vision 2047 aligns with global best practices and international maritime standards to ensure safety, security, and environmental sustainability. The following measures have been undertaken:

Adoption of IMO Conventions & Regulations:

India remains committed to full compliance with the International Maritime Organization (IMO) framework, including:

- MARPOL (International Convention for the Prevention of Pollution from Ships) - Strengthening air and marine pollution control.
- SOLAS (Safety of Life at Sea) - Enhancing ship safety regulations of ships.
- STCW (Standards of Training, Certification, and Watchkeeping for Seafarers) - Ensuring a high level of competency among Indian seafarers.
- MLC (Maritime Labour Convention) - For the welfare and living standards of seafarers.

Participation in International Green Shipping Initiatives:

- India is actively engaged in the various IMO projects such as GreenVoyage2050 initiatives, GloLitter, GloNoise etc., providing technical assistance and feasibility studies on various sustainable initiatives.
- Collaboration with BIMSTEC, ASEAN, and Indian Ocean Rim

Association (IORA) for knowledge-sharing on green shipping and emission reduction.

- Participation in bilateral agreements on sustainable maritime transport with key trading partners to align with IMO's Revised GHG Strategy 2023.
- Maritime Security & Digital Transformation:
 - Maritime Single Window to streamline and digitalize maritime trade processes, improving efficiency in cargo movement and reducing transaction costs.
 - Bureau of Ports and Ship Security (BoPS) to enhance security measures across ports and maritime operations, ensuring adherence to global safety and security protocols.
 - Strengthening Vessel Traffic Management Systems (VTMS) and satellite-based maritime domain awareness for enhanced security.

A high-level National Maritime Coordination Committee (Vikas/Vibhas Cells) will oversee implementation, ensuring timely execution, transparency, and regulatory compliance across all projects.

Through these initiatives, the Maritime Amrit Kaal Vision 2047 is envisioned to position India as a global leader in sustainable maritime practices, ensuring compliance with international safety, security, and environmental standards.

Question 2

Budget Session | Rajya Sabha Provisionally Admitted Question | Dy
No. U5850 for 01.04.2025

Q2. The steps taken to collaborate with international organizations and private sector stakeholders to advance green maritime initiatives

Answer:

International Maritime Organization (IMO) Collaboration: India has been selected as the pioneer lead country for the IMO's Green Voyage 2050 Accelerator Project, which aims to assist developing countries in reducing greenhouse gas emissions from ships. Through this project, India is exploring a Green Shipping Fuel Corridor with Singapore, to enhance trade in sustainable fuels, showcasing India's commitment to integrating into the global green fuel market. India-Denmark Green Strategic Partnership: India has strengthened its maritime collaboration with Denmark, a leader in sustainable maritime technologies. An extended Memorandum of Understanding (MoU) includes cooperation on green maritime technology, shipbuilding, and port modernization. This partnership aims to establish a Centre of Excellence in India to enhance expertise in green technologies and promote knowledge exchange.

Question 3

Winter Session | Rajya Sabha Provisionally Admitted Question | Dy.
No. U1527 for answer on 30.07.2024

Q3. The details of research and technology development aimed at finding innovative solutions to reduce underwater noise emissions from ships and opportunities for public-private partnerships or international cooperation to address this issue on a global scale, if any?

Answer:

IMO-UNDP-GEF GloNoise Partnership Project was launched in 2024, with India participating as a Lead Pilot country alongside other developing countries like Argentina, Chile, Costa Rica, South Africa, and Trinidad & Tobago. Madagascar, Malaysia, and Georgia are participating as twinning countries.

- The aim of this project is to establish a truly global stakeholders' partnership, assist developing countries in raising awareness, build capacity, and collect information to support the policy dialogue on underwater noise mitigation from shipping.
- As an outcome of this project, a toolkit will be developed for the assessment of underwater noise and a global policy for the mitigation of underwater noise.

Question 4

Winter Session | Lok Sabha Provisionally Admitted Question No. 6743
| Answer on 06.08.2024

Q4. Whether the Government of India is pursuing their issue with IMO Convention on "Fair Treatment of Seafarers" and if so, the details thereof:

Answer:

Yes sir. The Government of India, through the Directorate General of Shipping (DGS) in Mumbai, has been actively pursuing the fair treatment of seafarers in alignment with the IMO Convention on "Fair Treatment of Seafarers." The details are given hereunder:

Engagement with Flag and Port States:

The Directorate General of Shipping (DGS) takes up matters with the Flag State (the country under whose flag the vessel is registered) and the Port State (the country where the vessel is docked or detained). They ensure that ship-owners and Protection & Indemnity (P&I) Club (insurance providers for maritime liability) take necessary steps to address issues faced by seafarers.

Consular Access via Indian Missions:

The DGS coordinates with Indian missions abroad to provide timely consular access and support to seafarers in distress. This includes ensuring seafarers have access to legal aid, communication with family, and other necessary services.

Engagement at IMO Council Sessions:

During the 132nd Session of the International Maritime Organization (IMO) Council, DGS engaged with representatives of various Port States to discuss and resolve issues related to fair treatment of seafarers. This engagement ensures international cooperation and adherence to IMO conventions.

Coordination with Ministries:

The DGS conducts online meetings with Ministry of Ports, Shipping and

Waterways (MoPSW) and Ministry of External Affairs (MEA) to discuss and strategize on seafarer welfare issues. These inter-ministerial meetings help in aligning policies and actions for effective resolutions.

Meetings with Foreign Ambassadors and Consul Generals:

The DGS holds meetings with Ambassadors and Consul Generals at concerned Port States where Indian seafarers are detained or jailed. These diplomatic engagements aim to expedite resolution cases such as ensuring fair treatment.

Development of Standard Operating Procedures (SoP):

A Standard Operating Procedure has been developed to systematically handle cases involving detention.

4.7 Training Division

Overview

The Training Division of the Directorate General of Shipping (DG Shipping) is responsible for regulating and overseeing maritime education and training in India. It ensures that seafarers are trained in accordance with national standards and international conventions, particularly the STCW Convention (Standards of Training, Certification and Watchkeeping for Seafarers).

The division supervises the accreditation and monitoring of Maritime Training Institutes (MTIs), conducts examinations, and maintains records of certified personnel. It also plays a key role in curriculum development, faculty training, and the implementation of digital learning platforms.

Key Functions:

Accreditation and inspection of MTIs

Conduct of examinations and certification

Curriculum standardization and updates

Monitoring compliance with STCW and DG Shipping guidelines

Coordination with international bodies for training equivalency and recognition

Important Data Sets

Table 19 IMU Wise Shipboard Training (Batch Ending Year 2024)

Course Name	IMU affiliated institutes	Total Appr. Seats	Total Admissions (2024)	Admission %	Shipboard Training	Shipboard training %
BE (Marine Eng.)	9	1126	706	63%	371	53%

B. Sc. (Nautical Sc.)	6	585	486	83%	291	60%
DNS	15	2033	1538	76%	1190	77%
Grand Total		3744	2730		1852	

Table 20 IMU Wise Shipboard Training (Batch Ending Year 2024)

Course Name	IMU affiliated institutes	Total Appr. Seats	Total Admissions (2024)	Admission %	Shipboard Training	Shipboard training %
BE (Marine Eng.)	9	1126	706	63%	371	53%
B. Sc. (Nautical Sc.)	6	585	486	83%	291	60%
DNS	15	2033	1538	76%	1190	77%
Grand Total		3744	2730		1852	

Table 21 Shipboard Training (Batch Ending Year 2024)

Course Name	Non- IMU affiliated institutes	Total Appr. Seats	Total Admissions (2024)	Admission %	Within 15 th Months(2024)	Shipboard training %
BE (Marine Eng.)	17	1476	577	39%	393	68%

B. Sc. (Nautical Sc.)	17	1400	870	62%	506	58%
DNS	7	700	194	28%	105	54%
Grand Total		3576	1641		1004	

Table 22 Officer & Rating Course (Batch year ending 2024)

Course Name	Total Appr. Seats	Total Admissions (2024)	Admission %	Shipboard Training	Shipboard training %
Officer Course (Batch year ending 2024)					
BE (Marine Eng.)	2602	1283	49%	764	57%
B. Sc.	1945	1356	70%	797	54%
DNS	2733	1732	63%	1295	71%
GME	2376	1258	53%	1092	83%
ETO	2428	1414	58%	959	65%
Grand Total	12084	7043		4652	
Rating Course (Batch year ending 2024)					
GP Rating	9620	9275	96%	2530	23%
CCMC	1986	1445	73%	329	20%
Grand Total	11606	10720		2434	

Table 23 Officer & Rating Course (Batch year ending 2023)

Course Name	Total Appr. Seats	Total Admissions (2023)	Admission %	Shipboard Training	Shipboard training %
Officer Course (Batch year ending 2023)					

BE (Marine Eng.)	2562	1287	50%	1110	86%
B. Sc.	1945	1054	54%	876	83%
DNS	2553	1305	51%	1209	93%
GME	2316	1192	51%	1158	97%
ETO	2068	1078	52%	935	87%
Grand Total	11444	5916		4995	
Rating Course (Batch year ending 2023)					
GP Rating	10000	8962	90%	5593	62%
CCMC	1986	1213	61%	715	59%
Grand Total	11986	10175		5038	

Table 24 Officer & Rating Course (Batch year ending 2022)

Course Name	Total Appr. Seats	Total Admissions	Admission %	Shipboard Training	Shipboard training %
Officer Course (Batch year ending 2022)					
BE (Marine Eng.)	2562	1495	58%	1320	88%
B. Sc.	1785	1205	68%	1040	86%
DNS	2030	1224	60%	1146	94%
GME	2236	1050	47%	998	95%

ETO	1948	1078	55%	983	91%
Grand Total	10561	6052		4765	
Rating Course (Batch year ending 2022)					
GP Rating	8720	8263	95%	6088	74%
CCMC	1586	1092	69%	759	70%
Grand Total	10306	9355		4235	

Table 25 Officer and Rating Course (Batch year ending 2021)

Officer Course (Batch year ending 2021)					
Course Name	Total Appr. Seats	Total Admissions	Admission %	Shipboard Training	Shipboard training %
BE (Marine Eng.)	2368	287	12%	215	75%
B. Sc.	1745	1218	70%	1037	85%
DNS	2310	1516	66%	1448	96%
GME	2196	1307	60%	1200	92%
ETO	1948	991	51%	916	92%
Grand Total	13475	5319		3785	
Rating Course (Batch year ending 2021)					
GP Rating	8200	6220	76%	4564	73%
CCMC	1506	651	43%	507	78%

Grand Total	9706	6871		5071	
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Table 26 Officer and Rating Course (Batch year ending 2020)

Officer Course (Batch year ending 2020)					
Course Name	Total Appr. Seats	Total Admissions	Admission %	Shipboard Training	Shipboard training %
BE (Marine Eng.)	2598	82	3%	69	84%
B. Sc.	1785	1067	60%	935	88%
DNS	2310	792	34%	703	89%
GME	2196	536	24%	513	96%
ETO	1948	188	10%	177	94%
Grand Total	10837	2665		1480	
Rating Course (Batch year ending 2020)					
GP Rating	7480	1869	25%	1347	72%
CCMC	1666	160	10%	134	84%
Grand Total	9146	2029		135	

Table 27 Officer and Rating Course (Batch year ending 2019)

Officer Course (Batch year ending 2019)					
Course Name	Total Appr. Seats	Total Admissions	Admission %	Shipboard Training	Shipboard Training %
BE (Marine Eng.)	2598	296	11%	297	100%
B. Sc.	1785	1012	57%	864	85%
DNS	2740	1402	51%	1321	94%
GME	2396	1096	46%	1000	91%
ETO	1796	670	37%	600	90%
Grand Total	11315	4476		2741	
Rating Course (Batch year ending 2019)					
GP Rating	8040	5587	69%	4358	78%
CCMC	1586	614	39%	528	86%
Grand Total	9626	6201		1833	

Previous Parliamentary Questions

Question 1

Rajya Sabha, Diary No : U3451 |for answer on 27.12.2022 |
standardization of training programmes.

- (a) Whether Government plans to standardize the maritime training programmes all over the country, if so, the details thereof:-*
- (b) The steps undertaken by Government to improve the quality of training being imparted to the trainees by the Maritime Training Institutes; and*
- (c) Whether Government has undertaken steps to address the issue of increasing violation under the EXIT exams of seafarers, if so details thereof?*

Answer:

Yes Sir. It is the constant effort of the Directorate General Shipping to standardize maritime training programmes imparted by 157 Maritime Training Institutes approved to operate in India. The employment of seafarers on Indian or Foreign flag ships depend on their being trained and certified in accordance with the International convention on Standards of Training. Certification and Watchkeeping (STCW) Convention, 1978 of International Maritime Organization (IMO), to which India is a signatory.

Director General Shipping has issued a list of approved nearly 80 maritime training courses, in line with Model Courses issued by International Maritime Organization (IMO) and as per Standard of Training. Certification and Watchkeeping for seafarers (STCW) Convention, 2010. Further, Training, Examination and Assessment Programme (TEAP) manual has been issued by the Directorate General of Shipping providing necessary guidelines and details of the training courses, sea going services and examination, required for certification of the seafarers. Other than candidates/seafarers, a

common course for faculties for the Maritime Training institutes i.e. Vertical Integration Course for Trainers (VICT) has been developed. Further, to standardise the course content of all the approved courses the Directorate has devised a three tier training mechanism consisting of e-learning, classroom training and online exit exam.

E-learning: The Directorate had developed e-learning platform for the candidates to access study material for the Certificates of Competency examination for various grades and STCW Modular Courses.

In E-Learning, the courses as per requirements of STCW covering all the competencies of each course have been created using three dimensional animations, perfect voice instructions and chapter wise examinations. It gives convenience for the student to attend at his own time but without compromising the duration of course hours. Photo verification while log in and during the course ensures that the right candidate is attending the course. Once course is completed by the students, his personal records are updated about this course on E-learning. The Directorate provided e-learning material at no cost to the candidates, which would help in overall improvement in the quality of the officers, ensuring their employability.

Class room training: The DGS has allowed Maritime Training Institutes to conduct Classes for approved maritime courses. The approved Institutes register the qualified students for their courses as per STCW requirements. Video recordings on each class is maintained for record and verification purpose. On completion of class room and practical trainings, students are permitted to appear for the online exit exam.

Online EXIT exams to seafarers and online results: - This exit exam

has been introduced to maintain uniform standards across India. Question Bank for this online system are prepared by one set of experts and are vetted by another set of experts. Instant results are shown to avoid any kind of discrepancies. E-Proctoring mechanisms are incorporated into the software.

E-Certificate: The Directorate has introduced digitally signed e-certificate to a candidate who has completed successfully the three-tier system of learning, i.e. e- learning, class room learning. and online exit examination. The Maritime Training Institutes require that the Principal and Course In-charge shall electronically affix their signatures on e-certificates generated by the e-Governance system. The digitally generated e-certificates can be accessed by eligible candidates from DGS website. Similarly, on-line verification of authenticity of this e-certificates can be done by various authorities such as Shipping Companies, Port State etc from DGS website.

(b) The steps undertaken by Government to improve the quality of training being imparted to the trainees by the Maritime Training Institutes; and

Answer:

The Directorate General of Shipping. Mumbai has introduced Comprehensive Inspection Programme (CIP) which is, mandatory for all approved Maritime Training Institutes. The main objective of CIP is to assess, ensure and enhance the quality of training being imparted to the trainees by the Maritime Training Institutes. The MTI has to undergo annual CIP inspection by Recognized Organizations which are third parties and authorized by the DG Shipping. The ROs issue CIP certificate to MTIs with Gradings like A1, A2, B1, B2 i.e. from Excellent to Good Institute and C1 and C2 for poor and very poor performing Institute.

The Directorate General of Shipping, Mumbai from time to time also direct Marine Mercantile Departments to carry out comprehensive and surprise inspections of the Institutes to keep a check in the quality of training and education by the MIV, The Maritime India Vision-2030 has embodied the subject to improve the quality of Maritime Training for which number of initiatives are proposed to be taken in coming days.

(c) Whether Government has undertaken steps to address the issue of increasing violation under the EXIT exams of seafarers, if so details thereof?

Answer:

An online exit examination for the STCW modular courses was started to bring at a uniform methodology required to carry out assessment of a candidate for the desired competency. Total number of seafarer appeared for online Exit Exam are 1268977 out of which 1128492 passed till date 15.12.2022.

Online Exit Exam is the system free from any human interference, fully automatic, with latest proctoring technology covering all the topics of the approved courses. To eliminate cheating in the exit examination the steps have been taken include, inter-alia, verification of image of the student with existing photograph using face recognition software, blocking any parallel machines connected to computer during the exam, blocking any mirroring software's like team viewer, any desk etc., taking photograph of the students at random intervals during the course of examination and its matching through face recognition, use of computers with built in cameras, videography of examination rooms, invigilation by the faculty, remote audit of the photographs appearing on exit exam screen to eliminate use of still photographs or mobile phone pictures, etc. Any

violation of exit exam results in automatic freezing of the screen.

The Directorate has further suspended three Maritime Training Institutes for a period of one year as they were found to be involved in the misconduct / manipulation of online exit exam. The INDOS number of the candidates who have been found involved in the Exit exam misconduct have been blocked for a period of six months thereby restricting them to join the ship. This issues with the approval of the Director General of Shipping and Additional Secretary to the Government of India.

Question 2

Rajya Sabha, Diary No : U 90 | Answer on 07.02.2023 | Setting up Maritime Universities

- (a) *Whether Government proposes to set up more such Universities to meet the rising demand of trained personnel in shipping sector and if so, the details thereof;*
- (b) *whether students graduated from Maritime colleges have got placement during each of the last three years and the current year; and*
- (c) *Whether there is less employment opportunities in the maritime sector and if so, the corrective steps taken/being taken by Government in this regard; and*
- (d) *(Whether Government has indentified maritime clusters in the country to boost economic development along the coastlines and if so, the details thereof?*

Answer (a):

The Directorate General of Shipping does not have any proposal to set up a maritime University.

- (b) *whether students graduated from Maritime colleges have got placement during each of the last three years and the current year; and*

Answer:

The data with respect to the placement for shipboard training in last three years and current year is given in the Important Datasets.

- c) *Whether there is less employment opportunities in the maritime sector and if so, the corrective steps taken/being taken by Government in this regard; and*

Answer:

The question pertains to Crew Branch. The question has been forwarded to Crew Branch.

(d). Whether Government has indentified maritime clusters in the country to boost economic development along the coastlines and if so, the details thereof?

Answer:

The question pertains to Nautical Branch. The question has been forwarded to Nautical Branch.

Question 3:

Lok Sabha, Diary No : 946 and LSQ No.301 | Answer on 21.07.2023 |
Maritime training programmes.

(a) Whether the Government has any proposal to standardize the maritime training programmes all over the country and if so, the details thereof:

Answer:

The Director General of Shipping, Mumbai has approved 165 Maritime Training Institutes in India. Their employment of the seafarers on Indian or Foreign Ships depend on their being trained and certified in accordance with the international convention on Standards of Training, Certification and

Watchkeeping (STCW) Convention, 1978 of International Maritime Organization (IMO), to which India is a signatory.

The Directorate has issued list of approved maritime training courses. All these approved maritime training courses are (Total approx. 80) to be in line with IMO Model Course issued by International Maritime Organization (IMO) and as per Standard of Training, Certification and Watchkeeping for seafarers (STCW) Convention, 2010. Further, Training, Examination and Assessment Programme

(TEAP) manual has been issued by the Directorate General of Shipping providing necessary guidelines and details of the training courses, sea going services and faculties for the Maritime Training institutes i.e. Vertical Integration Course for examination. Other than candidates/seafarers, there is a common course for Trainers (VICT).

E-learning: The Directorate had developed e-learning platform for the candidates to access study material for the Certificates of Competency examination for various grades and STCW Modular Courses. In E-Learning, the courses as per requirements of STCW covering all the

competencies of each course have been created using three dimensional animations, perfect voice instructions and chapter wise examinations. It gives convenience for the student to attend at his own time but without compromising the duration of course hours.

Photo verification while log in and during the course ensures that the right candidate is attending the course. Once course is completed by the students, his personal records are updated about this course on E-learning. The Directorate provided e-learning material at no cost to the candidates, which would help in overall improvement in the quality of the officers, ensuring their employability.

Physical Classes: The approved Institutes register the qualified students for their courses as per STCW requirements. Conducts courses and once course is been completed and also required practical demonstrations (video recording), students are permitted for the online common exit exam.

Online EXIT exams to seafarers and online results: This common exit exam has been introduced to maintain uniform standards across India. Question Bank for this online system are prepared by one set of experts, and are vetted by another set of experts. Instant results are shown to avoid any kind of discrepancies. E-Proctoring mechanisms are incorporated into the software.

E-Certificate: The Directorate has introduced digitally signed e-certificate to a candidate who has completed successfully the three-tier system of learning, i.e. e-learning, class room learning, and online exit examination. The Maritime Training Institutes require that the Principal and Course In-charge shall electronically affix their signatures on e-certificates generated by the e-Governance system. The digitally generated e-certificates can be accessed by eligible candidates from DGS website. Similarly, on-line verification of authenticity of this e-certificates can be done by various authorities such as Shipping Companies, Port State etc from DGS website.

(b) The steps taken by the Government to improve the quality of training being imparted to the trainees by the Maritime Training Institutes; and

Answer:

The Directorate General of Shipping, Mumbai has introduced Comprehensive Inspection Programme (CIP) which is mandatory for all approved Maritime Training Institutes. The main objective of CIP is to assess, ensure and enhance the quality of training being imparted to the trainees by the Maritime Training Institutes. The MTI has to undergo annual CIP inspection by Recognized Organizations which are third parties and authorized by the DG Shipping. The ROs issue CIP certificate to MTIs with Gradings like A1, A2, B1, B2 i.e. from Excellent to Good Institute and C1 and C2 for poor and very poor performing Institute.

The Directorate General of Shipping, Mumbai from time to time also direct Marine Mercantile Departments to carry out comprehensive and surprise inspections of the Institutes to keep a check in the quality of training and education by the MTIs.

The Maritime India Vision-2030 has embodied the subject to improve the quality of Maritime Training for which number of initiatives are proposed to be taken in coming days.

(c) Whether the Government has undertaken steps to address the issue of increasing violation under the EXIT exams of seafarers and if so, the details thereof?

Answer:

An online exit examination for the STCW modular courses was started to bring at a uniform methodology required to carry out assessment of a candidate for the desired competency. Total number of seafarer appeared

for online Exit Exam are 1657107 out of which 1470448 passed till 13.07.2023.

Online Exit Exam is the system free from any human interference, fully automatic, with latest proctoring technology covering all the topics of the approved courses. The probable Examination violation happens for the following reasons: If a student is replaced with some other person in between the exam, if some other person seen on the site, due to poor lighting where the image of the student could not be verified online during the exam or if the student clicks out of the browser then exam is terminated.

Before entering the exam, the details are verified online in relation to image of student, course, INDOS number, any parallel machines connected to computer during the exam, any mirroring software's like team viewer, any desk etc., is connected to the exam, etc. If the student is not compiled for these checks, then he shall not be permitted to take the exam by this exam software automatically.

The efforts taken to reduce the online Exit Exam violations are as follows:

- The candidates to be briefed about the system by the concerned Maritime Training Institutes before they appear for the online Exit Exam.
- The candidates have to read carefully the instructions appearing on the screen before start of the Exit Exam.
- With the reopening of the Maritime Training Institutes, it is proposed to conduct online exit exams under invigilation of the institute faculty
- e-proctoring has been further strengthened and examination can be taken only from the premises of Maritime. Training Institutes on computer machines registered in the Exit examination facility.
- The candidates are mandated to appear for the exit examination from the approved MTIs only where they have enrolled for the course.
- Strict action have been taken on instances of misconduct and

manipulation of exit exam system. Three Maritime Training Institute were found to be involved in the misconduct / manipulation of online exit exam and were suspended for a period of one year. The INDOS number of the candidates who were involved in the Exit exam misconduct were blocked for a period of six months thereby restricting them to join the ship.

- The Directorate has allowed all the MTIs to conduct courses from the approved premises in physical mode since 01/04/2022.

Question 4

Lok Sabha, Diary No : 7967 | Answer on 04.08.2023 | Maritime training programmes.

(a) whether the permission has been given to some private limited companies for imparting training to laborers and employees working with coast guard and shipping vessels, if so, the details thereof, company wise and State/UT-wise including Rajasthan;

Answer:

No.

(b) Whether the Government has issued criteria/guidelines for granting License/permission to companies for imparting training to the above said laborers and employees;

Answer:

No.

(c) if so, the details there of?

Answer:

Not applicable.

4.8 Finance, Accounts, Audits and Public Procurement Division

Overview

The Finance, Accounts, Audits and Public Procurement Division (F.A.A.P.P) of the Directorate General of Shipping is responsible for managing the financial operations, budgeting, accounting, and procurement activities of the organization. It ensures fiscal discipline, compliance with government financial rules, and transparent utilization of public funds.

This division works closely with the Ministry of Ports, Shipping and Waterways, the Office of the Controller General of Accounts, and audit authorities to maintain financial integrity and support strategic maritime initiatives. It also oversees procurement processes in accordance with the **General Financial Rules (GFR), 2017**, and **Central Public Procurement Portal (CPPP)** guidelines.

Key Functions:

- Budget planning and allocation
- Monitoring expenditure and fund utilization
- Preparation of financial statements and reports
- Coordination with internal and external audit bodies
- Oversight of public procurement and tendering processes

Important Data Sets:

Details of Expenditure as on 1.02.2025 for FY 2025-2026 in r/o DGS and it's allied offices

Capital Expenditure

Sub-Heads	Code	Item	Total	Expdt. %
Machinery & Equipment	01.00.52	Allocation	27,00,000	66.70%
		Expndt.	18,01,002	
Other Capital Expenditure	01.00.60	Allocation	1,00,000	0.00%
		Expndt.	0	
ICT equipment	01.00.71	Allocation	24,99,68,000	9.76%
		Expndt.	2,44,00,793	
Building & Structure	01.00.72	Allocation	10,000	0.00%
		Expndt.	0	
Infrastructural Assets	01.00.73	Allocation	1,43,00,000	0.00%
		Expndt.	0	
Furniture and Fixtures	01.00.74	Allocation	28,00,000	56.81%
		Expndt.	15,90,620	
Other Fixed Assets	01.00.77	Allocation	1,22,000	51.31%
		Expndt.	62,600	
Total		Allocation	27,00,00,000	10.32%
		Expndt.	2,78,55,015	

Revenue Expenditure

Object Head Name		G. Total	% Expdt.
Salary	Allocation	28,00,00,000	55.16%
	Expndt.	15,44,35,201	
Wages	Allocation	7,10,000	53.64%
	Expndt.	3,80,828	
Rewards	Allocation	28,16,000	58.52%
	Expndt.	16,47,783	
Medical	Allocation	83,79,000	26.02%
	Expndt.	21,80,628	

Allowances	Allocation	21,00,00,000	64.69%
	Expendt.	13,58,54,383	
LTC	Allocation	50,00,000	29.49%
	Expendt.	14,74,379	
Training Expenses	Allocation	30,00,000	50.28%
	Expendt.	15,08,416	
TE(D)	Allocation	1,75,00,000	88.41%
	Expendt.	1,54,71,901	
TE(F)	Allocation	1,30,00,000	99.88%
	Expendt.	1,29,84,723	
OE	Allocation	16,81,85,000	64.46%
	Expendt.	10,84,12,655	
RRT	Allocation	13,34,85,000	60.92%
	Expendt.	8,13,15,385	
Printing & Publication	Allocation	13,76,77,000	55.73%
	Expendt.	7,67,21,182	
Rent for others	Allocation	15,66,67,000	15.05%
	Expendt.	2,35,74,278	
Digital equipment	Allocation	1,70,00,000	43.48%
	Expendt.	73,91,586	
Material & Supplies	Allocation	17,30,000	8.07%
	Expendt.	1,39,565	
Fuels & Lubricants	Allocation	1,60,000	71.15%
	Expendt.	1,13,838	
Advertising & Publicity	Allocation	29,60,000	5.05%
	Expendt.	1,49,421	
Minor Civil & Electrical works	Allocation	6,25,60,000	26.05%
	Expendt.	1,62,94,668	
Professional Services	Allocation	45,99,65,000	58.44%
	Expendt.	26,88,12,166	
	Allocation	69,75,000	33.52%

Repair & Maintenance	Expendt.	23,37,879	
Other Revenue Expenditure	Allocation	8,96,000	30.72%
	Expendt.	2,75,246	
Total	Allocation	1,68,86,65,000	53.98%
	Expendt.	91,14,76,111	

Details of Expenditure for FY 2024-25 in r/o DGS and it's allied offices

Table 28 Revenue Expenditure - DGS and allied offices FY 2024-2025

Code	Description	BE 2024-25	RE 2024-25	Expenditure As On Date	Percentage Of Expenditure For F.Y. 2024-25
1	Salary	255,000,000	255,000,000	205,654,041	80.65%
2	Wages	600,000	600,000	573,803	95.63%
5	Rewards	2,000,000	2,000,000	1,826,221	91.31%
6	Medical Treatment	6,000,000	5,000,000	3,472,585	69.45%
7	Allowances	170,000,000	175,500,000	172,156,329	98.09%
8	Leave Travel Concession	5,000,000	3,200,000	2,661,943	83.19%
09	Training Expenses	1,000,000	1,000,000	980,550	98.06%
11	Domestic Travel Expenses	13,500,000	17,000,000	16,653,598	97.96%
12	Foreign Travel Expenses	12,000,000	12,000,000	11,583,498	96.53%
13	Office Expenses	170,000,000	197,000,000	192,337,270	97.63%
14	Rent, Rates & Taxes for Land & Building	100,000,000	63,000,000	55,105,763	87.47%
16	Printing & Publication	107,500,000	107,500,000	107,219,332	99.74%
18	Rent for others	1,000,000	1,000,000	679,044	67.90%
19	Digital equipment	6,000,000	6,000,000	5,397,267	89.95%
21	Material & Supplies	2,500,000	2,500,000	454,328	18.17%
24	Fuels & Lubricants	450,000	450,000	257,159	57.15%
26	Advertising & Publicity	400,000	2,400,000	2,274,882	94.79%
27	Minor Civil & Electrical works	40,000,000	43,800,000	27,450,384	62.67%
28	Professional	794,050,000	794,050,000	792,462,724	99.80%

	Services				
29	Repair & Maintenance	15,000,000	5,000,000	3,955,505	79.11%
49	Other Revenue Expenditure	1,000,000	1,000,000	874,053	87.41%
	A- Total	1,703,000,000	1,695,000,000	1,604,030,279	94.63%

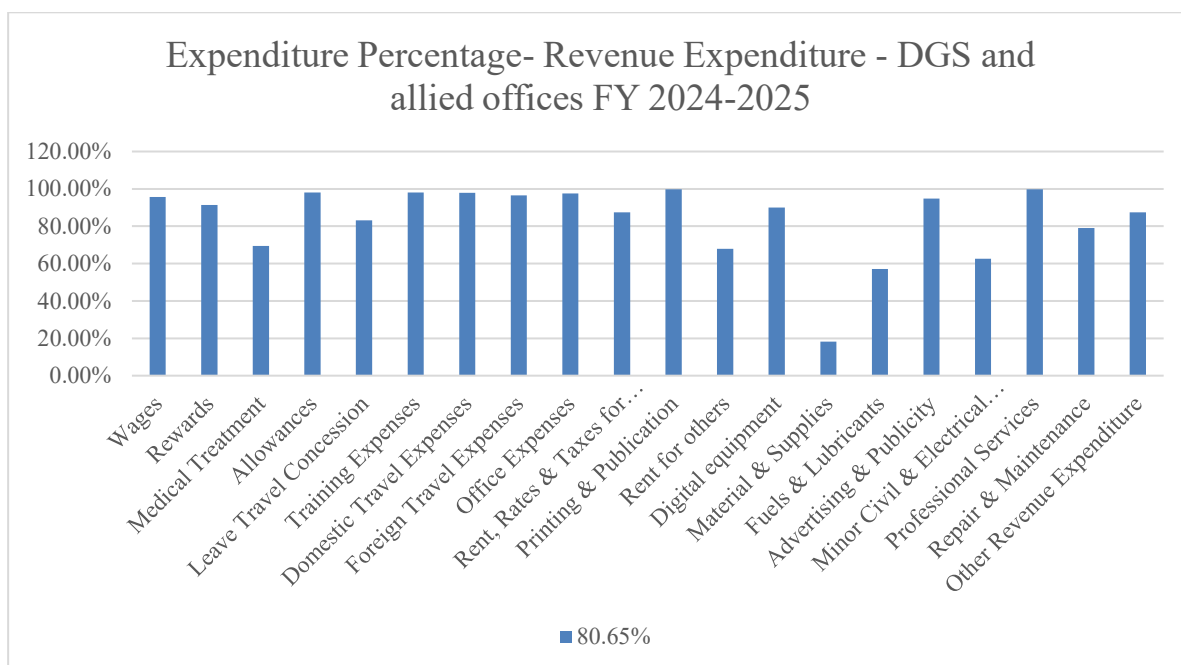


Table 29 National Shipping Board - Expenditure - FY 2024-2025

National Shipping Board					Percentage of Expenditure for F.Y. 2023-24
Code	Object Head	BE 2024-25	RE 2024-25	Expenditure As On Date	
02.00.11	Domestic Travel Expenses	500,000	500,000	0	0.00%
02.00.13	Office Expenses	200,000	200,000	0	0.00%
02.00.28	Professional Services	500,000	500,000	0	0.00%
	B- Total	1,200,000	1,200,000	0	0.00%
Total (A+B)		170,42,00,000	169,62,00,000	160,40,30,279	94.56%

Table 30 Capital Expenditure for DGS and allied offices FY 2024-2025

(Capital Expenditure) DGS Shipping & It's allied Offices					Percentage of Expenditure for F.Y. 2024-25
Cod e	Object Head	BE 2024-25	RE 2024-25	Expenditure As On Date	
52	Machinery & Equipment	1,500,000	1,500,000	1,310,486	87.37%
71	Information, Computer, Telecommunications / (ICT) equipment	20,000,000	20,000,000	19,978,808	99.89%
72	Buildings & Structures	100,000,000	46,206,000	46,070,510	99.71%
74	Furniture and Fixtures	1,000,000	1,000,000	1,026,163	102.62%
77	Other Fixed Assets	100,000	100,000	91,475	91.48%
60	Other Capital Expenditure	135,000,000	138,094,000	138,094,000	100.00%
73	Infrastructural Assets	169,300,000	169,300,000	169,300,000	100.00%
	C - Total	426,900,000	376,200,000	375,871,442	99.91%
	A+B+C - Total (Revenue & Capital)	213,11,00,000	207,24,00,000	197,9,01,721	95.54%

4.9 IT & e-Governance Division

Overview:

The IT & E-Governance Division of the Directorate General of Shipping (DG Shipping) is spearheading a transformative digital agenda aimed at modernizing maritime governance, enhancing transparency, and improving service delivery for all stakeholders. Through strategic partnerships and phased implementation, the division is executing three major national-level projects that align with the Maritime India Vision 2030 and Amrit Kaal Vision 2047.

Important Datasets:

1. Examination Reform Project

Objective: Digitize India's competency certification system across all Maritime Mercantile Departments (MMDs), eliminating manual processes and introducing secure, scalable, and transparent examination workflows.

Technology Partner: CDAC

Exam Body: NTA

Implementation Authority: DG Shipping

Budget: ₹33.8 crore

Timeline: 3 years

Current Status:

Pilot launched at MMD Noida – April 2025

Full pilot completion by November 2025

Impact:

End-to-end digitization of registration, scheduling, and result processing

AI-based proctoring and biometric authentication

Standardized and secure examination ecosystem

2. DGS e-Samudra Project

Objective: Develop a comprehensive e-Governance platform to digitize DG

Shipping's services for seafarers, shipping companies, medical practitioners, multimodal operators, and shipyards.

Budget: ₹54.17 crore

Duration: 74 months (Oct 2024 – 2030)

Go-Live: October 2025

Key Features:

15 core modules and 39 sub-modules

Real-time integration across DG Shipping units

Compliance with MeitY cybersecurity standards

Strategic Impact:

Unified digital governance

Seamless user experience

Strong cybersecurity and data governance

3. DGS Website Revamp

Objective: Modernize the DG Shipping website into a secure, mobile-first, multilingual platform that supports real-time communication, regulatory transparency, and stakeholder engagement.

Tech Stack: PHP (Laravel), Vue.js/React, MySQL/PostgreSQL

Compliance: GIGW 3.0, ISO 27001, WCAG 2.1, CERT-IN

Hosting: CDAC Cloud

Go-Live Date: 07 August 2025

Strategic Fit:

Enhances Ease of Doing Business (EoDB)

Supports IMO compliance and global maritime updates

Promotes sustainability and digital inclusion

Enables emergency communication and verified outreach

4.10 Merchant Marine Law

Overview:

The Mercantile Marine Law section acts as the central authority for all legal issues related to India's expansive maritime sector. It strives to offer a transparent, up-to-date, and easily accessible resource tailored for stakeholders, legal experts, and the wider public, ensuring the effective development and enforcement of shipping laws and policies.

Previous Parliamentary Questions

Question 1

Unstarred Diary No- 51299 | for answer on 27.12.2022 | Safeguards for Inland Waterways, State Authority, Fisherfolk Protection etc. under the Coastal Shipping Bill, 2024 - reg

(a) Whether the Coastal Shipping Bill, 2024 has provided adequate safeguards for inland and ecologically fragile waterways especially in Kerala considering that inland waters fall under State jurisdiction; if so, details; if not, the reasons;

Answer:

The Coastal Shipping Act, 2025 includes provisions enabling the Central Government to specify any port or place including inland waters as part of the coastal waters for the purposes of the Act (Section 2(b)) so as to integrate inland and coastal shipping.

The National Coastal and Inland Shipping Strategic Plan, to be published by the Central Government, may includes assessment and integration of inland waterways with coastal shipping (Section 8(2)(a),(e)).

The vessels which will be operating under the Coastal Shipping Act will be required to follow statutory requirement concerning safety and prevention of marine pollution as may be applicable to different type of vessels to protect waterways from undue ecological harm.

(b) Whether the Bill clearly empower State Governments with licensing and enforcement authority over coastal and inland waters; if so, details; if not, the reasons;

Answer:

The Act primarily vests licensing and enforcement authority with the Director-General appointed by the Central Government (Sections 3,4). Hence, the Bill does not explicitly empower States to issue license or enforce licensing requirement on vessels engaging in coastal shipping or coastal and inland shipping to the extent of that part of inland waters which are declared part of coastal waters as vessels operating in inland water (declared part of coastal water) and then going to sea will require additional safeguards to ensure safety of assets and life at sea.

(c) What provisions protect the livelihood and safety of India's 14 million fishing-dependent citizens;

Answer:

The Act specifically excludes fishing from the definition of coasting trade (Section 2(a)), which implies fishing activities are not regulated under this Act. Specific provisions for safety or livelihood protections relating to fishing-dependent citizens are not elaborated in the text, placing fishing outside the scope of this Coastal Shipping regulatory framework. This is the domain of Department of Fisheries, GoI.

(d) Whether the Bill mandate legal action or ecological compensation for shipwrecks under frameworks such as UNCLOS and the Nairobi Convention?

Answer:

This aspect related to enforcement of international Conventions is covered under Merchant Shipping Act, 1958 (and once put into force in MS Act, 2025).

4.11 Coastal Shipping Branch

Overview:

The Coastal Shipping Branch of the Directorate General of Shipping oversees regulatory, administrative, and policy matters concerning coastal trade, sailing vessels (Part XV), and fishing vessels (Part XV-A) under the Merchant Shipping Act. Headed by the Deputy Director General of Shipping (Technical), the Branch plays a central role in developing a robust regulatory framework, implementing targeted incentives, and ensuring alignment with national maritime standards. Its functions include coordination on the Coastal Shipping Bill, management of vessel documentation and crew welfare, facilitation of coastal shipping agreements with neighboring countries, and enforcement of relevant maritime rules. Through these initiatives, the Branch supports safe, regulated, and collaborative coastal shipping practices that strengthen India's maritime economy and connectivity.

Important Data Sets

Previous Parliamentary Questions

Question 1

Provisionally Admitted Rajya Sabha Starred/Unstarred Qu Dy. No. S1200 on 02.12.2025 | " Upgradation of Minor Terminals and National Coastal & Inland Shipping Strategy " -reg

(b) The roadmap for the National Coastal and Inland Shipping Strategic Plan, including State roles, consultations held, and their status.

Answer:

The Directorate General of Shipping is presently in the process of framing the Coastal Shipping Rules under the Coastal Shipping Act, 2025, in consultation with all relevant stakeholders. Upon publication of the Rules, the following roadmap will be considered for the preparation of the Strategic Plan:

1. Establish a committee comprising representatives from the Directorate

General of Shipping, Inland Waterways Authority of India (IWAI), major ports, and coastal States/UTs including Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Odisha, Assam, and West Bengal, along with any other stakeholders as deemed appropriate as per Coastal shipping Act 2025.

2. Consult coastal states for stakeholder mapping and route data. Collect baseline data on routes, traffic, and infrastructure per state.
3. Create a comprehensive national database covering coastal routes, voyages, licensing information, and other mandated data as per the Coastal Shipping Act, 2025.
4. Prepare National Coastal & Inland Shipping Strategic Plan with route assessment and traffic forecasts.
5. Establish biennial review and update mechanism with state progress committees.
6. Strengthen institutional frameworks and create Coastal Shipping Promotion Cell for building, registration and participation of Indian vessels in coastal shipping in India.

4.12 Shipping Development Branch

Overview:

The Shipping Development (SD) Branch of the Directorate General of Shipping is entrusted with the mandate to advance and modernize India's shipping industry. It formulates and implements policies aimed at strengthening the competitiveness of Indian-flagged vessels, promoting employment opportunities for Indian seafarers, and enhancing the nation's maritime infrastructure. The Branch focuses on developing a comprehensive regulatory and incentive framework while ensuring alignment with international maritime standards. Through these initiatives, the Shipping Development Branch plays a pivotal role in fostering a secure, efficient, and resilient shipping ecosystem that drives India's economic growth and solidifies its position in global maritime trade.

Previous Parliamentary Questions

Question 1

Provisionally Admitted Rajya Sabha Starred/Unstarred Qu Dy. No. S1200 on 02.12.2025 | " Upgradation of Minor Terminals and National Coastal & Inland Shipping Strategy "

(c) Barriers Indian-flagged vessels EXIM cargo share and measures to level the field.

Answer: No information is available with this Directorate.

(d) Adequacy of Jalvahak incentives and data on cargo shifted.

Answer: No information is available with this Directorate.

4.13 Administration Branch

Overview:

The Administration Branch of the Directorate General of Shipping is responsible for managing the smooth functioning and maintenance of the organization's infrastructure and resources. It ensures the efficient upkeep of buildings, office equipment, staff vehicles, and communication systems, while also handling the purchase, supply, and accounting of stores and stationery. The Branch oversees servicing and repair works, manages construction bill settlements, supplies staff uniforms, disposes of unserviceable items, and maintains essential administrative records. Through these activities, the Administration Branch provides critical operational support that enhances efficiency, staff welfare, and the overall administrative resilience of the Directorate.

Previous Parliamentary Questions

Question 1

Input required on Rajya Sabha provisionally admitted Parliament Question Dy.no. S362 for reply on 02.12.2025-reg.

a) The total number of solar panels installed on government buildings during each of last five years under various schemes, including recently launched PM Suryaghar: Muft Bijli Yojana, State/UT-wise;

Answer:

The total number of solar panels installed on government offices buildings under Directorate General of Shipping, Ministry of Ports, Shipping and Waterways.

Sr. No	Year of installation	Total number of Solar Panels of capacity	Name of the scheme, if any	State/UT
1.	2024-25	77 KW	PM Suryaghar: Muft Bijli Yojana	West Bengal
		35 KW		Goa
		20 KW		Andhra Pradesh
		5 KW		Tamil Nadu
2.	2023-24	-	-	-
3.	2022-23	-	-	-
4.	2021-22	-	-	-
5.	2020-21	-	-	-

b) Whether Government has set any target for installation of rooftop solar systems of government offices under the PM Suryaghar scheme;

Answer:

Yes, 'Operational Guidelines for saturation of Government Buildings with Rooftop Solar under PM Suryaghar: Muft Bijli Yojana' issued vide OM under F. No.: 318/17/2024-Grid Connected Rooftop (Part-2) dated 03.07.2024 issued by Ministry of New and Renewable Energy, Govt. of India has given the target to ensure saturation of Government assets by December 2025.

c) If so, the progress achieved so far; and

Answer:

The status of solar panel installation in various offices under the Directorate General of Shipping is mentioned in the table below;

Sr. No	Year of installation	Total number of Solar Panels of capacity	Name of the scheme, if any	State/UT	Progress/Status
1.	2025-26	10 KW	PM Suryaghar: Muft Bijli Yojana	Odisha	CPWD has provided tentative estimate for solar panel installation and LOA for expenditure is awaited.
		105 KW		West Bengal	CPWD has provided tentative estimate for solar panel installation and LOA for expenditure is issued for execution of work.
		54 KW		Kerala	The works related to structure for the solar plant at MMD, Kochi is almost finished, and solar panels have been received.

Sr. No	Year of installation	Total number of Solar Panels of capacity	Name of the scheme, if any	State/UT	Progress/Status
		20 KW		Andaman & Nicobar, UT	CPWD has provided tentative estimate for solar panel installation and LOA for expenditure is issued for execution of work.

d) The steps being taken by Government to promote wider adoption of rooftop solar panels of public buildings to achieve the national renewable energy goals; and

Answer: No information is available with this Directorate.

e) Whether Government has any proposal to increase the subsidy provided to households for installation of solar panel?

Answer: No information is available with this Directorate.

5. Cross-Division Insights

This section synthesizes trends, patterns, and strategic observations drawn from the division-wise data and parliamentary questions. It is intended to help DG Shipping leadership and officers anticipate future queries, identify systemic gaps, and improve inter-divisional coordination.

Recurring Themes in Parliamentary Questions

Across divisions, several themes consistently emerge in Parliamentary Questions:

- **Safety and Compliance:** Questions related to vessel inspections, crew safety, and adherence to international conventions (STCW, SOLAS, MLC) are frequently asked in the session. Questions related to Incidents have been repeatedly asked.
- **Training and Certification:** Frequent queries on the quality, accessibility, and regulation of maritime training institutes and certification processes.
- **Digital Transformation:** Increasing interest in e-Governance initiatives, online portals, and cybersecurity measures is observed through the recent set of questions. However, questions related to IT Initiatives are asked with respect to each and every division.
- **Crew Welfare and Grievances:** Concerns about working conditions, fraud in recruitment, and grievance redressal mechanisms is also queried.
- **International Engagement:** Queries on India's role in IMO, bilateral maritime agreements, and global maritime diplomacy are also sought after.
- **Budget and Resource Allocation:** Questions on financial utilization, scheme funding, and infrastructure development are also sought.

Data Gaps and Improvement Areas

While compiling this handbook, certain data challenges were observed:

- **Inconsistent Data Formats:** Different divisions maintain data in varied formats, making cross-referencing difficult.
- **Delayed Updates:** Some datasets are not updated regularly, affecting response accuracy.
- **Limited Metadata:** Lack of contextual information (e.g., source, frequency, ownership) in some datasets.
- **Fragmented Grievance Records:** Crew-related grievances are often logged across multiple systems without a unified dashboard.

6. Appendices

The appendices serve as a reference toolkit for users of this handbook. They include definitions, abbreviations, templates, and contact information that support the interpretation and application of the content presented in earlier sections.

Glossary of Maritime Terms

Table 31 Glossary of Maritime Terms

Term	Definition
STCW	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
SOLAS	International Convention for the Safety of Life at Sea
Port State Control (PSC)	Inspection of foreign ships in national ports to verify compliance with international regulations
Flag State	The country under whose laws a vessel is registered or licensed
IMO	International Maritime Organization, a UN agency responsible for regulating shipping
CDC	Continuous Discharge Certificate, a seafarer's identity and service record document
Cabotage	The transport of goods or passengers between two places in the same country by a foreign vessel or aircraft

Acronyms and Abbreviations

Table 32 Acronyms and Abbreviations

Acronym	Full Form
DG	Directorate General
PQ	Parliamentary Question
MLC	Maritime Labour Convention
MTI	Maritime Training Institute
ITF	International Transport Workers' Federation
E-Gov	Electronic Governance
MEA	Ministry of External Affairs
MoPSW	Ministry of Ports, Shipping and Waterways

Contact Directory of Nodal Officers

Division	Nodal Officer Name	Designation	Email
Engineering	Shri Ajith Sukumaran	Chief Surveyor-cum-Addl. DG(Engg.)	cs-dgs@nic.in
Nautical	Captain Abul Kalam	Nautical Advisor	abulkalam.azad@gov.in

Division	Nodal Officer Name	Designation	Email
	Azad	(I/C)	
Crew	Shri P.C. Meena	NS-cum-DDG(Tech)	Pcmeena-dgs@gov.in
Naval Architecture	Shri Pradeep Sudhakar	Chief Ship Surveyor (I/C)	pradeepsk-dgs@gov.in
Personnel	Shri Deependra Singh Bisen	Deputy Director General	singh.deependra@gov.in
IT & E-Governance	Shri Deependra Singh Bisen	Deputy Director General	singh.deependra@gov.in
International Cooperation	Shri Aniruddha Chaki	Dy.CS-cum-Sr. DDG (Tech.)	chaki-dgs@nic.in
Training	Shri Deependra Singh Bisen	Deputy Director General	singh.deependra@gov.in
Finance, Accounts, Audits, and Public	Shri Ash Mohammad	Deputy Director General	amohd-dgs@nic.in

Division	Nodal Officer Name	Designation	Email
Procurement			
(To be updated periodically by the Personnel Division)			

Relevant Acts, Conventions, and Guidelines

1. Merchant Shipping Act, 1958
2. STCW Convention and Code
3. SOLAS Convention
4. Maritime Labour Convention (MLC), 2006
5. DG Shipping Circulars and Notifications
6. IMO Resolutions and Guidelines

7. Index

The index provides an alphabetical listing of key terms, topics, and references used in this handbook. It is intended to support quick navigation and retrieval of information, especially in printed or offline formats.

Table 33 Index

Keyword	Section Number	Section Name
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Automation	4.5	Personnel Division
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Welfare of Seafarers	4.4	Crew Division
Watchkeeping Standards	4.2	Nautical Division

8. Annexures

Annexure I - DETAILS OF ABANDONEMENT CASES OF 2023

SNo	Vessel details	Location	Status	No. of seafarers
1	Wen Shan [resolved] [IMO No. 9311804]	India	Resolved	15
	Flag: Vanuatu; Abandoned: 1 July 2023; Notified: 16 October 2023;			
	Port of abandonment: Mumbai, India; Reported by: ITF			
2	Sona [resolved] [IMO No. 9005053]	UAE	Resolved	4
	Flag: Panama; Abandoned: 1 June 2023; Notified: 23 November 2023;			
	Port of abandonment: Dubai, UAE; Reported by: ITF			
3	Avid [resolved] [IMO No. 9393905]	UAE	Resolved	1
	Flag: Panama; Abandoned: 1 June 2023; Notified: 23 November 2023;			
	Port of abandonment: Al Jazeera, UAE; Reported by: ITF			
4	Gas Marta[resolved] [IMO No. 9307748]	China	Resolved	3
	Flag: Panama; Abandoned: July 2023; Notified: 3 October 2023;			
	Port of abandonment: En-route to Ningbo, China; Reported by: ITF			
5	Cimarron [resolved] [IMO No.9255933]	China	Resolved	20
	Flag: Cameroon; Abandoned: 1 October 2023; Notified: 27 October 2023;			
	Port of abandonment: Zhoushan inner anchorage, China; Reported by: ITF			
6	Gas Vision[resolved] [IMO No.9115303]	China	Resolved	2
	Flag: Panama; Abandoned: 10 May 2023; Notified: 12 May 2023;			
	Port of abandonment: At sea, en-route to China; Reported by: ITF			
7	Century Bright[resolved] [IMO No. 9588500]	UAE	Resolved	5
	Flag: Cameroon; Abandoned: 1 August 2023; Notified: 4 September 2023;			
	Port of abandonment: Enroute to Fujairah, UAE; Reported by: ITF			
8	Ocean Jade[resolved] [IMO No. 9660750]	India	Resolved	15

	Flag: India; Abandoned: 1 October 2023; Notified: 23 November 2023;			
	Port of abandonment: Paradip, India;			
9	Oceanic 5000[resolved] [IMO No.9559145]	UAE	Resolved	13
	Flag: Barbados; Abandoned: 1 June 2023; Notified: 14 June 2023;			
	Port of abandonment: Sharjah, UAE; Reported by: ITF			
10	Lamar[resolved] [IMO No. 9124201]	Egypt	Resolved	3
	Flag: Palau; Abandoned: 1 April 2023; Notified: 14 June 2023;			
	Port of abandonment: Suez Canal anchorage, Egypt; Reported by: ITF			
11	Hadi 37[resolved] [IMO No. 9588110]	Saudi Arabia	Resolved	4
	Flag: Bahrain; Abandoned: 2 October 2023; Notified: 2 October 2023;			
	Port of abandonment: Damman, Saudi Arabia; Reported by: ITF			
12	Sea Flower[resolved] [IMO No. 8810944]	Egypt	Resolved	6
	Flag: Tanzania; Abandoned: 1 August 2023; Notified: 13 December 2023;			
	Port of abandonment: Alexandria, Egypt; Reported by: ITF			
13	Elena[resolved] [IMO No. 7406772]	Greece	Resolved	4
	Flag: Comoros; Abandoned: 1 July 2023; Notified: 21 November 2023;			
	Port of abandonment: Kalymnos, Greece; Reported by: Govt. of Greece			
14	Dolphin[resolved] [IMO No. 9255945]	China	Resolved	21
	Flag: Cook Islands; Abandoned: 1 November 2023; Notified: 23 November			
	Port of abandonment: Zhushan, China; Reported by: ITF			
15	Bright Sonia[resolved] [IMO No. 9213296]	China	Resolved	22
	Flag: Panama; Abandoned: 1 October 2023; Notified: 23 November 2023;			

	Port of abandonment: Zhoushan, China; Reported by: ITF			
16	Elite(LA Pearl)[resolved] [IMO No. 9174660]	China	Resolved	23
	Flag: Tanzania; Abandoned: 1 October 2023; Notified: 16 October 2023;			
	Port of abandonment: Tianjin, China;			
17	Oceanlec 263[resolved] [IMO No. 9506978]	India	Resolved	6
	Flag: Palau; Abandoned: 4 May 2023; Notified: 10 May 2023;			
	Port of abandonment: Tuticorin, India; Reported by: ITF			
18	Navimar 3[resolved] [IMO No. 9526045]	Bangladesh	Resolved	8
	Flag: Palau; Abandoned: 29 March 2023; Notified: 5 April 2023;			
	Port of abandonment: Chittagong, Bangladesh; Reported by: ITF			
19	Ocean Tanzanite [resolved] [IMO No. 9512276]	India	Resolved	16
	Flag: India; Abandoned: 1 September 2023; Notified: 16 October 2023;			
	Port of abandonment: Mumbai Anchorage, India; Reported by: ITF			
20	Mega Speed[resolved] [IMO No. 9537381]	Thailand	Resolved	12
	Flag: Marshall Islands; Abandoned: 1 September 2023; Notified: 18 September 2023;			
	Port of abandonment: Map Ta Phut, Thailand; Reported by: ITF			
21	Tomson Gas[resolved] [IMO No. 8811766]	UAE	Resolved	3
	Flag: Panama; Abandoned: 1 September 2023; Notified: 18 October 2023;			
	Port of abandonment: Sharjah, UAE;			
22	Best 8[resolved] [IMO No. 9114050]	Egypt	Resolved	3
	Flag: Palau; Abandoned: 4 March 2023; Notified: 28 September 2023;			
	Port of abandonment: Suez Canal, Egypt; Reported by: ITF			

23	Darla[resolved] [IMO No. 7601073]	Spain	Resolved	1
	Flag: Comoros; Abandoned: 5 October 2023; Notified: 9 October 2023;			
	Port of abandonment: Tarragona, Spain; Reported by: ITF			
24	Laroz[resolved] [IMO No. 9017202]	Spain	Resolved	3
	Flag: Vanuatu; Abandoned: 3 August 2023; Notified: 18 August 2023;			
	Port of abandonment: Huelva, Spain;			
25	Project A[resolved] [IMO No. 9170913]	Egypt	Resolved	1
	Flag: Togo; Abandoned: 1 June 2023; Notified: 10 July 2023;			
	Port of abandonment: Port Tawfiq, Egypt; Reported by: ITF			
26	Dox - fishing vessel[disputed]	Djibouti	Resolved	3
	Flag: Sao Tome & Principe; Abandoned: 29 March 2023; Notified: 9 April 2023;			
	Port of abandonment: Djibouti, Djibouti; Reported by: ITF			
27	Sea Flower[resolved] [IMO No. 8810944]	Algeria	Resolved	2
	Flag: Tanzania; Abandoned: 1 March 2023; Notified: 24 July 2023;			
	Port of abandonment: Arzew, Algeria; Reported by: ITF			
28	Adway[resolved] [IMO No. 9563081]	India	Resolved	9
	Flag: Palau; Abandoned: 6 June 2023; Notified: 14 June 2023;			
	Port of abandonment: Tuticorin, India; Reported by: ITF			
29	MV Ocean Green[resolved] [IMO No. 9231028]	India	Resolved	8
	Flag: Panama; Abandoned: 6 January 2023; Notified: 6 March 2023;			
	Port of abandonment: Drifting outside Kandla Port, India; Reported by: ITF			
30	A M Alpit[resolved] [IMO No. 9563079]	Maldives	Resolved	9
	Flag: Equatorial Guinea; Abandoned: 20 January 2023; Notified: 25 January 2023;			

	Port of abandonment: Male, Maldives; Reported by: ITF			
31	Oceanic 5000[resolved] [IMO No. 9559145]	Iran	Resolved	10
	Flag: Barbados; Abandoned: 1 February 2023; Notified: 6 March 2023;			
	Port of abandonment: Dayyer, Iran;			
TOTAL				255

Annexure II- DETAILS OF ABANDONEMENT CASES OF 2024

Sr No.	Vessel details	Location	Status	Indians
1	Friend-3 [IMO No. 9107253]	EGYPT	Resolved	7
	Flag: Comoros; Abandoned: 1 April 2024			
	Port of abandonment: Suez, Egypt; Reported by: ITF			
2	Alpit [IMO No. 9563079]	MALDIVES	Resolved	6
	Flag: Palau; Abandoned: 1 April 2024			
	Port of abandonment: Male, Maldives; Reported by: ITF			
3	Euro Breeze [IMO No. 9239977]	CHINA	Resolved	24
	Flag: St. Kitts & Nevis; Abandoned: 1 April 2024; Notified: 16 April 2024;			
	Port of abandonment: Zhoushan, China, Republic of; Reported by: ITF			
4	King 2 [IMO No. 9071167]	EGYPT	Resolved	5
	Flag: Comoros; Abandoned: 1 December 2023; Notified: 8 April 2024;			
	Port of abandonment: Alexandria, Egypt; Reported by: ITF			
5	Accord [IMO No. 9166132]	BANGLAD ESH	Resolved	5
	Flag: Palau; Abandoned: 31 March 2024; Notified: 8 April 2024;			
	Port of abandonment: Chattogram, Bangladesh; Reported by: ITF			
6	Avadh [IMO No. 9564358]	INDIA	Resolved	6
	Flag: Palau; Abandoned: 31 October 2023; Notified: 4 April 2024;			
	Port of abandonment: Tuticorin, India; Reported by: ITF			
7	Rich Lucky 13 [IMO No. 9087673]	EGYPT	Resolved	6
	Flag: Comoros; Abandoned: 1 June 2023; Notified: 3 January 2024;			
	Port of abandonment: Suez, Egypt; Reported by: ITF			
8	Royal 1 [IMO No. 9109005]	SAUDI ARABIA	Resolved	6

	Flag: Comoros; Abandoned: 1 October 2023; Notified: 15 January 2024;			
	Port of abandonment: Jeddah, Saudi Arabia; Reported by: ITF			
9	Mab III [IMO No. 9144184]	UAE	Resolved	11
	Abandoned: 1 May 2023; Notified: 13 July 2023;			
	Port of abandonment: Mina Zayed, UAE; Reported by: ITF			
10	MARIN [IMO No. 8917895]	SLOVENIA	Resolved	2
	Port of Abandonment Koper, Slovenia; Flag: Palau			
	Abandoned: 1 June 2024			
11	MIRNA [IMO No. 9291925]	Hongkong	Resolved	6
	Flag: Palau; Abandoned: 1 February 2024; Notified: 6 May 24;			
	Port of abandonment: South Lamma Anchorage, Hong Kong; Reported by: ITF			
12	Navimar 3 [resolved] [IMO No. 9526045]	Bangladesh	Resolved	8
	Flag: Palau; Abandoned: 29 February 2024; Notified: 19 March 2024;			
	Port of abandonment: Chittagong, Bangladesh; Reported by: ITF			
13	Ocean Morganite [resolved] [IMO No. 9676498]	India	Resolved	13
	Flag: India; Abandoned: 1 March 2024; Notified: 14 April 2024;			
	Port of abandonment: Mumbai, India; Reported by: ITF			
14	Wen Shan [resolved] [IMO No. 9311804]	India	Resolved	15
	Flag: Vanuatu; Abandoned: 1 July 2023; Notified: 16 October 2023;			
	Port of abandonment: Mumbai, India; Reported by: ITF			
15	Sua [resolved] [IMO No. 9546710]	UAE	Resolved	20
	Flag: Cook Islands; Abandoned: 1 April 2024; Notified: 4 April 2024;			
	Port of abandonment: Sharjah Port, UAE; Reported by: ITF			
16	Soltan Arvand [resolved] [IMO No.]	UAE	Resolved	3

	Flag: Iran; Abandoned: 1 March 2024; Notified: 28 March 2024;			
	Port of abandonment: Hamriyya, UAE; Reported by: ITF			
17	Sayedona [resolved] [IMO No. 7726213]	Cyprus	Resolved	4
	Flag: Togo; Abandoned: 1 April 2023; Notified: 5 March 2024;			
	Port of abandonment: Larnaca, Cyprus; Reported by: ITF			
18	Alba Gas[resolved] [IMO No. 9155626]	UAE	Resolved	2
	Flag: Panama; Abandoned: 1 March 2024; Notified: 5 March 2024;			
	Port of abandonment: Khor Al Fakkan, UAE; Reported by: ITF			
19	Gas Marta[resolved] [IMO No. 9307748]	China	Resolved	3
	Flag: Panama; Abandoned: July 2023; Notified: 3 October 2023;			
	Port of abandonment: En-route to Ningbo, China; Reported by: ITF			
20	Cimarron [resolved] [IMO No.9255933]	China	Resolved	20
	Flag: Cameroon; Abandoned: 1 October 2023; Notified: 27 October 2023;			
	Port of abandonment: Zhoushan inner anchorage, China; Reported by: ITF			
21	Gas Vision[resolved] [IMO No.9115303]	China	Resolved	2
	Flag: Panama; Abandoned: 10 May 2023; Notified: 12 May 2023;			
	Port of abandonment: At sea, en-route to China; Reported by: ITF			
22	Electra[resolved] [IMO No. 9307815]	Gibraltar	Resolved	9
	Flag: Gabon; Abandoned: 25 January 2024; Notified: 31 January 2024;			
	Port of abandonment: Gibraltar; Reported by: ITF			
23	Accord[resolved] [IMO No.9166132]	Bangladesh	Resolved	6
	Flag: Palau; Abandoned: 1 November 2023; Notified: 2 February 2024;			
	Port of abandonment: Chittagong, Bangladesh; Reported by: ITF			

24	Alpit[resolved] [IMO No. 9563079]	Maldives	Resolved	6
	Flag: Palau; Abandoned: 1 October 2023; Notified: 17 February 2024;			
	Port of abandonment: Male, Maldives; Reported by: ITF			
25	Atlas Eagle[resolved] [IMO No. 9486104]	UAE	Resolved	4
	Flag: Palau; Abandoned: 1 December 2023; Notified: 15 January 2024;			
	Port of abandonment: Dubai, UAE; Reported by: ITF			
26	Century Bright[resolved] [IMO No. 9588500]	UAE	Resolved	5
	Flag: Cameroon; Abandoned: 1 August 2023; Notified: 4 September 2023;			
	Port of abandonment: Enroute to Fujairah, UAE; Reported by: ITF			
27	Gas Dollart[resolved] [IMO No. 8922292]	Malaysia	Resolved	1
	Flag: Malaysia; Abandoned: 1 November 2023; Notified: 26 January 2024;			
	Port of abandonment: Port Klang, Malaysia; Reported by: ITF			
28	Karama 14[resolved] [IMO No. 8915304]	Yemen	Resolved	3
	Flag: Colombia; Abandoned: 1 September 2023; Notified: 3 January 2024;			
	Port of abandonment: Vessel en-route to Yemen; Reported by: ITF			
29	Florian [IMO No. 9046590]	Libya	Resolved	7
	Flag: <u>St. Kitts & Nevis</u> ; Abandoned: <u>13 Jan 2024</u> ; Notified: <u>6 May 2024</u> ;			
	Port of abandonment: <u>Benghazi, Libya</u> ; Reported by: <u>ITF</u>			
30	ATLANTIC ADAM [IMO Number 9384863] flag: San Marino	Finland	Resolved	9
	Port of Abandonment: Kokola, Finland			
	Abandonment Date: 31 July 2024			
31	Adway [IMO No. 9563081]	INDIA	Resolved	8
	Flag: Palau; Abandoned: 31 December 2023; Notified: 12 March 2024;			

	Port of abandonment: Mumbai, India; Reported by: ITF			
32	SEA LORD [IMO No 9281413]	EGYPT	Resolved	10
	Port of abandonment: Ajdabiya, Egypt; Flag: Comoros			
	Abandonment date: 1 st July 2024			
33	ROZIE 7 [IMO No 8121020]	ISRAEL	Resolved	15
	Port of abandonment: Haifa, Israel; Flag: Palau			
	Abandonment date: 1 st June 2024			
34	Prince 4 [IMO NO. 8512865]	DJIBOUTI	Resolved	6
	Port of Abandonment: Djibouti, Djibouti; Comoros			
	Date of Abandonment: 28th October 2023			
35	HOL 1 [IMO No. 9792759] Flag: Panama	UAE	Resolved	6
	Port of Abandonment: Dubai, UAE			
	Date of Abandonment: 1st July, 2024			
36	CAPTAIN NIKOLAS [IMO No. 9008108]; Flag: Cook Islands	UAE	Resolved	1
	Port of Abandonment: Sharjah, UAE			
	Date of Abandonment: 1st June 2024			
37	Boss 7 [IMO No 9143312] Flag: Tanzania	Sudan	Resolved	5
	Port of abandonment: Port Sudan, Sudan			
	Abandonment date: 1 st May 2024			
38	GIUSE [IMO No.9231468] Flag: Palau	Turkiye	Resolved	26
	Port of abandonment: Istanbul, Turkiye			
	Abandonment date: 1 st July 2024			
39	X-PRESS NUPTSE [IMO Number 9678630] flag: Liberia	Sri Lanka	Resolved	16
	Port of Abandonment: Colombo, Sri Lanka			
	Abandonment Date: 14 August 2024			
40	BROTHER 1 [IMO Number 9044009] Flag: Palau	Saudi Arabia	Resolved	10
	Port of Abandonment: Jeddah, Saudi Arabia			
	Abandonment Date: 27th March 2024			
41	ARDHIANTO [IMO Number 9100528] flag: Togo	Djibouti	Resolved	3

	Port of Abandonment: Djibouti			
	Abandonment Date: 16 August 2024			
42	NEW SIHAM [IMO Number 9197882], Flag: Cook Islands	Algeria	Resolved	4
	Port of Abandonment: Skikda, Algeria			
	Abandonment Date: 1 September 2024			
43	Accomplice [IMO No. 9164079] Flag: Palau;	MALDIVES	Resolved	9
	Abandoned: 1 November 2023; Notified: 8 April 2024;			
	Port of abandonment: Male, Maldives; Reported by: ITF			
44	Star- 1 [IMO No. 8405012]	UAE	Resolved	8
	Flag: Panama; Abandoned: 10 October 2023; Notified: 23 November 2023;			
	Port of abandonment: Sharjah, UAE; Reported by: ITF			
45	Michi [IMO No. 9516636]	SRI LANKA	Resolved	7
	Flag: Palau; Abandoned: 1 October 2023; Notified: 7 February 2024;			
	Port of abandonment: Colombo, Sri Lanka; Reported by: ITF			
46	WARBA [IMO No. 9345178]	VIETNAM	Resolved	1
	Flag: Comoros; Abandoned: 5 June 2024;			
	Port of abandonment: Haiphong, Vietnam			
47	JAOHAR H [IMO No 8401511]	TURKEY	Resolved	4
	Port of Abandonment Hereke, Turkey ; Flag: Sierra Leone			
	Abandonment date: 1 st March 2024			
48	BELLA NADIA [IMO No 9118252]	ITALY	Resolved	5
	Port of abandonment: Savona, Italy ; Flag: Guinea-Bissau			
	Abandonment date: 1 st May 2024			
49	JETMAX 5 [IMO No 8409654]	TURKEY	Resolved	6
	Port of abandonment: Amasra Offshore, Türkiye; Flag: Vanuatu			
	Abandonment date: 1 st June 2024			

50	JETMAX 2 [IMO No 9006447]	TURKEY	Resolved	3
	Port of abandonment: Kartal, Türkiye; Flag: Vanuatu			
	Abandonment date: 20 June 2024.			
51	GAS FALCON [IMO No 9040883]	SOMALIA	Resolved	9
	Port of abandonment: Mogadishu, Somalia; Flag: Gabon			
	Abandonment date: 31 June 2024			
52	SNP SPACE [IMO No 9330018]	TUNISIA	Resolved	4
	Port of abandonment: Bizerte, Tunisia; Flag: Barbados			
	Abandonment date: 1 st April 2024			
53	WCD AL JASRA [IMO No. 9191591]	SAUDI ARABIA	Resolved	5
	Port of Abandonment: Damman, Saudi Arabia; Flag: Bahrain			
	Abandonment date: 1st July 2024			
54	Prince 4 [IMO NO. 8512865]	DJIBOUTI	Resolved	6
	Port of Abandonment: Djibouti, Djibouti; Comoros			
	Date of Abandonment: 28th October 2023			
55	PRINCE 4 [IMO No.8512865] flag: Comoros	UAE	Resolved	8
	Port of abandonment: Sharjah, United Arab Emirates			
	Abandonment date:1st September 2023			
56	Blue Shark [IMO No. 9003770] Flag: Togo;	Greece	Resolved	6
	Port of abandonment: Kalymnos, Greece			
	Abandoned: 22 September 2023; Notified: 17 October 2023			
57	AK MASHA [IMO NO 7937965]Flag: Saint Kitts and Nevis	Netherlands	Resolved	2
	Abandoned Date:01/10/2024			
	Port of Abandonment:Zwijndrecht,Netherlands			
58	ROZIE 7 [IMO NO 8121020]Flag: Palau	Cyprus	Resolved	15
	Abandoned Date:29 October 2024			
	Port of Abandonment: Larnaca, Cyprus			

59	MARIAM [IMO NO 9250323] Flag: Saint Vincent and the Grenadines	India	Resolved	3
	Abandoned Date: 9 October 2024			
	Port of Abandonment: Haldia, India			
60	KING 2 [IMO Number 9071167] flag: Comoros	Egypt	Resolved	5
	Port of abandonment: Suez, Egypt			
	Abandonment Date: 1st March 2024			
61	PSD 104 [IMO No. 9191802]	SOUTH AFRICA	Resolved	4
	Flag: Tanzania; Abandoned: 1 March 2023; Notified: 15 March 2023;			
	Port of abandonment: Durban, South Africa; Reported by: ITF			
62	BEEK 6 [IMO No 9044061]	EGYPT	Resolved	8
	Port of abandonment: Port Said , Egypt ; Flag: Tanzania			
	Abandonment date: 1 st April 2024			
63	NAVIMAR 3 [IMO No 9526045]	BANGLADESH	Resolved	7
	Port of abandonment: Chittagong, Bangladesh ; Flag:Palau			
	Abandonment date: 1 February 2024			
64	BEST STAR [IMO Number 9934591] flag: Togo	Iran	Resolved	3
	Port of abandonment: Bandar Dayyer, Iran			
	Abandonment Date: 1st March 2024			
65	JETMAX 1 [IMO Number 8509002], Flag: Vanuatu	Turkey	Resolved	6
	Port of Abandonment: Sinop, Turkey			
	Abandonment Date: 01 August 2024			
66	HADI 24 [IMO No. 9524138] Flag: Bahrain	Saudi Arabia	Resolved	4
	Port of Abandonment: Jubail, Saudi Arabia			
	Abandonment Date: 1 February 2024			
67	Hadi 44 [IMO No. 9690743] Flag: Bahrain	Saudi Arabia	Resolved	5
	Port of Abandonment: Zuluf, Saudi Arabia			
	Abandonment Date: 1 February 2024			
68	Eagle [IMO No. 9486104] Flag: Palau	UAE	Resolved	4
	Port of Abandonment: Port Rashid, UAE			
	Abandonment Date: 1 February 2024			

69	Hadi 27 [IMO No. 9463827] Flag: Bahrain	Saudi Arabia	Resolved	8
	Port of Abandonment: Tanaqib, Saudi Arabia			
	Abandonment Date: 1 January 2024			
70	Hadi 41 [IMO No. 9684926] Flag: Bahrain	Saudi Arabia	Resolved	5
	Port of Abandonment: Ras Tanura, Saudi Arabia			
	Abandonment Date: 1 December 2023			
71	HADI 22 [IMO No. 9392303] Flag: Bahrain	Saudi Arabia	Resolved	3
	Port of Abandonment: Tanaqib, Saudi Arabia			
	Abandonment Date: 1 January 2024			
72	Pink [IMO No. 9631149] Flag: San Marino	Turkey	Resolved	13
	Port of Abandonment: Istanbul, Türkiye			
	Abandonment Date: 1 July 2023			
73	Hadi 51 [IMO No. 9619581] Flag: Bahrain	SAUDI ARABIA	Resolved	2
	Port of Abandonment: Jeddah, Saudi Arabia			
	Abandonment Date: 1 March 2023			
75	HADI 26 [IMO No.9563017] Flag: Bahrain			
	Port of Abandonment: Ras Tanura, Saudi Arabia			
	Abandoned date:	SAUDI ARABIA	Resolved	3
76	HADI 48 [IMO No. 9745457] Flag: Bahrain	SAUDI ARABIA	Resolved	7
	Port of Abandonment: Damman, Saudi Arabia			
	Abandonment Date: 1st July 2024			
77	NEPTUNE STAR [IMO Number 9136553] flag: Tanzania	Egypt	Resolved	6
	Port of abandonment: Abu Qir, Egypt			
	Abandonment Date: 1st March 2024			
78	RAKAN 5 [IMO Number 8922199] flag: Comoros	Yemen	Resolved	5
	Port of Abandonment: Aden, Yemen			
	Abandonment Date: :1 January 2024			
79	MARIA DISCOVERY [IMO Number 9163609] flag: Panama	Egypt	Resolved	12
	Port of Abandonment: Suez, Egypt			

	Abandonment Date: : 1 August 2024			
80	REX 1 [IMO Number 9219056], Flag: Panama	UAE	Resolved	16
	Port of Abandonment: Khor Fakkan, United Arab Emirates			
	Abandonment Date: : 1 September 2024			
81	GRACE [IMO NO 9486300] Flag: Antigua and Barbuda	Israel	Resolved	5
	Port of Abandonment: Haifa, Israel			
	Abandonment Date: : 1 October 2024			
82	KV-ARI [IMO NO 9177466] Flag: Liberia	Turkey	Resolved	13
	Port of Abandonment: Istanbul, Türkiye			
	Abandonment Date: : 1 October 2024			
83	GAS MARTA [IMO NO 9307748] Flag: Panama	UAE	Resolved	2
	Port of Abandonment: Sharjah, UAE			
	Abandonment Date: 1st August 2024			
84	OCEANLEC 263 [IMO NO 9506978] Flag: Saint Kitts and Nevis	Maldives	Resolved	10
	Port of Abandonment: Male, Maldives			
	Abandonment Date: 1 September 2024			
85	Navimar 3 (IMO No. 9526045) Flag: Palau	Bangladesh	Resolved	5
	Port Of Abandonment: Chittagong, Bangladesh			
	Abandonment Date: 1 November 2023			
				6
86	Ambar [IMO No. 9548770] Flag: Palau;	INDIA	Resolved	
	Port Of Abandonment: Mumbai, India			
	Abandonment Date: 25 August 2023			
		SUDAN	Resolved	10
87	YU LIN [IMO No. 8844218]			
	Port of abandonment: Port Sudan, Sudan			
	Abandonment Date: 1 February 2023			
88	Lamar [IMO No. 9124201]	YAMEN	Resolved	3
	Port of abandonment: Al Hudaydah, Yemen			
	Abandonment Date: 1 December 2023			
89	Westsea Gail [IMO No. 9550905]	UAE	Resolved	4
	Port of abandonment: Dubai, UAE			
	Abandonment Date: 1 October 2023			

90	Hadi 54 [IMO No. 9760964]	SAUDI ARABIA	Resolved	9
	Port of abandonment: Ras Tanura, Saudi Arabia			
	Abandonment Date: 1 February 2024			
91	Hims 5 [IMO No. 9821562]	SAUDI ARABIA	Resolved	14
	Port of abandonment: Ras Al Khair, Saudi Arabia			
	Abandonment Date: 1 Nov 2023			
92	Hadi 37 [IMO No. 9588110]	SAUDI ARABIA	Resolved	14
	Port of abandonment: Ras Tanura, Saudi Arabia			
	Abandonment Date: 1 Nov 2023			
93	Hadi 37 [IMO No. 9588110]	SAUDI ARABIA	Resolved	8
	Port of abandonment: Ras Tanura, Saudi Arabia			
	Abandonment Date: 1 November 2023			
94	Oceanic 5000 [IMO No. 9559145]	IRAN	Resolved	2
	Port of abandonment: Assaluyah, Iran			
	Abandonment Date: 1 December 2023			
95	Black Leopard [IMO No. 9367097] Flag: Palau;	UAE	Resolved	10
	Port of abandonment: Dubai, UAE			
	Abandonment Date: 1 December 2023			
96	Youssef Bey [IMO No. 9124029] Flag: Belize	EGYPT	Resolved	3
	Port of abandonment: Damietta, Egypt;			
	Abandonment Date: 1 October 2023			
97	Hadi 52 [IMO No. 9511894]	SAUDI ARABIA	Resolved	2
	Port of abandonment: Port Jubail, Saudi Arabia			
	Abandonment Date: 1 October 2023			
98	Oscar [IMO No. 8213445]	UAE	Resolved	5
	Port of abandonment: Hamriya, UAE			
	Abandonment Date: 1 Sep 2023			
99	Tanya [IMO No. 9153135]	IRAN	Resolved	13
	Port of abandonment: Bandar Abbas, Iran			
	Abandonment Date: 1 Sep 2023			
100	Med Sea Eagle [IMO No. 8356443]	UAE	Resolved	8
	Port of abandonment: Khor Fakkan, UAE			

	Abandonment Date: 20 Jun 2023			
101	Al Nader [IMO No. 7027502]	UAE	Resolved	7
	Port of abandonment: Dubai, UAE			
	Abandonment Date: 1 March 2023			
102	MED SEA FOX [IMO No. 9376189] Flag: St. Kitts & Nevis	UAE	Resolved	7
	Port of Abandonment: Khor Fakken, UAE			
	Abandonment Date: 1st June 2024			
103	FRIEND-3 [IMO No 9107253] Flag: Comoros	EGYPT	Resolved	2
	Port of Abandonment: Suez, Egypt			
	Abandonment Date: 1 st September 2023			
104	SAI ARAMBH [IMO No. 9115456] Flag: India	YEMEN	Resolved	8
	Port of Abandonment: Al Hodeidah, Yemen			
	Date of Abandonment: 1st May 2024			
105	JERBOA [IMO No. 7026962] Flag: Tanzania	UAE	Resolved	5
	Port of Abandonment :Sharjah, UAE			
	Date of Abandonment: 1st January 2024			
106	TRITEX GLORY [IMO No. 8356027] Flag: St. Kitts & Nevis	TANZANIA	Resolved	16
	Port of abandonment: At sea near Tanzania			
	Abandonment date: 1 st June 2024			
107	PARESH OMID: [IMO Number 8356027] Flag: Iran	IRAN	Resolved	8
	Port of Abandonment: Kish, Iran			
	Abandonment Date: 1 June 2024			
108	ELSA 1 [IMO Number 8601680], Flag: Panama	TURKEY	Resolved	8
	Port of Abandonment: Mersin-Taşucu, Turkey			
	Abandonment Date: 01 August 2024			
109	Fatma Eylül [IMO No. 9297917] Flag: Belize;	TURKEY	Resolved	12
	Port of abandonment: Ambarlı, Türkiye			
	Abandoned: 1 February 2024; Notified: 16 April 2024;			
110	MAB III [IMO No. 9144184] Flag: Unknown (Previously Palau)	UAE	Resolved	4
	Abandonment Date: 1 May 2024			
	Port of Abandonment Musaffah, UAE			

111	BESART [IMO NO 8104591]Flag: Tanzania	ALBANIA	Resolved	7
	Abandoned Date:1 September 2024.			
	Port of Abandonment: Durres, Albania			
112	Nada [IMO NO 9055163]Flag:Comoros	TURKEY	Resolved	6
	Abandoned Date:1 November 2024			
	Port of Abandonment: Mersin, Türkiye			
113	RD 1 [IMO NO 8360688]Flag: Tanzania	YEMEN	Resolved	10
	Abandoned Date:1 April 2024; Notified Date: 22 May 2024			
	Port of Abandonment: Hodeidah, Yemen			
			Total	807

Annexure III

SOP	SOP FOR ABONDONEMNT & ARRESTED SEAFARER CASES		
SNo	Stages	Actions	Timelines
Steps to be followed in the case of category 1 - Valid P&I			
1	Stage 1	Abandonment List update as per the information received from ILO/ ITF	3 days
2	Stage 2	Indian seafarers onboard as per Crew list to be identified from E. Gov system or ITF	3 days
3	Stage 3	Letter to be issued to the following authorities under intimation to the MoPSW, MEA & DSEO:	3 days
		i. Flag State	
		ii. Port State	
		iii. P&I	
		iv. Indian High Commission	
		v. RPSL	
4	Stage 4	DSEO intervenes on the case with RPS and resolutions sought on the case	15 days
5	Stage 5	Wage settlement and arrange for repatriations	15 days
6	Stage 6	Repatriation & Debriefing	10 days
Steps to be followed in the case of category 2 - Non Valid P&I			
1	Stage 1	Abandonment List update as per the information received from ILO/ ITF	3 days
2	Stage 2	Indian Crew list to be identified from E. Gov or ITF	3 days
3	Stage 3	Letter to be issued to the following authorities under intimation to the MoPSW & MEA, DSEO:	3 days
		i. Flag State	
		ii. Port State	
		iii. Indian High Commission	
		iv. Owners/ship managers	
		v. RPSL	
4	Stage 4	DSEO intervenes on the case with RPS and resolutions sought on the case	15 days
5	Stage 5	If the owners / RPSL are not responding, issue SCN, process for invoking BG & assist in repatraitons	60 days
6	Stage 6	Repatriation & Debriefing	10 days
Steps to be followed in the case of category 3 - Disputed Cases			
1	Stage 1	Abandonment List update as per the information received from ILO/ ITF	3 days
2	Stage 2	Indian Crew list to be identified from E. Gov or ITF	3 days

3	Stage 3	Letter to be issued to the following authorities under intimation to the MoPSW & MEA, DSEO:	3 days
		i. Flag State	
		ii. Port State	
		iii. Indian High Commission	
		iv. Owners/ship managers	
		v. RPSL	
4	Stage 4	DSEO intervenes on the case with RPS and resolutions sought on the case	15 days
5	Stage 5	If the owners / RPSL are not responding, issue SCN, process for invoking BG & assist in repatraits	60 days
6	Stage 6	Repatriation & Debriefing	10 days
Steps to be followed in the case of category 4 - Jail / Arrested cases			
1	Stage 1	List update as per the information received from ILO/ ITF/ MEA/ NOK /MoPSW	3 days
2	Stage 2	Indian Crew list to be identified from E. Gov or ITF	3 days
3	Stage 3	Letter to be issued to the following authorities under intimation to the MoPSW, MEA & DSEO:	3 days
		i. Flag State	
		ii. Port State	
		iii. P&I	
		iv. Indian High Commission	
		v. RPSL	
4	Stage 4	Appointment of Lawyers through RPS & ship-owners for providing legal support	30 days
5	Stage 5	Case trial	(1 to 6) months
6	Stage 6	Repatriation & Debriefing	10 days



भारत सरकार/ GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 22-35/2/2024-PER-DGS (C.No.27405)

Dated: 16.10.2024

To
The Secretary to the Govt. of India
Ministry of Shipping,
Transport Bhavan,
1, Parliament Street,
New Delhi – 110 001.

[Kind Attn: Shri Vivek Pahwa, Under Secretary]

Sub: Visit of Indian Delegation to participate in 3rd meeting of the Joint ILO/IMO Tripartite Working Group (JTWG) to identify and address seafarers' issues and the human Element scheduled from 26.11.2024 to 28.11.2024 at International Labour Office (ILO) in Geneva, Switzerland - reg.

Sir,

I am directed to forward herewith a copy of invitation letter No. 4924 dated 23.09.2024 received from the International Maritime Organization, London and to state that IMO is holding 3rd meeting of the Joint ILO/IMO Tripartite Working Group (JTWG) to identify and address seafarers' issues and the human Element scheduled from 26.11.2024 to 28.11.2024 at International Labour Office (ILO) in Geneva, Switzerland [**Annexure-I: 2 pages**].

2. Opening of the meeting and election of the Chair:

- (i) Adoption of the agenda.
- (ii) Briefing on the outcome of relevant IMO and ILO bodies.
- (iii) Consideration of future steps, e.g. legislation, mechanisms and policies for reporting and addressing of bullying and harassment, including sexual assault and sexual harassment (SASH), in the maritime sector.
- (iv) Consideration of draft STCW training provisions to address bullying and harassment in the maritime sector, including SASH, for advice to the Maritime Safety Committee.
- (v) Any other business.
- (vi) Report to MSC and the ILO Governing Body.

3. Discussions: The ILO and IMO Secretariats have collected background information in relation to bullying and harassment, including sexual assault and sexual harassment, in the maritime sector, with a focus on ILO's and IMO's relevant work and instruments, and related work, with a view to facilitate the consideration of this matter by the JTWG.

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजूर गौव रोड, कांजूरमार्ग (पूर्व), मंबई - 400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E) / Mumbai -400042

फोन/Tel No.: +91-22-25752040/1/2/3, फैक्स/Fax.: +91-22-25752029/35 ई-मेल/E-mail: dgship-dgs@nic.in वेबसाइट /Website: www.dgshipping.gov.in

4. Action requested of the JTWG: The JTWG is invited to note the information provided in the meeting document in the context of the recommendations emanating from this session.

5. In view of the above, the Director General of Shipping, GoI has approved the nomination of Capt. Aurlanthu Daniel John Joseph, Deputy Director General of Shipping (Crew), DG Shipping, Mumbai and Shri Shitesh Ranjan, Deputy Director General of Shipping (International Cooperation), DG Shipping, Mumbai alongwith representative from Ministry of Labour & Employment, New Delhi for attending the said meeting.

6. As far as expenditure is concerned, the entire expenditure in respect of Capt. Aurlanthu Daniel John Joseph, Deputy Director General of Shipping (Crew), DG Shipping, Mumbai and Shri Shitesh Ranjan, Deputy Director General of Shipping (International Cooperation), DG Shipping, Mumbai would be met from the sanctioned budget grants of this Directorate under the account head TE (Foreign) for the fiscal year 2024-25. The expenditure in respect of external representative will be borne by their respective organizations, and there is no financial burden on GoI. account.

7. Accordingly, a check list is enclosed herewith as per Ministry of Ports, Shipping & Waterways, GoI, New Delhi vide letter No. SR-20013/34/2016-SA dated 26th October, 2016 as follows:

C H E C K L I S T

1	Provisional agenda	Annexure-I
2.	Expenditure details of the tour and Proforma (duly filled in) for approval of deputation	Annexure-II
3.	Details of Tour abroad for the last 3 Financial years of the concerned officer (s)	Annexure – III & IV
4.	List of Officer(S) who attended the meeting in last 3 years	Annexure-V
5.	Details of Shadow Committee meeting or any preparatory meeting held alongwith copy of record of discussions (RoDs)	--
6.	Political Clearance/ Outcome of the meeting	Annexure-VI
7.	Vigilance Clearance Certificate	VCC of the concerned officer will be sent shortly to MoPSW.
8.	Whether previous foreign tour outcomes are yet to be uploaded in FVMS against the concerned officer(s)	--
9.	Whether the proposal is covered under the delegated powers of DG(S) as provided in Ministry's letter no A-11019/2/2012-MA dated 13.07.2015	Yes
10.	Proper justifications for attending the meeting/ programme which may inter-alia include benefits to the Government/ Indian industry/ Trade.	Yes
11.	Whether the proposal is submitted well in advance (Minimum 10-15 working days) prior to the schedule of the meeting (or) well before the last date of nomination prescribed if any, in the Invitation of the organizer of the meeting.	Yes

12.	If the delegation comprise of officers of the rank of Additional Secretary and above then the proposal may please be sent alongwith all necessary documents to the Ministry one month before the schedule of the meeting.	No
13.	If proposal is not on time, reason for delay	Not applicable

8. It is requested that the approval of the competent authority alongwith the political clearance of the Ministry of External affairs for deputation of the said participants may please be accorded and communicated to this office at the earliest.

9. This issue with the approval of the Director General of Shipping, Govt. of India.

Yours faithfully,


(Ash Mohomad)
Deputy Director General of Shipping (Personnel)

Encl: as above.

Copy to:

- i. The Secretary to the Govt. of India, Ministry of Labour & Employment, Shram Shakti Bhawan, Rafi Marg, New Delhi-110 001 with a request to nominate a suitable officer as a representative from Ministry of Labour & Employment and forward directly to the Ministry of Ports, Shipping & Waterways, New Delhi under intimation to this Directorate.
- ii. Capt. Aurlanthu Daniel John Joseph, Deputy Director General of Shipping (Crew), DG Shipping, Mumbai.
- iii. Shri Shitesh Ranjan, Deputy Director General of Shipping (International Cooperation), DG Shipping, Mumbai.
- iv. F&A Branch, DG Shipping, Mumbai.
- v. DG Secretariat, DG Shipping, Mumbai.



E

INTERNATIONAL MARITIME ORGANIZATION

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: 020 7735 7611
Fax: 020 7587 3210

INTERNATIONAL LABOUR OFFICE

4 route des Morillons
CH-1211 Geneva 22
Telephone: +41 22 799 6235
Fax: +41 22 799 6941

Circular Letter No.4924
23 September 2024

To: The Governments of Belgium, Greece, India, Liberia, Panama, the Philippines, Thailand and the United States,
Other IMO and ILO Member States
United Nations and specialized agencies
International organizations
Non-governmental organizations in consultative status with IMO
Non-governmental organizations in consultative status with ILO

Subject: **Third meeting of the Joint ILO/IMO Tripartite Working Group (JTWG) to identify and address seafarers' issues and the human element (26 to 28 November 2024)**

1 IMO and ILO have the honour to invite representation at the third meeting of the Joint ILO/IMO Tripartite Working Group (JTWG) to identify and address seafarers' issues and the human element, which has been scheduled to take place from Tuesday, 26 November to Thursday, 28 November 2024.

2 The JTWG meeting will be conducted in a hybrid format. In-person presence is recommended at the meeting venue, which is the headquarters of ILO in Geneva, Switzerland (4 Route des Morillons, 1211 Geneva 22).

3 The purpose of the meeting is to discuss and adopt guidelines on the fair treatment of seafarers detained on suspicion of committing crimes.

Meeting arrangements

4 Meeting arrangements will be in line with the terms of reference provided in the *Resolution concerning the establishment of a Joint ILO/IMO Tripartite Working Group to Identify and Address Seafarers' Issues and the Human Element* (MSC 105/20/Add.2, annex 37).

5 The IMO Council, at its 127th session in July 2022, endorsed the establishment of the JTWG, including its method of work and terms of reference. The IMO Council, at its 132nd session in July 2024, appointed the following Governments as IMO representatives to the third meeting of the JTWG:

BELGIUM
GREECE
INDIA
LIBERIA

PANAMA
PHILIPPINES
THAILAND
UNITED STATES

6 Eight Shipowners' representatives and eight Seafarers' representatives from among the Shipowners' and Seafarers' members of the STC have been nominated by their respective Groups.

7 The members of the JTWG may be accompanied by a maximum of two experts or advisers each.

8 Other IMO and ILO Member States and intergovernmental and non-governmental organizations are invited to attend the JTWG as observers, and they may address the meeting with the permission of the Chairperson.

Registration

9 The name, title and e-mail address of the eight nominated government representatives and their experts or advisers should be submitted to the Joint ILO-IMO Secretariat at sectormeetings@ilo.org before Thursday, **31 October 2024**, indicating if participation at the JTWG will be in-person or remote.

10 Other ILO and IMO Member States and intergovernmental and non-governmental organizations wishing to nominate observers should also submit their in-person or remote nominations to the same e-mail address before Thursday, **31 October 2024**.

11 In order to be admitted into the Headquarters of the International Labour Organization, please bring a copy of this invitation with you as well as proof of identity, e.g. passport or identity card.

Practical information regarding visa applications

12 Participants to the Meeting should reserve hotel accommodation as soon as possible. Those requiring entry visas for Switzerland, which is part of the Schengen area, or transit visas for countries through which they pass, will need to obtain them in their own countries well in advance of their departure. Participants wishing to visit or stay in France during the period of the Meeting should obtain the necessary single or multiple entry visas for France in their home country.

PROFORMA FOR APPROVAL OF DEPUTATION

1. Sponsoring Ministry/Department

MINISTRY OF PORT, SHIPPING, WATERWAYS, DIRECTORATE GENERAL OF SHIPPING, MUMBAI

Sr. No.	Names of Officers with Designation	Ministry/ Department	Scale of pay (Rs.) Grade pay	Date of superannuation / Completion of tenure	Source of funding		
2.	Capt. Aurlanthu Daniel John Joseph, DDG (Crew). ii. Shri Shitesh Ranjan, DDG (IC)	i. D.G. Shipping, Mumbai ii. D.G. Shipping, Mumbai	i. Level-12 in Pay Matrix ii. Level-12 in Pay Matrix	i. 31.03.2037 ii. 31.01.2047	D.G. Shipping, GoI.		
3.	(i) Purpose of Visit in brief. Detailed justification, Copies of the Agenda etc. to be enclosed as separate Annexure. (ii) Tasks proposed to be undertaken / accomplished & Outcome to be achieved by the proposed visit. Please indicate exact outcomes and tangible/non tangible benefits in quantified terms, whenever possible.						
				--			
4.	Country / Countries to be visited (city) country all places.	International Labour Office (ILO) in Geneva, Switzerland					
5.	Duration of visit (excluding journey time)	From 26.11.2024	To 28.11.2024	Days 03 day's (excluding travel time)			
6.	Personal Details	Capt. Aurlanthu Daniel John Joseph, Director General of Shipping (Crew)	Shri Shitesh Ranjan, Deputy Director General of Shipping (IC).				
	a) Rank	Dy. Secretary	Dy. Secretary				
	b) ADHAAR Card No.	532130153795	32660174906				
	c) PAN Card No.	AFUPA1673A	ASFPR2743A				

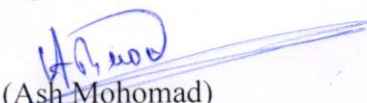
	d)Email ID	danieljohn-dgs@gov.in	shitesh.ranjan@gov.in
	e)Contact No.	8667350802	7718807999
7.	(a) Actual expenditure in the previous financial year (FY) in the Foreign Travel Expenses Head.(FTE)		Rs. 82,84,479/-
	(b) Budget provision under FTE head for the current FY		Rs. 1,20,00,000/-
	(c) Budget provision for the current FY after 10% cut in the FTE head		Rs. 1,08,00,000/-
8.	Actual expenditure incurred in the current FY under FTE (Visit to be stated chronologically with progressive total of expenditure as annexure to be enclosed)		Rs. 29,93,401/-
9.	Commitment made for the current year (Visit planned/approved excluding items included in S.No. 7) (including hotel charges/bills not received etc.)		Rs. 1,13,05,221/-
10.	Balance funds available for the current financial year under FTE head [6(b or c)-{7+8}]		Rs. 6,94,779/-
11.	(a) Budget for the ongoing quarter in the current fiscal under FTE		Rs. 30,00,000/-
	(b) Expenditure incurred so far in the ongoing quarter under FTE		Rs. 85,390/-
	(c) Whether the expenditure on the proposed visit falls within the half yearly/Quarterly ceiling? If not, full justification may be given.		Yes
12.	Estimated expenditure on the proposed visit:		Rs. 3,34,924/-
	(a) Air Fare & Airport tax (Class of Travel) Economic Class 2 Participants = Rs. 91,562/- x2 = 1,83,124/-		Rs. 1,83,124/-
	(b) D.A. @ US \$150/day for 2 days = 84 US\$ 2 participants = (150x84x2x3)		Rs. 75,600/-
	(c) Entertainment, if any		-
	(d) Contingency, if any 100/day 2 participant (3 days) (100x2x3)		Rs. 600/-
	(e) Hotel accommodation USD 150/day 2 days X USD 2 Participants = (150x84x2x3)		Rs. 75,600/-
	(f) Excess Baggage*		-

	(g)	Gifts*	-
	(h)	Transport*	-
	(i)	Mobile Phone*	-
	(j)	Lunch/dinner to be hosted*	-
	(k)	Any other (Please specify with justification thereof)*	-
	(A)	Estimated expenditure-rupees component	Rs. 1,83,724/-
	(B)	Foreign Exchange component in US\$ & its equivalent in rupees	Rs. 1,51,200/-
	(C)	Total Expenditure for this visit (A)+(B)in rupees	Rs. 3,34,924/-
13.	Full details of the foreign visits undertaken by the Officer(s) during the last three Calendar years (to be enclosed as a separate annexure)		Enclosed
14.	(i) Whether deputation/delegations sent in the past for similar purpose? If so, the name of officers deputed together with period of deputation.		-NA-
	(ii) Is an increase proposed in the number of delegates visa vis that approved/deputed on the last occasion? If so, justification for increasing the delegation size may be furnished. Justification for participation of each member of the delegation to be brought out in a separate Annexure.		-
15.	(i) Whether tour report was submitted after the last visit abroad. (a copy of the previous tour report indicating quantified outcomes including tangible and /or non tangible benefits of that visit to be enclosed.)		-
	(ii) Details of efforts made by the Ministry/Department during the interregnum to fully realize the intended outcomes of the earlier visits. A copy of follow up action taken thereon to be enclosed.		-
16.	Why can not the purpose be served by:		-
	(i)	Deputing officers at the functional level viz. Director/Dy. Secretary, instead of deputing officers of higher level(s).	Deputing officers in rank of i. Deputy Secretary ii. Deputy Secretary.

	(ii)	Our Mission abroad/officer of the Ministry/Department already stationed abroad; or	-
	(iii)	Any other officer already abroad/or being deputed in the same or neighboring country; or	NA
	(iv)	Video conferencing Justification to be given as to why this facility cannot be utilized.	Video Conference facilities is not available for this purpose.
17.		Whether FCRA clearance from MHA and Political clearance from MEA have been obtained? (copies to be enclosed)	-
18.	(i)	Whether the proposal attracts ban imposed under the economy instructions of the Department of Expenditure i.e. study tours, workshops, conferences, seminars, presentation of papers abroad etc.	No
	(ii)	If so, justification for the proposed visit.	-
19.	(i)	Whether the number of visits of by the officers(s) in a year is within the norms laid down in this regard i.e. four in a calendar year.	Yes
	(ii)	If not, reasons/justification therefore.	-
20.		In case the proposal is being sent less than 15 days before the date of departure whether condemnation of delay. has been obtained from Cabinet Secretary in terms of instructions of D/o Expenditure.	-

Note: * Sr. No. 10: The cost for each item including expenditure to be incurred by Embassies / Missions should be clearly stated after ascertaining the prevailing rates from the Indian Mission/Embassy.

Signature of Financial Adviser


(Ash Mohomad)
Deputy Director General of Shipping (FA)

To be signed by the appropriate Competent Authority

Annexure-III**DETAILS OF VISITS ABROAD DURING THE LAST THREE YEARS BY**

Capt. Aurlanthu Daniel John Joseph, Dy. Director General (Crew), DG Shipping,
Mumbai.

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
(a) No. of Visit made:	<u>01</u>	Nil	Nil	<u>03</u>
(b) Countries Visited:	IMO, London	Nil	Nil	IMO, London
(C) Period & Deputation of stay in each country with dates	10 days 15.01.2020 to 24.01.2020	Nil	Nil	(1) 5 days from 27.03.2023 to 31.03.2023 (2) 05 days from 17.07.2023 to 21.07.2023 (3) 05 days from 27.11.2023 to 01.12.2023
(d) Purpose of Visit	Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) – 7th session	Nil	Nil	(1) 110 th session of Legal Committee. (2) 129 th session of Council meeting (3) 33 rd session of Assembly meeting

Annexure- IV

DETAILS OF VISITS ABROAD DURING THE LAST THREE YEARS BY
Shri Shitesh Ranjan, Dy. Director General (IC), DG Shipping, Mumbai

<u>Year</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
(a) No. of Visit made:	<u>00</u>	<u>00</u>	<u>01</u>	<u>01</u>
(b) Countries Visited:	Nil	Nil	Dhaka, Bangladesh	IMO, London
(C) Period & Deputation of stay in each country with dates	Nil	Nil	03 days from 18.12.2023 to 20.12.2023	05 days from 22.04.2024 to 26.04.2024.
(d) Purpose of Visit	Nil	Nil	Shipping Secretary Level Talks between India and Bangladesh; 22nd Meeting of Standing Committee under Protocol on Inland Water Transit and Trade (PIWTT); and 3rd Meeting of Inter-Governmental Committee under the Agreement on the use of Chattogram and Mongla Ports (ACMP).	One Hundred and Eleventh Session of the Legal Committee of IMO.

Annexure- V

List of Officers who attended Joint ILO/IMO Tripartite Working Group (JTWG) to identify and address seafarers' issues and the human element in last three years

<u>Sr.No.</u>	<u>Subject</u>	<u>Duration & Place of the meeting</u>	<u>Name of Officers</u>
1.	Due to Covid Pandemic no physical meeting was conducted at IMO, London for the year 2020, 2021 and 2022.		
2.	2 nd Meeting of the Joint ILO/ IMO Tripartite Working Group (JTWG) to identify and address seafarers' issues and the Human Element.	03 days from 27.02.2024 to 29.02.2024 at IMO, London.	i. Capt. Aurlanthu Daniel John Joseph, Nautical Surveyor. ii. Representative from Ministry of Labour & Employment, New Delhi.

PROFORMA FOR POLITICAL CLEARANCE

(Imp. Lack of clarify/details, incomplete proforma, use of undefined abbreviations/acronyms etc. could cause delay in processing)

1. Visit of (Name & Designation of the senior most) Level-12 in Pay Matrix Level-12 in Pay Matrix Equivalent rank in GOI (e.g. Secretary/Additional Secretary/Joint Secretary.)	i. Capt. Aurlanthu Daniel John Joseph, DDG (Crew). ii. Shri Shitesh Ranjan, DDG (IC) Nominated officers are in i. Deputy Secretary. ii. Deputy Secretary.
2. Others joining the visit (names, designation, roles) Confirmation the above contains complete list of all the visitors from your Ministry/Department/Agency If not, then details of those in whose respect political clearance is likely to be sought separately. Justification why, instead of the visit, Indian Mission abroad cannot be asked to represent our interests.	Representative from Ministry of Labour & Employment, New Delhi. Yes -
3. Purpose/Place(s) Country(ies) and Dates of visit	To participate in 3 rd meeting of the Joint ILO/IMO Tripartite Working Group (JTWG) to identify and address seafarers' issues and the Human Element scheduled to be held at IMO, London from 26 th to 28 th November, 2024 (excluding travel time).
4. Nature- Bilateral /Multilateral/Private/Transit Outcome anticipated from the visit Last outcome if the visit is not undertaken / postponed.	-- By attending the Directorate Indian Administration will be benefited in policy formulation for the Shipping industry. NA
5. Whether an invitation received from visiting countries. If so, details (please enclose a copy) If multilateral event, level of participation from other countries.	Yes Copy enclosed -
6. Details of meetings fixed in countries/places being visited.	IMO, London
7. Whether concerned Indian Missions/Posts have being consulted on arrangement and meetings required.	-

:2:

	Level at which administrative approval for the visit taken in the nodal organization.	Secretary, Ministry of Ports, Shipping & Waterways, New Delhi
8.	Sources of funding for the visit.	The expenditure in respect of Capt. Aurlanthu Daniel John Joseph, DDG (Crew) and Shri Shitesh Ranjan, DDG (MSL) will be met from the sanction budget allocation of D.G. Shipping, GoI under sub head TE (foreign) for the fiscal year 2024-25.
	If any foreign hospitality is proposed to be accepted. Whether approval of MHA from FCRA angle has been obtained.	NA



(Ash Mohomad)

Dy. Director General of Shipping
(Signature with Seal)

contact number 9619011035

E-mail address: amohd-dgs@nic.in

आश मोहम्मद
Ash Mohomad

उप नौवहन महानिदेशक

Deputy Director General of Shipping

बिटा बिल्डिंग, 9वीं मंजिल/Beta Building, 9th Floor,

आई-थिंक टेक्नो कैम्पस/I-Think Techno Campus

कांजूरमार्ग (पूर्व)/Kanjurmarg (East),

मुंबई/Mumbai

Annexure V

Fwd: Standard Operating Procedures (SOP) to deal with the cases pertaining to crisis situation in foreign waters having Indian Seafarers on board vessels - Reg.

DJ Daniel John Joseph <danieljohn-dgs@gov.in>

Mon, 02 Dec 2024 11:48:10 AM +0530 •

To "Anita Sinha" <anita.sinha71@gov.in>, "Sujata More" <sujatam-dgs@gov.in>, "Nishant" <nishant.d-dgs@gov.in>, "Dharmendra kumar" <dharmendra.kr.dgs@gov.in>

Cc "CrewsBranch DGS" <crews-dgs@nic.in>

On file

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Best Regards

Capt. (Dr.) Daniel J Joseph

Nautical Surveyor - cum - Dy. Director General of Shipping (Tech.)

O/o Directorate General of Shipping - Mumbai,

Ministry of Ports, Shipping & Waterways, Govt. of India

Website: www.dgshipping.gov.in

===== Forwarded message =====

From: MA Section <soma2-ship@gov.in>

To: "Office of Additional Secretary" <as-psw@gov.in>, "CrewsBranch DGS" <crews-dgs@nic.in>, "Capt. A. Daniel J Joseph" <danieljohn-dgs@gov.in>, "Capt. Manish" <manish.kumar-dgs@gov.in>, "Nishant" <nishant.d-dgs@gov.in>, "DGS SECRETARIAT" <dgship.sect@gov.in>, "Shyam Jagannathan" <dg-dgs@gov.in>, "Sujata More" <sujatam-dgs@gov.in>, "R Lakshmanan" <js-ports@nic.in>, "JP SINGH" <jspai@mea.gov.in>, "Shweta Singh" <dirpak@mea.gov.in>, "PAUSUMI BASU" <jsbm2@mha.gov.in>, "Dr Rajendra Kumar" <secybm@nic.in>, "Dr M Ravichandran" <secretary@moes.gov.in>, "Sh. Senthil Pandiyan" <js@moes.gov.in>, "DG DGH" <dg@dgghindia.gov.in>, "ADG Coordination" <adgcoordination@dgghindia.gov.in>, "MandeepSingh Randhawa" <director-ship@gov.in>, "Dte Operations Indian Coast Guard" <dte-ops@indiancoastguard.nic.in>, "vprotect Indian Coast Guard" <vprotect@indiancoastguard.nic.in>, "OPESH KUMAR SHARMA" <opesh.sharma@navy.gov.in>, "Capt. Harinder" <singh.harinder@gov.in>, "Capt. Anish Joseph" <anish-dgs@gov.in>, "computer c" <dgship-dgs@nic.in>, "Capt. S.I.Abul Kalam Azad" <abulkalam.azad@gov.in>, "Nautical Advisor" <na-dgs@nic.in>, "MMD Chennai" <chennai-mmd@gov.in>, <mail.ttn-mmd@gov.in>, "MMDVIZAG" <sic.vizag-mmd@gov.in>, <"OfficeE-mail:kandla-mmd"@gov.in>, "Santoshkumar Darokar" <skd-dgs@gov.in>, "SIC Jamnagar" <sic.jamnagar-mmd@gov.in>, "MMD Jamnagar" <jamnagar-mmd@gov.in>, "MMD KOCHI" <po.mmd-ker@gov.in>, "MMD Mangalore" <mlr-sicmmd@gov.in>, "Vikrant Rai" <pommd.kol-wb@gov.in>, <pommdkol@yahoo.com>, "MERCANTILE MARINE DEPARTMENT PORT BLAIR" <mmd.portblair@gov.in>, <mumbai@mmd.gov.in>, <goammd@gmail.com>, "MMD GOA" <sic-mmd.goa@gov.in>, "MercantileMarine Department" <mmdnoida-exam-ship@gov.in>, "MMDN Eng" <exame.noida-mmd@gov.in>, "moc delhi" <dno-navy@nic.in>, "Director Navy III Ops" <dirops-dma@navy.gov.in>

Cc: "MandeepSingh Randhawa" <director-ship@gov.in>, "Sumit Nandan" <usma-psw@gov.in>, "Sandeep Rohilla" <sandeep.rohilla@gov.in>, "Babita Verma" <babita.dgs@gov.in>

Date: Tue, 26 Nov 2024 14:43:18 +0530

Subject: Standard Operating Procedures (SOP) to deal with the cases pertaining to crisis situation in foreign waters having Indian Seafarers on board vessels - Reg.

===== Forwarded message =====

Sir,

Please find the attachment with this mail.

With Regards
Marine Administration Section
Ministry of Ports, Shipping & Waterways
Govt. Of India
Transport Bhawan
New Delhi
Tele No. 23356708



☑ ☐ ☐ **2 Attachment(s)** • [Download as Zip](#)



Approved SOP.pdf
12 MB •



366218.pdf
627.5 KB •

सभी पत्र सचिव, भारत सरकार,
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, को उनके
नाम पर नहीं बल्कि पद के पते पर भेजे जाने चाहिए।
All communications should be addressed to the
Secretary to the Government of India, Ministry
of Ports, Shipping and Waterways by title NOT
by name.

भारत सरकार
Government of India
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
Ministry of Ports, Shipping and Waterways
परिवहन भवन/Transport Bhawan
1, संसद मार्ग /1, Parliament Street
नई दिल्ली /110001-New Delhi-110001

F. No. SY-19014/30/2024-MA (366218)

Dated: 25.11.2024

OFFICE MEMORANDUM

Sub: Standard Operating Procedures (SOP) to deal with the cases pertaining to crisis situation in foreign waters having Indian Seafarers on board vessels - Reg.

The undersigned is directed to forward herewith a copy of the SoP to deal with the cases pertaining to crisis situation in foreign waters having Indian Seafarers on board vessels, duly approved by the Competent Authority of this Ministry for information and further necessary action.

2. As per SoP, Directorate General of Shipping will provide the secretarial assistance for the meetings of Committee on inter-ministerial crisis Response for seafarers.



(Sumit Nandan)

Under Secretary to the Govt. of India

Tele: 23356711

Email: usma-psw@gov.in

soma2-ship@gov.in

As per list Attached:

- i. AS(PSW), MoPSW
- ii. DG, DGS
- iii. JS(Ports), MoPSW
- iv. JS, MEA
- v. JS, MHA
- vi. JS, MoES
- vii. JS, Directorate General of Hydrocarbons (DGH)
- viii. Dir(MA), MoPSW
- ix. Commandant, ICG
- x. Captain, IN
- xi. DDG (Crew), DGS
- xii. NS (CAR), DGS
- xiii. DG Comm Centre, DGS
- xiv. NA, DGS
- xv. Coastal States/State Authorities/Maritime Board



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

DIRECTORATE GENERAL OF SHIPPING STANDARD OPERATING PROCEDURES TO HANDLE A CRISIS AND ITS MANAGEMENT 2024

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The SOPs mentioned below are concise and clear instructions which need to be followed under the circumstances to ensure that all stakeholders are informed in due time and loss due to the casualty is minimized.

1. Background

Section 358 of Merchant Shipping Act, 1958 as amended, defines a 'shipping casualty' as, when on or near the coasts of India, any ship is lost, abandoned, stranded or materially damaged; or on or near the coasts of India, any ship causes loss or material damage to any other ship; or any loss of life ensues by reason of any casualty happening to or on board any ship on or near the coasts of India; or in any place, any such loss, abandonment, stranding, material damage or casualty as above mentioned. occurs to or on board any Indian ship, and any competent witness thereof is found in India; or any Indian ship is lost or is supposed to have been lost, and any evidence is obtainable in India as to the circumstances under which she proceeded to sea or was last heard of.

The casualty investigation code defines 'marine casualty' as an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship i.e. death of, or serious injury to, a person; or loss of a person from a ship; or loss, presumed loss or abandonment of a ship; or material damage to a ship; or stranding or disabling of a ship, or the involvement of a ship in a collision; or material damage to marine infrastructure external to a ship, that could seriously endanger the safety of the ship, another ship or an individual; or severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships. However, a marine casualty does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment.

Hence, one of the most important aspects in any marine casualty is the place of occurrence of the marine casualty, as action required would vary depending upon the place of occurrence of the casualty. This SOP identifies different jurisdictions under different circumstances depending upon the place of occurrence of the casualty, and identifies specific actions which are required to be taken under those circumstances.

This SOP identifies 'marine casualty' basis if it has happened on 'Indian Flag vessels' or 'Foreign Flag vessel'; and if it was in 'Indian waters' or 'Outside Indian water'; and if the casualty was accidental or non-accidental. For ease of understanding, please refer to Section 4 for the flow charts.

Section 4 of the SOP lists the action required to be taken at 'DG Comm Centre' under different conditions and also entails officer responsible for specific actions where necessary. There after sections lists actions required to be taken by the specific officers.

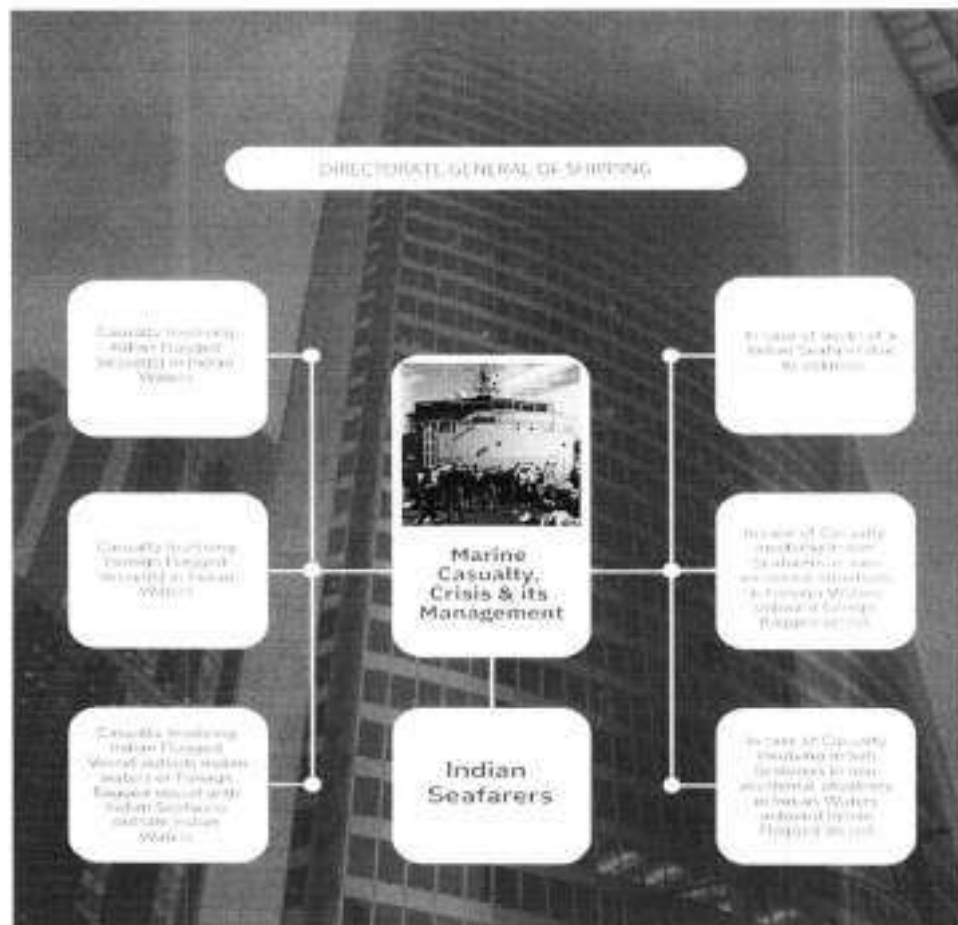
2. Receipt of information regarding Casualty

'DG Comm Centre' is manned 24x7 and is the first point of contact in case of any marine casualty involving 'Indian vessel' or 'any vessel in Indian waters' or 'any Indian national'. Casualty information may be received from different sources such as Ship owner, Ship Manager, RPSL, Agent, Master, Crew, Port Authorities, Foreign Flag Administration, Families of crew, and other Public Authorities such as Navy, Coast Guard, Customs.

3. Flow Charts

3.1 To determine the required action:

Below flow chart represents action to be taken in case of a casualty under different circumstances such as flag of the vessel, place where the casualty has occurred and the type of the casualty.



3.2 To illustrate the flow of communication

The flow chart shows the different stakeholders who need to be communicated with under different circumstances of the casualty. Actual contact would be determined as per the applicable section of this SOP.

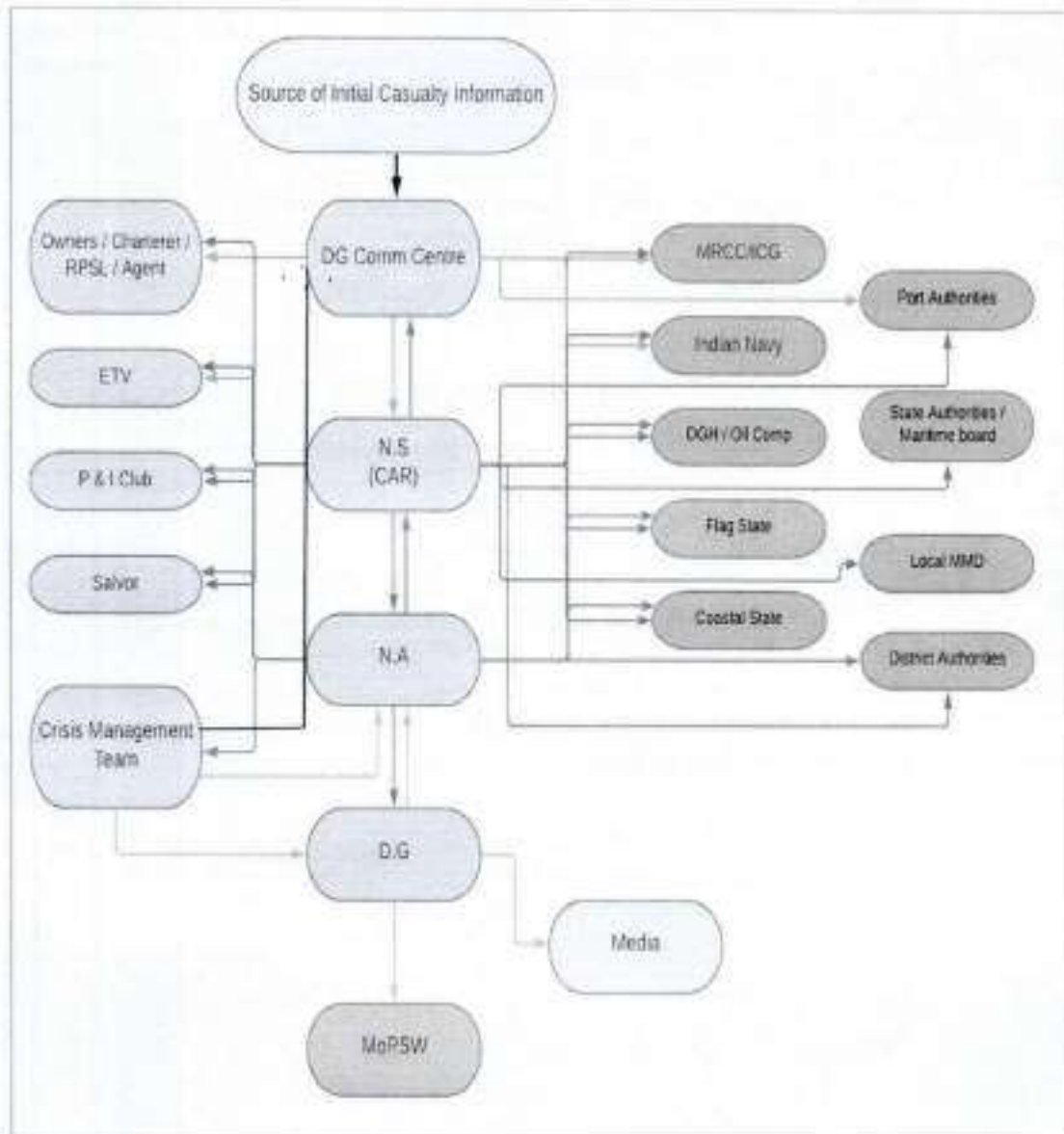


Figure 2 - Flow chart to show communication flow

4. Committee for Inter-Ministerial Crisis Response for Seafarers

S.No	Organisation	Designation	Contact Details
1.	Ministry of Ports Shipping & Waterways (MoPSW), Govt. of India	Addl. Secretary	Email: as-psw@gov.in, Tel: 011-23736125 -406/5406
2.	Directorate General of Shipping, Govt. of India	Director General of Shipping (DGS)	Email: dg-dgs@gov.in, Tel: 09435119100
3.	Ministry of Ports Shipping & Waterways (MoPSW), Govt. of India	JS (Ports)	Email: js-ports@nic.in Tel: 011-23711873- 403/5407
4.	Ministry of External Affairs (MEA), Govt. of India	Representative (JS Level of concerned division)	
5.	Ministry of Home Affairs (MHA), Govt. of India	Representative (Joint Secretary level)	
6.	Ministry of Earth Sciences (MoES), Govt. of India	Representative (Joint Secretary level)	
7.	Directorate General of Hydrocarbons (DGH), Govt. of India	Representative (Joint Secretary level)	
8.	Ministry of Ports Shipping & Waterways (MoPSW), Govt. of India	Dir (MA & MG)	Email: director-ship@gov.in, Tel: 011-23710039 -437/5567
9.	Indian Coast Guard (ICG)	Commandant	
10.	Indian Navy (IN)	Captain	
11.	DG Shipping, Govt. of India	DDG (Crew)	Email: crews-dgs@gov.in, Tel: 08667350802
12.	DG Shipping, Govt. of India	NS (CAR)	Email: singh.harinder@gov.in, Tel: 09819796759

Note: The Committee will meet quarterly and as per the requirement based request from DGS for reviewing the cases of abandoned Seafarers and DGS will provide the necessary Secretarial Assistance for the meeting of the above Group.

5. Table for Actions to be taken

SNO	Issue	Location	Vessels Flag	Seafarer Nationality	SOP Section
1	Shipping Casualty	Indian Waters	Indian	Indian	6.1
2	Shipping Casualty	Indian Waters	Foreign	Foreign	6.1
3	Shipping Casualty	Foreign Waters	Indian	Indian	6.2
4	Shipping Casualty	Foreign Waters	Foreign	Indian	6.3
5	Death of Seafarer	Indian Waters	Indian	Indian	6.4
6	Death of Seafarer	Foreign Waters	Indian	Indian	6.4
7	Death of Seafarer	Foreign Waters	Foreign	Indian	6.4
8	Missing Seafarer	Indian Waters	Indian	Indian	6.5
9	Missing Seafarer	Foreign Waters	Indian	Indian	6.5
10	Missing Seafarer	Foreign Waters	Foreign	Indian	6.5
11	Detention / Arrest / Seizure / Abandonment / Stranding	Foreign Waters	Indian	Indian	6.6
12	Detention / Arrest / Seizure / Abandonment / Stranding	Foreign Waters	Foreign	Indian	6.6
13	Detention / Arrest / Seizure / Abandonment / Stranding	Indian Waters	Indian	Indian	6.7
14	Detention / Arrest / Seizure / Abandonment / Stranding	Indian Waters	Foreign	Indian	6.7

6. Action of D.G Comm Centre and/or L.R.I.T

6.1 In case of casualty involving 'Indian Flag vessel(s) in Indian waters'

1. Inform N.A and N.S (Casualty & Response) by phone.
2. Send 'first information report' for marine casualty (attached as Annexure 2) to owner/ manager/ agent/ master or other concerned, asking them to update all the required information in the 'online casualty module' and also to complete the details of the incident, and sent back the fully completed form to 'DG Comm Centre' by email. [email ID – dgcommcentre-dgs@nic.in]
3. Intimate the nearest MRCC.
4. Under the directions of N.S (Casualty and Response), mobilise ETV and/or keep at strategic location as required by the circumstances.
5. Port Authority (if nearby or within Port limits) to be informed to mobilise resources for rendering assistance if possible.
6. Identify vessels nearby the casualty and forward to the MRCC, for requesting the vessels to render assistance as required.
7. Owners and Charterers to be informed of the status and ask them to mobilise resources for rendering assistance.
8. Inform maritime board/ state authorities regarding the incident and request them to provide assistance if possible.
9. To confirm with MRCC as applicable, Navigation Warning through NHO or ISN (International Safety Net) through Coast Guard has been issued.
10. Govt. Authorities (as applicable) to be notified of the developing situation as per Contact and Escalation matrix, which is attached as Annex 1.
11. To coordinate with jurisdictional MMD's and all concerned sources to obtain regular updates and status of the casualty.
12. To gather all relevant details from the Owners / Charterers / Agents etc.
13. Draft SITREP and forward to N.S (Casualty and Response) for further processing.
14. In case of Oil/Chemical pollution coordinate with relevant Authorities including ICG, Port Authorities and all concerned to take immediate action to minimise pollution.
15. Under directions of N.S (Casualty and Response), issue Notice under Sections 356(J) and/or 356(K) of the Merchant Shipping Act 1958 as amended, to all concerned (owner, charterers, agents, master, etc). Refer to Annex 3 and 4 for the format of the notice.
16. In case of oil pollution incident, which is likely to impact neighbouring countries, under the directions of N.S (Casualty and Response) and with approval of Director General of Shipping, inform the authorities of the neighbouring countries regarding the incident.
17. Under directions of N.S (Casualty and Response), as applicable issue instructions to P.O of the jurisdictional MMD to conduct 'Preliminary Inquiry' (P.I) into the incident as per section 359 of the Merchant Shipping Act 1958 as amended.
18. To contact Collectorate's office or the S.P's office in case any help is needed from local administration for performing required functions at the site.

19. To keep log of all activities including transmission and receipt of messages in chronological order with time stamps, so as to be able to re-create incident using the data logged.
20. To have the companies update the incident status / information on the 'online casualty reporting module' including the subsequent updates.
21. Update and close the incident in 'online casualty reporting module'
22. All message pertaining to incident to be forwarded to N.S (Casualty and Response) and N.A
23. To report to and take instructions from N.S (Casualty and Response) at all times.

6.2 In case of casualty involving 'Foreign Flag vessel(s) in Indian waters'

1. Inform N.A and N.S (Casualty & Response) by phone.
2. Send 'first information report' for marine casualty (attached as Annexure 2) to owner/ manager/ agent/ master or other concerned, asking them to update all the required information in the 'online casualty module' and also to complete the details of the incident, and sent back the dully completed form to 'DG Comm Centre' by email. [email ID – dgcommcentre-dgs@nic.in]
3. Intimate the nearest MRCC.
4. Under the directions of N.S (Casualty and Response), mobilise ETV and/or keep at strategic location as required by the circumstances.
5. Port Authority (if nearby or within Port limits) to be informed to mobilise resources for rendering assistance if possible.
6. Using RPSL Module of DGS e-governance, ascertain if there are any Indian nationals on board vessel.
7. Identify vessels nearby the casualty and forward to the MRCC, for requesting the vessels to render assistance as required.
8. Owners, Charterers, RPSL, Agents to be informed of the status and ask them to mobilise resources for rendering assistance.
9. Inform maritime board/ state authorities regarding the incident and request them to provide assistance if possible.
10. To confirm with MRCC as applicable, Navigation Warning through NHO or ISN (International Safety Net) through Coast Guard has been issued.
11. Govt. Authorities (as applicable) to be notified of the developing situation as per Contact and Escalation matrix, which is attached as Annex 1.
12. To coordinate with jurisdictional MMD's and all concerned sources to obtain regular updates and status of the casualty.
13. To gather all relevant details from the Owners / Charterers / Agents, RPSL, etc.
14. Draft SITREP and forward to N.S (Casualty and Response) for further processing.
15. In case of Oil/Chemical pollution coordinate with relevant Authorities including ICG, Port Authorities and all concerned to take immediate action to minimise pollution.

16. Under directions of N.S (Casualty and Response), intimate Flag State of the vessel regarding the casualty.
17. Under directions of N.S (Casualty and Response), issue Notice under Sections 356(J) and/or 356(K) of the Merchant Shipping Act 1958 as amended, to all concerned (owner, charterers, agents, master, etc). Refer to Annex 3 and 4 for the format of the notice.
18. In case of oil pollution incident, which is likely to impact neighbouring countries, under the directions of N.S (Casualty and Response) and with approval of Director General of Shipping, inform the authorities of the neighbouring countries regarding the incident
19. Under directions of N.S (Casualty and Response), as applicable issue instructions to P.O of the jurisdictional MMD to conduct 'Preliminary Inquiry' (P.I) into the incident as per section 359 of the Merchant Shipping Act 1958 as amended.
20. To contact Collectorate's office or the S.P's office in case any help is needed from local administration for performing required functions at the site.
21. To keep log of all activities including transmission and receipt of messages in chronological order with time stamps, so as to be able to re-create incident using the data logged.
22. To have the companies update the incident status / information on the 'online casualty reporting module' including the subsequent updates.
23. Update and close the incident in 'online casualty reporting module'
24. All message pertaining to incident to be forwarded to N.S (Casualty and Response) and N.A
25. To report to and take instructions from N.S (Casualty and Response) at all times.

6.3 In case of casualty of Indian Flag vessel outside Indian waters or Foreign Flag vessel with Indian national(s) outside Indian waters

1. Inform N.A and N.S (Casualty & Response) by phone.
2. Send 'first information report' for marine casualty (attached as Annexure 2) to owner/ manager/ agent/ master or other concerned, asking them to update all the required information in the 'online casualty module' and also to complete the details of the incident, and sent back the dully completed form to 'DG Comm Centre' by email. [email ID – dgcommcentre-dgs@nic.in]
3. Using RPSL Module of DGS e-governance, ascertain if there are any Indian nationals on board vessel.
4. To gather all relevant details from the Owners / Charterers / Agents/ RPSL, etc.
5. Under the directions of N.S (Casualty and Response), contact the Coastal State as applicable, informing regarding the incident and requesting to render assistance as required.
6. Under the directions of N.S (Casualty and Response), contact the Indian High Commission/ Indian Embassy/ Indian Consulate as applicable, informing regarding the incident and requesting to render assistance as required.

7. In case of Foreign Flag vessel with Indian nationals on board, under the directions of N.S (Casualty and Response), contact the Flag State, informing regarding the incident and requesting to mobilise resources for providing necessary assistance and coordinating with other stakeholders in this regard.
8. Under the directions of N.S (Casualty and Response), as applicable contact the Flag State and/or Coastal State informing them that India being the substantially interested state, as per the IMO's Casualty Investigation Code, reserves its right to be part of the safety investigation, and also request for the final draft of the investigation report for comments.
9. To keep log of all activities including transmission and receipt of messages in chronological order with time stamps, so as to be able to re-create incident using the logged data.
10. To have the companies update the incident status / information on the 'online casualty reporting module' including the subsequent updates.
11. Update and close the incident in 'online casualty reporting module'
12. All message pertaining to incident to be forwarded to N.S (Casualty and Response) and N.A
13. To report to and take instructions from N.S (Casualty and Response) at all time.

6.4 In case of death of an Indian national due sickness in any waters

1. Send 'first information report' for marine casualty (attached as Annexure 2) to owner/ manager/ agent/ master or other concerned, asking them to update all the required information in the 'online casualty module' and also to complete the details of the incident, and sent back the dully completed form to 'DG Comm Centre' by email. [Email ID: dgcommcentre-dgs@nic.in]
2. Inform DDG (Crew), about the incident by Phone.
3. In case of a foreign flag vessel, confirm from the DGS e-governance module the name of the RPSL.
4. In case of occurrence happening on Indian Flag vessels, to confirm instructions from DDG (Crew), and issue notice to the concerned Shipping Master to conduct an inquiry as per Section 452 of the Merchant Shipping Act, 1958, as amended.
5. In case of occurrence happening on foreign flag vessel, to confirm instructions from DDG (Crew), and issue a letter to the concerned Flag State to conduct investigation into the incident.
6. In case of the occurrence happening in Indian waters, inform the local Authorities as applicable for necessary assistance and for the required formalities.
7. In case of occurrence happening in foreign waters, contact the Indian High Commission/ Indian Embassy/ Indian Consulate as applicable, informing regarding the incident and requesting to render assistance as required, and also request to conduct a fact- finding inquiry into the incident.

8. Send all correspondence received to DDG (Crew) and copy same to N.A and N.S (Casualty and Response)

6.5 In case of missing of an Indian national seafarer in any waters

1. Send 'first information report' for marine casualty (attached as Annexure 2) to owner/ manager/ agent / master or other concerned, asking them to update all the required information in the 'online casualty module' and also to complete the details of the incident, and sent back the dully completed form to 'DG Comm Centre' by email. [Email ID: dgcommcentre-dgs@nic.in]
2. Inform DDG (Crew), about the incident by Phone / email.
3. In case of a foreign flag vessel, confirm from the DGS e-governance module the name of the RPSL.
4. In case of occurrence happening on Indian Flag vessels, to confirm instructions from DDG (Crew), and issue notice to the concerned Shipping Master to conduct an inquiry as per Section 452 of the Merchant Shipping Act, 1958, as amended.
5. In case of occurrence happening on foreign flag vessel, to confirm instructions from DDG (Crew), and issue a letter to the concerned Flag State to conduct investigation into the incident.
6. In case of the occurrence happening in Indian waters, inform the local Authorities as applicable for necessary assistance and for the required formalities.
7. In case of occurrence happening in foreign waters, contact the Indian High Commission / Indian Embassy / Indian Consulate as applicable, informing regarding the incident and requesting to render assistance as required, and also request to conduct a fact- finding inquiry into the incident.
8. Send all correspondence received to DDG (Crew) and copy same to N.A and N.S (Casualty and Response)
9. Be in regular touch with family / NoK of the missing seafarer and inform about the incident and search operation status.

6.6 In case of casualty involving Indian Seafarers in non-accidental crisis situations in foreign waters onboard foreign flagged vessel.

[In the Event of Detention / Arrest / Seizure / Abandonment / Stranding etc. of the Vessel]:

1. The incident may immediately be informed to the DG COMM Centre by email by the concerned RPSL/Shipping Companies. [email ID – dgcommcentre-dgs@nic.in]. The incident must be reported within 24 hrs of the occurrence of crisis situation. The 'DG Comm Centre' operates around the clock, providing 24/7 coverage as the First Point of Contact for any incidents involving death, missing, injury, abandonment, arrest, stranding, detention, or seizure of a vessel with Indian seafarers on board. The centre

plays a crucial role in receiving information about such incidents involving Indian vessels, any vessel in Indian waters, or any Indian national

2. The RPSL or the Shipping Companies at the time of reporting of the incident must submit the following Documentation:
 - a. IMO Crew list of the concerned vessel.
 - b. Owner details and relevant documents.
 - c. Details of the vessel's P&I Club and associated documents.
 - d. Explanation on cause of incident (abandonment, arrest, detention, seizure, or stranding).
 - e. Information about any charges levied on the vessel or the seafarers in cases of arrest, detention, or seizure.
 - f. Details of payments or settlements of wages or other arrears due to seafarers.
 - g. Information on the actions taken by the RPSL or Shipping Companies for the release and repatriation of the seafarers in accordance with MLC, Collective Bargaining Agreement, or Seafarer employment agreement.
 - h. Details of the Next of Kin of all the seafarers along with the contact details thereon.

NOTE: In case, any of the aforementioned documents are not available with the RPSL or the Shipping Company and the Company requires some time for the submission of the same, then the details of all those documents must be mentioned specifically in the first incident report along with the expected time of their receipt.

3. DG COMM Centre upon receipt of the incident shall take the following actions:
 - a. Intimate about the incident to the Crew Branch of the Directorate; to the Seamen's Employment Offices and the Govt. Shipping Offices within 01-02 Hrs of receipt of information.
 - b. Send an email to the concerned Port State (Or the Next Port of Call), Flag State and the Indian Mission of the Port State or the Next Port of Call within 06 Hrs of receipt of the incident.
4. Crew Branch of Directorate General of Shipping (DGS) upon receipt of the incident shall initiate immediate action within 36 Hrs by taking up the matter with all the relevant authorities viz. The Flag State, Port State, Indian Missions, jurisdictional shipping office/Seamen's Employment office, and the concerned RPSL Company(s).
 - a. Crew Branch is required to continuously follow up on the matter with all the aforementioned authorities and must escalate the matter with the MoPSW and MEA as and when necessary.
 - b. The Director Seamen Employment Office (DSEO) Shipping Master shall examine the financial security under MLC and Bank Guarantee under RPS Rules to invoke the provision for repatriation of seafarers.
 - c. Crew Branch Officer – Deputy Director General of Shipping DDG(Crew) may consider having a meeting with MEA/Embassy/Flag State/Port state, as may be

necessary, for deliberation on the release of seafarers as Chief Negotiating officer.

- d. Crew Branch of DGS may request the Indian Mission to make necessary arrangements for the repatriation of the seafarers concerned in case no support is extended either by the ship owners, Protection and Indemnity (P&I) Club or the concerned RPSL/Shipping Companies. The reimbursement of expenses, so incurred by the Indian mission in facilitating the repatriation of the seafarers, would be met from the respective Bank Guarantee of the concerned Recruitment and Placement Service License (RPSL)/Shipping Companies.
- e. After due follow-ups and successful repatriation of seafarers, if it is found that the seafarers are repatriated without settlement of their due wages, then the Crew Branch shall take up the matter with the jurisdictional shipping office/Seamen's Employment office who shall then;
- f. Follow up with the concerned RPSL or the Shipping Company, instructing them to further advise seafarers to register their lien on the ship through legal action.
- g. Take necessary steps to have a de-briefing session either in online or offline mode with the seafarers and the concerned RPSL or Shipping Companies.
- h. In the case of receipt of a non-satisfactory report from the RPSL or the Shipping Companies, the jurisdictional shipping office/Seamen's Employment office shall initiate action against them as per the MS Act 1958, MS (Maritime Labour Rules), 2016, MS (RPS) Rules, 2016.
- i. Submit a detailed report to the Crew Branch of the directorate.
- j. Subsequently, the Crew Branch may make an effort to reach out to the Technical operator (International Safety Management /Document of Compliance - ISM/DOC holder) of the vessel and the P&I Club of the vessel for the repatriation of seafarers.
- k. In case of any discrepancy, necessary action may be initiated toward the blacklisting of the concerned DOC holder and the vessels.
- l. After the black listing of the DOC holder, the Crew Branch, shall upload the list on the DGS website and block in the E-Gov system.

Responsibility of the Ministry of Port Shipping and Waterways:

- a. Upon receipt of information regarding incident from DGS, MoPSW, GoI, shall escalate it to the Ministry of External Affairs (MEA) and/or any other ministry/relevant authority(s).
- b. In case of receipt of any information regarding any incident from other sources, the same shall be shared with the DGS.

Responsibility of Ministry of External Affairs (MEA):

- a. The concerned territorial Division in MEA to be approached depending on where the incident has occurred.

- b. MEA to engage with the respective consulate/embassy/mission to facilitate and communicate with respective local external authority(s), as may be necessary.
- c. In case of receipt of any information regarding any incident from other sources, the same to be shared with the MoPSW and DGS.
- d. MEA shall extend assistance in repatriation arrangements, as may be deemed necessary, to ensure the safe return of Indian seafarers.

Responsibility of Indian Mission i.e. Embassies; High Commissions or Consulates etc:

- a. Upon receipt of information on the incident, the Indian Mission shall establish communication with the Local Port Authorities; concerned Maritime Administration of the State, and with other relevant local Authorities.
- b. The Embassy may provide necessary Consular Access to the Indian Seafarers on board the vessel within 07 days of receipt of information of the incident. During the Consular Access, the following will be considered --
 - i. All the Indian seafarers are in good health and to facilitate necessary action in case any medical assistance is required
 - ii. The vessel has sufficient provisions and fresh water on board.
 - iii. To have the IMO Crew list of the vessel.
 - iv. To ascertain that the vessel or the Crew members have valid documents related to the Owners and the P&I Club of the vessel.
- c. Embassy/Mission may also try to figure out the fact as to
 - i. Whether the Indian Crew can be replaced with the Local crew members.
 - ii. Whether any lawyer(s) is (are) appointed by the Owners; P&I Club or the RPSL Company to defend the case before the relevant Authorities in the matters pertaining to Detention; Arrest; or Seizure, etc.
 - iii. Share a Factual Report to the MEA; MoPSW and the Directorate General of Shipping within 02 days of providing necessary Consular Access including all the above-mentioned details.

6.7 In case of casualty involving Indian Seafarers in non-accidental crisis situations in Indian waters onboard Indian Flagged vessels

[In the Event of Detention / Arrest / Abandonment / Seizure / Stranding etc. of the Vessel]

- 1. Immediately inform the DG COMM Centre by email. [email ID – dgcommcentre-dgs@nic.in]. The incident must be reported within 24 hrs of the occurrence of crisis situation.

2. The RPSL or the Shipping Companies at the time of reporting of the incident must submit the following Documentation:
 - a. IMO Crew list of the concerned vessel.
 - b. Owner details and relevant documents.
 - c. Details of the vessel's P&I Club and associated documents.
 - d. Explanation on cause of incident (abandonment, arrest, detention, seizure, or stranding).
 - e. Information about any charges levied on the vessel or the seafarers in cases of arrest, detention, or seizure.
 - f. Details of payments or settlements of wages to seafarers, including receipts.
 - g. Information on the actions taken by the RPSL or Shipping Companies for the release and repatriation of the seafarers.
 - h. Details of Next of Kins of all the seafarers along with the contact details thereon.

NOTE: In case, if any of the aforementioned documents are not available with the RPSL or the Shipping Company and the Company requires some time for the submission of the same, then the details of all those documents must be mentioned specifically in the first incident report.

The concerned MMD shall examine the matter and initiate necessary actions thereon. A report of the same shall also be shared with the Crew Branch of the directorate so as to enable them to take necessary action at their end accordingly.

7. Crisis Management Team

1. Crisis Management Team is headed by D.G. (S) and comprises of Nautical Advisor (NA), Chief Surveyor (CS), additional D.G, Chief Ship Surveyor (CSS), NS (Casualty and Response) and DDG (Crew).
2. Additional resources as deemed necessary by the D.G(S) may be included in the 'crisis management team'. Such as a suitable member from the IRS and/or any other organization as deemed necessary.
3. To provide technical assistance
4. To provide advice in regard to the casualty for minimising the damage to life, property, and environment
5. Assist in coordinating with Authorities and External parties as required
6. To provide regular updates to MoPSW
7. To interact with Media

8. CONTACT POINTS AND ESCALATION LEVELS

1. Directorate General of Shipping –

1.	Control Room	022 – 22614646 8657549760 8657549752	dgcommcentre-dgs@nic.in
2.	First Escalation NS(Casualty) DDG(Crew)	9819796759 9015136326 8667350802 022-25711305 / 345	singh.harinder@gov.in ; crews-dgs@nic.in ; manish.kumar-dgs@gov.in ; danieljohn-dgs@gov.in
3.	Second Escalation Nautical Advisor Addl DG	022- 25752009 022- 25752007	na-dgs@nic.in addldg-dgs@gov.in ;
4.	Third Escalation DG(s)	022- 25752005	dg-dgs@nic.in ;

2. Indian Navy

2.1 Head Quarters:

1.	Control Room	011 - 21411563	dno@navy.gov.in
2.	First Escalation	9930640873	muralidhardongre@gmail.com
3.	Second Escalation	8527088900 011 – 23010100 011 – 23010198 011 – 23011253	dno@navy.gov.in

3. Coast Guard:

3.1 Head Quarters:

1.	Control Room	011 - 23384934 011 - 23383999	dte- ops@indiancoastguard.nic.in
2.	First Escalation	011-23384934	dte- ops@indiancoastguard.nic.in
3.	Second Escalation	9444409160	dte- ops@indiancoastguard.nic.in

1.	Control Room (West)	022-24383592	mrec- west@indiancoastguard.nic.in
2.	First Escalation	9497034845	mrec- west@indiancoastguard.nic.in
3.	Second Escalation	8900922220	ops- west@indiancoastguard.nic.in

1.	Control Room (East)	044-25395018	mrec- east@indiancoastguard.nic.in
2.	First Escalation	9625557132	mrec- east@indiancoastguard.nic.in
3.	Second Escalation	9650960285	ops- east@indiancoastguard.nic.in

3.4 MRCC Port Blair

1.	Control Room	03192-245530 03192-235612	mrec- ptb@indiancoastguard.nic.in
2.	First Escalation	8500635385	mrec- ptb@indiancoastguard.nic.in
3.	Second Escalation	9437007536	ops- an@indiancoastguard.nic.in

4. Directorate General of Hydrocarbons:

1.	Control Room	0120-2472000 9821233677	cto.dg@dghindia.gov.in
2.	First Escalation	9711596835	deo.rov@dghindia.gov.in
3.	Second Escalation	9428331098	adgdevelopment@dghindia.gov.in

5. ONGC:

5.1 West Coast -

1.	Control Room	022-26275900 022-26562710	vasudhara_ver@ongc.co.in
2.	First Escalation	8332996910	iver_sundarr@ongc.co.in
3.	Second Escalation	9868282232 9324398026	pandey_ks@ongc.co.in

1.	Control Room	Radio Rm Kakinada	0884- 2373004/2373006	radiokkd@ongc.co.in
2.	First Escalation		9490168104	babu_polisetty@ongc.co.in
3.	Second Escalation		9491069007	morbale_a@ongc.co.in

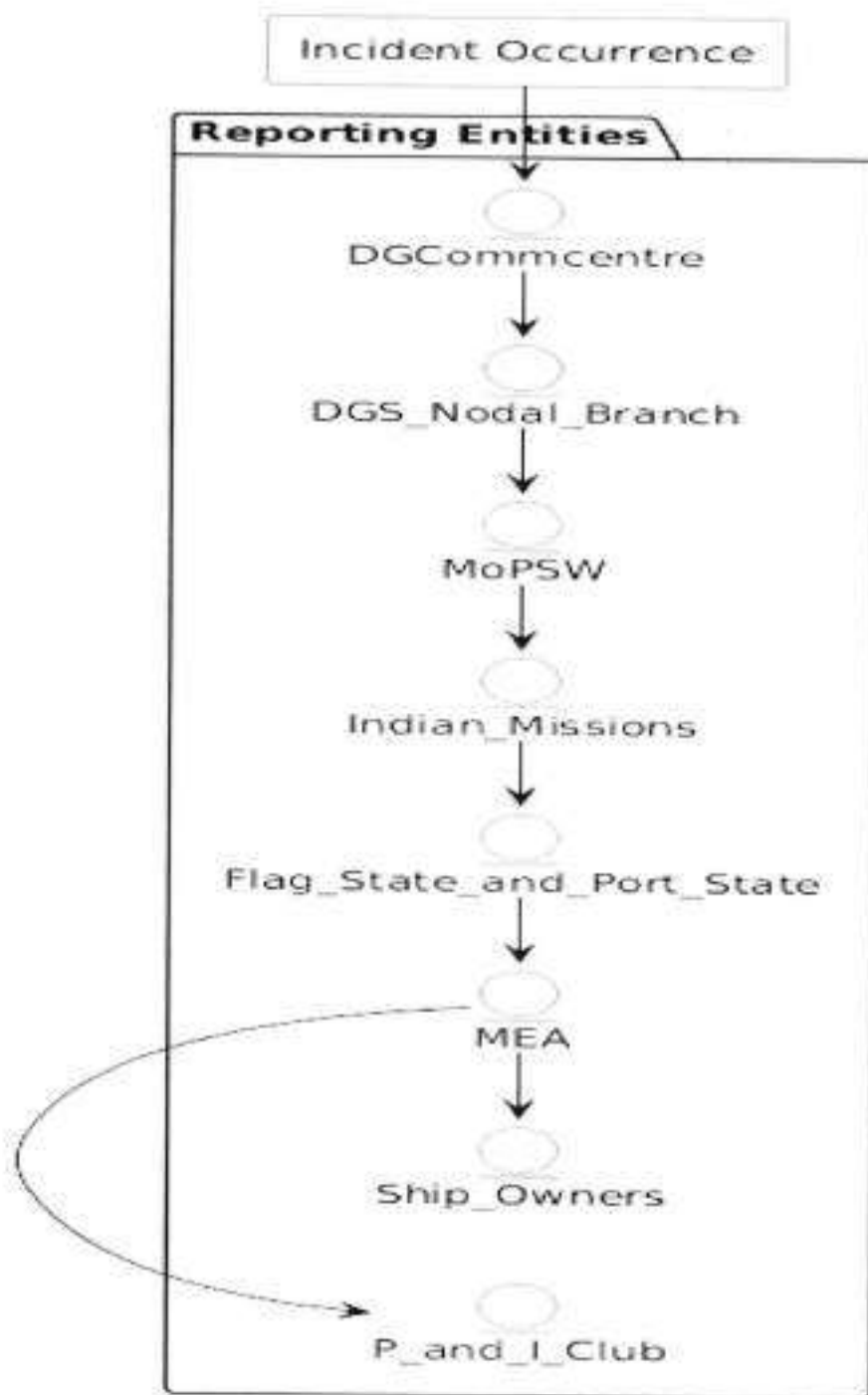
Annex 1

First Information Report

FIRST REPORT OF MARINE CASUALTY/ INCIDENT	
To be completed and faxed/ e-mailed to DG COMM Centre at the earliest but within 24 hrs. positively dgcommcentre-dgs@nic.in. Tel: +91 22 2261 0606, 2261 8646, Fax: +91 22 2262 3636	
SHIP/ OWNERS/CREW DATA	
Name of ship & call-sign	
IMO no.	
Flag	
Official no.	
Registration no. (MSV/ SV)	
Year built/charter/conversion	
Classification Society, if applicable	
Type of ship	
GRT	
Summer deadweight	
Loaded/ light condition	
Draft F & A in meters	
Freeboard in meters	
Cargo type & quantity (serious/ very serious casualty)	
Bankers: (BFO/ DO/ LO) or main types	
Name & full style of owners	
Name & full style of Hull & Machinery Underwriters	
Name & full style of P & I Club (I) or Non-IG Group	
Whether owned/ leased/ chartered	
Recreation agents' full style & RPS License no.	
Master's name & Nationality	
Total crew with nationality (Attach crew list)	
In service/last voyage/ laid up	
SHIPPING CASUALTY DATA	
Last port/ departure date, Next port/ ETA	
Place of casualty: Indian Coast/ EEZ/ Overseas	
Date & time of Casualty	
Location (Latitude/ Longitude), from nearest landmark	
Port/Sea/ Ocean name	
Nature of casualty: incident & brief details*	
If SAR/ Salvage services required, if applicable	
Extent of oil pollution, if applicable	
Weather conditions prevailing (sea, wind, temp, etc.)	
Tidal current prevailing (L.T., H.T., etc. etc., tide or surge etc.)	
DETAILS OF SEAFARERS/ PASSENGERS/ SUPERNUMERARIES INVOLVED	
No. of deaths/ injuries	
Name/ Nationality of persons involved**	
Date of birth and age	
Rank & date of joining	
P & I under insurance cover for persons applicable	
CDC/ Passport no.	
CDC no. & date of issue (if applicable)	
Type of CBA/ Articles of agreement	
Name & full style of next of kin**	
Name of appointed Investigation Officer (if applicable)	
Name & designation of person reporting casualty	
CYC no. & date of issue (if applicable)	
Type of CBA/ Articles of agreement	
Name & full style of next of kin**	
Name of appointed Investigation Officer (if applicable)	
Name & designation of person reporting casualty	
Note: * Additional sheet may be used for detailed information	
** If Indian persons involved, full details of persons & next of Kin to be furnished.	

Annex 2

Matrix for reporting of Incident



Annexure VI

सं Sy-19014/69/2025-MA(374259)
भारत सरकार

पतन, पोत परिवहन और जलमार्ग मंत्रालय

परिवहन भवन, 1, संसद मार्ग

नई दिल्ली - 110 001

दिनांक: 28/7/25

सेवा मे,

महानिदेशक

नौवहन महानिदेशालय

9वीं मंज़िल, बीटा बिल्डिंग, आई थिंक टेक्नो,

कांजुर गाँव रोड, कांजुर मार्ग (पूर्व),

मुंबई - 400042

महोदय,

दिनांक 28/7/25 का पत्र संख्या Sy-19014/69/2025-MA(374259) इस पत्र
के साथ संलग्न है।

भवदीय

संदीप

(संदीप रोहिल्ला)

अनुभाग अधिकारी (प्रभारी)

मरीन प्रशासन

सभी पत्र सचिव, भारत सरकार,
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, को उनके
नाम पर नहीं बल्कि पद के पते पर भेजे जाने चाहिए।
All communications should be addressed to the
Secretary to the Government of India, Ministry
of Ports, Shipping and Waterways by title NOT
by name.

भारत सरकार
Government of India
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
Ministry of Ports, Shipping and Waterways
परिवहन भवन/Transport Bhawan
1, संसद मार्ग /1, Parliament Street
नई दिल्ली /110001-New Delhi-110001

F. No.: SY-19014/69/2025-MA (C. No.: 374259)

Dated:28.07.2025

To

Directorate General of Shipping,
9th Floor, Beta Building, i-think Techno Campus,
Kanjur Marg (East), Mumbai-400042.
[Kind Attn.: Capt Harinder Singh, NS (NT)]

Sub: Sinking of MSC ELSA 3 (IMO No.9123221) on 25.5.2025 - recommendation for Formal Investigation under the MS Act.

Sir,

I am directed to refer to DG Shipping's letter No. 25-19012/8/2025-NT-DGS dated 26.06.2025 seeking directions from this Ministry on the above-mentioned subject.

2. In this regard, based on the recommendation of DGS, it is directed that Investigation Officer to submit an application under the Section 360 of the MS Act,1958 to a court empowered under Section 360 of MS Act, 1958, to make a formal investigation into casualty involving MSC ELSA 3.
3. Accordingly, DGS is requested to take necessary action in the matter, and outcome of the investigation may kindly be communicated to this Ministry.
4. This issues with the approval of Competent Authority.

भवदीय.

सुमित नंदन 28/7/2025

(सुमित नंदन)

अवर सचिव, भारत सरकार

दूरभाष: 23356711

ईमेल: usma-psw@gov.in

soma2-ship@gov.in



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File no. : 25-19012/18/2025-NT-DGS (Comp. no.35248)

Date: 12.09.2025

Subject: Specific empowerment of Honourable Court of Judicial Magistrate of the first Class – 1, Kochi, at Thoppumpady under Section 361 of Merchant Shipping Act 1958 (Act no 44 of 1958) as amended; to conduct formal investigation into the shipping casualties under Part XII of the said Act.

Whereas, under section 361 of the Merchant Shipping Act, 1958 (Act no 44 of 1958) [hereinafter referred to as MS Act], the Central Government is vested with the powers to specifically empower a Judicial Magistrate of the first Class to make formal investigation into shipping casualties under Part XII of the MS Act;

2. Whereas, by virtue of powers conferred by sub-section (2) of section 7 of the MS Act, the Central Government has issued an Order, that is S.O. 46(E) dated 13.01.1993; directing the powers exercisable by the Central Government under section 361 of the MS Act in specifically empowering a Judicial Magistrate of the First Class to make formal investigation into shipping casualties under Part XII of the MS Act, shall also be exercisable by the Director General of Shipping with immediate effect;

3. Whereas, as per sub-section (1) of section 7, the Director General of Shipping is appointed for the purpose of exercising or discharging the powers, authority or duties conferred or imposed upon the Director General by or under the MS Act;

4. Now therefore, in exercise of powers conferred under sub-section (1) and sub-section (2) of section 7 of the Merchant Shipping Act, 1958 (Act no 44 of 1958) read with the directions provided and the authority conferred by virtue of the S.O. 46(E) dated 13.01.1993, the Honourable Court of Judicial Magistrate of the First Class - I, Kochi at Thoppumpady; is hereby specifically empowered under Section 361 of the said Act to function as the jurisdictional Court to conduct formal investigation into the shipping casualties under Part XII, as and when such a request is received under section 360 of Merchant Shipping Act, 1958 (Act no 44 of 1958), as amended or replaced and / or repealed, from time to time.

5. This Order shall be come into force immediately and shall be operational until further orders.

(Shyam Jagannathan)
Director General of Shipping

Annexure VII



IN THE COURT OF JUDICIAL FIRST CLASS MAGISTRATE COURT 1, KOCHI

undefined No of Year 2025

Petitioner : J. Senthil Kumar

V/S

Respondent: NIL

FEES PAID & STATUS: 127 - Online

Filed By

1. SANDEEP V G

Sd/-

E-VERIFIED

SANDEEP VG

K/000682/2015

IN THE COURT OF JUDICIAL FIRST CLASS MAGISTRATE COURT 1, KOCHI

undefined No of Year 2025

Petitioner : J. Senthil Kumar

V/S

Respondent: NIL

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Sd/-

E-VERIFIED

SANDEEP VG

K/000682/2015

BEFORE THE HONOURABLE JFCM COURT – I, KOCHI

C.M.P. No: / 2025

Applicant - The Principal Officer
Respondents - NIL

MEMO OF APPEARANCE

I, Sandeep V.G, K/682/2015, **Central Government Standing Counsel**,
Vadaparambil House, Kumbalanghi P.O., Kochi - 682007 do hereby declare that I
am duly authorised and instructed by the below mentioned applicant in the
above case to appear, act and plead for them till the final disposal of the above
case.

1. The Principal Officer, Mercantile Marine Department, Indira
Gandhi Rd, Willingdon Island, Kochi, Kerala 682009 Rep by J. Senthil
Kumar, aged 50 years, S/o. Jayaraman

Dated this the 19th day of September 2025.



SANDEEP V.G

Central Government Standing Counsel

SANDEEP VG
ADDL. CENTRAL GOVERNMENT COUNSEL
ERNAKULAM DISTRICT

Presented on:

BEFORE THE HONOURABLE
JFCM COURT - I, KOCHI

C.M.P. No: / 2025

Applicant - The Principal Officer
Respondents - NIL

MEMO OF APPEARANCE

SANDEEP V.G
CENTRAL GOVERNMENT
STANDING COUNSEL
Ph : 9048134685
Kochi - 682007

BEFORE THE HONOURABLE COURT OF JUDICIAL FIRST CLASS
MAGISTRATE, FORT KOCHI

CMP NO. / 2025

Applicant:

The Principal Officer, Mercantile Marine Department, Indira Gandhi Rd, Willingdon Island, Kochi, Kerala 682009

Respondents :

NIL

APPLICATION FOR FORMAL INVESTIGATION UNDER SECTION 360 READ WITH
SECTION 361 OF THE MERCHANT SHIPPING ACT 1958 (ACT 44 OF 1958)

I, J.Senthil Kumar, aged 50 Years, S/o Jayaraman, Principal officer, Mercantile Marine Department, Willingdon Island, North End PO, Kochi - 682009 do hereby solemnly affirm and state as follows:

1. I am competent and duly authorized to file this application before this Honourable Court.
2. I am the Principal Officer of Mercantile Marine Department - Kochi, which is an office constituted under Section 8 of Merchant Shipping Act 1958 (Act 44 of 1958) [hereinafter referred to as 'MS Act'] and the Mercantile Marine Department is a subordinate office of the Director General of Shipping, who is the statutory and competent authority constituted under Section 7 of the MS Act. I am also the officer authorized by the Central Government [Ministry of Shipping] for the purposes of receiving reports of shipping casualties and for conducting investigation and inquiries therein happening within the jurisdiction limits under Section 358 (2) of MS Act.
3. It is most humbly submitted that this application to conduct formal investigation is made with regard to a shipping casualty, (briefly described in para 7 of this Application); as per Section 360 of MS Act. Section 360 of the MS Act reads as follows;

“Section 360 - Application to court for formal investigation.—The officer appointed under sub-section (2) of Section 358, whether he has made a



[Handwritten signature]

preliminary inquiry or not, may, and, where the Central Government so directs, shall make an application to a court empowered under section 361, requesting it to make a formal investigation into any shipping casualty, and the court shall thereupon make such investigation.”.

4. Further to the above the Central Government has issued direction to the Director General of Shipping vide office order no. SY-19014/69/2025-MA (C No.: 374259) dated 28.07.2025, where by the Applicant herein is directed to submit an application under Section 360 of the MS Act before this Honourable Court, requesting to conduct formal investigation of the shipping casualty caused by MV MSC ELSA 3, that is narrated under para 7 of this Application. The said office order dated 28.07.2025 is produced and marked as **Document no 1.**
5. It is also submitted that by virtue of powers conferred upon it under Section 7 (2) read with Section 360 of MS Act, the Central Government vide Merchant Shipping Order 3144 of 1960 dated 17.12.1960 has delegated the power **to direct the officer appointed under sub-section (2) of Section 358**” to the Director General of Shipping. The said Shipping Order 3144 of 1960 dated 17.12.1960 is produced and marked as **Document no. 2.**
6. Further it is submitted that the Central Government is vested with the powers under Section 361 of the MS Act 1958, to specifically empower this Honourable Court to conduct formal investigation under Part XII of the MS Act, on the shipping casualty detailed under para 7 of this Application. In turn, the Central Government, by virtue of powers conferred upon it under Section 7 (2) of MS Act, has issued the Order SO. 46 (E) dated 13.01.1993 and has directed that the powers exercisable under Section 361 by the Central Government shall henceforth be exercised also by the Director General of Shipping [DG Shipping]. The said Shipping Order 46 (E) dated 13.01.1993 is produced herewith as **Document no. 3.** Thereby the DG Shipping is vested with the duty and the function **to specifically empower the Court under Section 361 of the MS Act, so as to conduct formal investigation under Section 360 of MS Act.** Accordingly, the DG Shipping has issued an office order no. 25-19012/18/2025-NT-DGS dated 12.09.2025, whereby this Honourable Court has been



specifically empowered under Section 361, so as to conduct formal investigation under Section 360 of the MS Act 1958. The Copy of the office order 25-19012/18/2025-NT-DGS dated 12.09.2025 is produced herewith as **Document no 4.**

7. The back ground of the accident/shipping casualty that has led to filing of this application as follows;

- a. On May 25, 2025, at 07:50 hours, the MSC ELSA 3 IMO No 9123221 container vessel sank off the coast of Kerala, India, following a catastrophic failure in its ballast water management system compounded by structural failures. The Co-ordinates of sunken vessel MV MSC ELSA 3 are 09 deg 18.59.58N 076 deg 07.51.27 E
- b. The 1997-built, Liberia-flagged vessel, operated by Mediterranean Shipping Company (MSC), developed a severe 26- degree starboard list that ultimately led to its sinking. This maritime disaster occurred during the vessel's journey between Vizhinjam and Kochi ports.
- c. It is reported that the vessel first experienced difficulties on May 24, when the ballast system failure triggered the initial list. During the passage, within 12 hours, the list increased to 27 degrees. Some containers on deck fell overboard/jettisoned. Subsequently, the starboard side list was reduced to 22 degrees and appeared stable for a few hours. Then the list started increasing progressively. This malfunction cascaded into a complete blackout as the internal power generation systems failed, effectively rendering the ship inoperable. Without power or the ability to correct the listing condition, the situation deteriorated over approximately 24 hours until the vessel ultimately sank.
- d. In a successful multinational rescue operation, all 24 crew members survived the incident. The initial evacuation saw 21 crew members abandon ship following standard emergency protocols, while three senior officers remained aboard to assist with potential salvage efforts. These remaining officers were later rescued by Indian Navy assets as the vessel's condition worsened beyond recovery. At the time of the sinking, MSC ELSA 3 was carrying 643 containers, presenting significant environmental concerns due to their contents. Particularly worrisome were 13 containers classified as holding hazardous materials which included 12 containing calcium carbide, a chemical that produces flammable acetylene gas when in contact with water in open atmosphere.
- e. Approximately 100 containers detached from the vessel and floated away, with roughly half eventually washing ashore along the Kerala coastline. DGCOMM Centre (an organ of the Directorate General of Shipping) emerged as the critical nerve centre that orchestrated a comprehensive multi-agency response. Functioning as the primary communications hub during this crisis, DGCOMM established vital information channels between the Indian Coast



Guard, Indian Navy, state administration officials, and maritime authorities, ensuring a unified and coordinated approach to the emergency.

- f. Authorities of State of Kerala initiated disaster response protocols immediately following the incident, focusing on environmental protection and debris management. Preliminary findings have identified the primary cause as a critical failure in the vessel's ballast water management system, structural failures, safety management system, Ineffective crew training, coordination and defective heeling correction system. Investigators suggest the failure may have stemmed from operational error or incompetency and/or miscommunication among crew members regarding ballast operations. Further details will be ascertained once Voyage Data Recorder (VDR) is recovered from Sunken Vessel.
 - g. Preliminary findings have identified the primary cause as a critical failure in the vessel's ballast water management system, structural failures, safety management system, Ineffective crew training, coordination and defective heeling correction system and ineffective shore support and maintenance. Investigators suggest the failure may have stemmed from operational error or incompetency and/or miscommunication among crew members regarding ballast operations. Further details will be ascertained once Voyage Data Recorder (VDR) is recovered from Sunken Vessel.
8. The Applicant herein has concluded an interim preliminary inquiry report dated 13.06.2025. The said interim report dated 13.06.2025, is produced and marked as **Document no 5**. The interim report at Serial no 2 has conducted analysis of the incident and factors in relation to the shipping casualty. Further the said interim report under Serial no 3 provides for 'Conclusion', of the interim report, which are as follows:
- a. This interim preliminary inquiry report presents the initial findings of the ongoing investigation into the sinking of container vessel MSC ELSA 3 (IMO No. 9123221) on May 25, 2025.
 - b. Based on the evidence collected and analyzed to date, the vessel's ballast water system has failed initially due to which vessel crew could not able to stop progressive flooding into starboard ballast tanks. The vessel had the inherent listing to the starboard side in the previous voyages. The ship's safety management system was found to be ineffective in totality. The severe listing caused several container stacks to shift, further compromising the ship's stability. The vessel had several structural issues affecting seaworthiness and



water-tight integrity. By midnight, containers began detaching from their lashing systems and falling overboard, creating additional hazards in the surrounding waters.

- c. The MSC ELSA 3 continued to take on water through compromised hull sections and finally sank at 07:50 hrs on 25th May 2025 coming to rest approximately 50 meters below the surface.
- d. The investigation team anticipates that recovery of the Voyage Data Recorder and detailed investigation will be undergone on receipt of same from Salvors. Technical analysis and simulations will require an additional day, with the final report expected to be published within three months of the casualty, in accordance with the IMO Casualty Investigation Code.

9. It is submitted that Section 361 of Merchant Shipping Act 1958 states as follows;

“Section 361: Court empowered to make formal investigation. [A Judicial Magistrate of the first class] specially empowered in this behalf by the Central Government and a [Metropolitan Magistrate] shall have jurisdiction to make formal investigation into shipping casualties under this Part.”.

10. The aforementioned casualty falls within the ambit of shipping casualty as prescribed under Part XII of the Merchant Shipping Act 1958. Further, it is humbly submitted that the shipping casualty as narrated in para 7 of this Application is caused by MV MSC ELSA 3, that got sunken and materially damaged; near the coasts of India. The containers from the vessel and the contents packed in the container have been dangerously floating, causing threat to navigation, human life and damage to marine environment; and causing damage on /to the shores of States of Kerala and State of Tamil Nadu,. Further, it is humbly submitted that the non-finalisation of the preliminary inquiry report is not a bar for this Honourable Court to conduct formal investigation under Section 360 of the MS Act 1958. This Honourable Court has the jurisdiction and is competent to conduct the formal investigation of the aforementioned casualty as per Section 361 of the Merchant Shipping Act 1958.



JS

11. Accordingly, in compliance with Section 360 of Merchant Shipping Act 1958, this application is made before this honourable Court to conduct formal investigation into the shipping casualty caused by MV MSC ELSA 3 and the suspected involvement of acts of commission and omission on the said vessel, its personnel, crew and others responsible for the operation of the ship. Based on the interim preliminary inquiry report, the details of persons that are found to be responsible for the operation of the ship, that has caused the shipping casualty are provided in the following table;

S.No.	Name & Designation / Role of engagement on / w.r.t MV MSC Elsa 3	Address Present / Permanent
1.	Alexander Ivanov - Master	192 Marchenko street, App.192. Chelybinsk sity, Russia.MOB- +7 9617916086
2	Chorny Oleksii - Chief Engineer	Intschederstr 76, Bremen, Germany, 28277 Mob: +49 1575 8081009
3.	Capt. Manish Gupta DPA, MSC	MSC House, 8 Spyrou Kyprianou Avenue, Limassol, CY-3070, Cyprus. T: +357 25 844 842 M: +357 9972 3516

12. It is also humbly submitted that subject to and in compliance with the applicable laws, my office is duty bound to provide the available assistance and information, as required by this Honourable Court in conducting and completion the formal investigation under Section 361.

Dated this the 19th day of September, 2025



SANDEEP VG
ADDL. CENTRAL GOVERNMENT COUNSEL
ERNAKULAM DISTRICT
CENTRAL GOVERNMENT COUNSEL



Applicant.

सेन्थिल कुमार जयरामन
SENTHIL KUMAR JAYARAMAN
प्रधान अधिकांरी - सह - संयुक्त महानिदेशक (तकनीकी)
Principal Officer-cum-Joint Director General (Tech)
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
समुद्री वाणिज्य विभाग / Mercantile Marine Department
विलिंगडन द्वीप, कोच्चि / Willingdon Island, Kochi - 682 009



VERIFICATION

I, J.Senthil Kumar, aged 50 Years, S/o Jayaraman, Principal Officer, Mercantile Marine Department, Willingdon Island, North End PO, Kochi – 682009 hereby Solemnly affirms that all the facts submitted herein are made as per the available records and are true to the best of my knowledge and beliefs.



J.S.

Applicant.

सेन्थिल कुमार जयरामन
SENTHIL KUMAR JAYARAMAN
 प्रधान अधिकारी-सह-संयुक्त महानिदेशक (सकनीकी)
 Principal Officer-cum-Joint Director General (Tech)
 MINISTRY OF PORTS, SHIPPING AND WATERWAYS
 समुद्री वाणिज्य विभाग / Mercantile Marine Department
 विलिंग्डन द्वीप, कोची / Willingdon Island, Kochi - 682009

LIST OF DOCUMENTS

Document no.1 The Office Order no. SY-19014/69/2025-MA (C No.: 374259) dated 28.07.2025 issued by MoPSW to the Director General of Shipping.

Document no. 2 Merchant Shipping Order 3144 of 1960 dated 17.12.1960

Document no. 3 MoPSW SO. 46 (E) dated 13.01.1993

Document no. 4 The office order no. 25-19012/18/2025-NT-DGS dated 12.09.2025, issued by Director General of Shipping under Section 361 of the MS Act, specifically empowering the Honourable Court of the Judicial First Class Magistrate I, Kochi (at Thoppumpady) as the Court to conduct formal investigation under Section 360 of the MS Act 1958.

Document no 5 The interim preliminary enquiry Report dated 13.06.2025

Sandeep VG
SANDEEP VG
 ADDL. CENTRAL GOVERNMENT COUNSEL
 ERNAMULAM DISTRICT

CENTRAL GOVERNMENT COUNSEL

Presented on :

**BEFORE THE HONOURABLE COURT OF
JUDICIAL FIRST CLASS MAGISTRATE,
FORT KOCHI**

CMP NO. / 2025

Applicant - The Principal Officer
Respondents - NIL

**APPLICATION FOR FORMAL
INVESTIGATION UNDER SECTION 360
READ WITH SECTION 361 OF THE
MERCHANT SHIPPING ACT 1958 (ACT 44
OF 1958)**

SANDEEP VG
CENTRAL GOVERNMENT COUNSEL
Ph : 9048134685

सभी पत्र सचिव, भारत सरकार,
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, को उनके
नाम पर नहीं बल्कि पद के पते पर भेजे जाने चाहिए।
All communications should be addressed to the
Secretary to the Government of India, Ministry
of Ports, Shipping and Waterways by title NOT
by name.

भारत सरकार
Government of India
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
Ministry of Ports, Shipping and Waterways
परिवहन भवन / Transport Bhawan
1, संसद मार्ग / 1, Parliament Street
नई दिल्ली / 110001-New Delhi-110001

F. No.: SY-19014/69/2025-MA (C. No.: 374259)

Dated: 28.07.2025

To

Directorate General of Shipping,
9th Floor, Beta Building, i-think Techno Campus,
Kanjur Marg (East), Mumbai-400042.
[Kind Attn.: Capt Harinder Singh, NS (NT)]

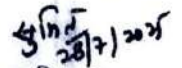
Sub: Sinking of MSC ELSA 3 (IMO No.9123221) on 25.5.2025 - recommendation for Formal Investigation under the MS Act.

Sir,

I am directed to refer to DG Shipping's letter No. 25-19012/8/2025-NT-DGS dated 26.06.2025 seeking directions from this Ministry on the above-mentioned subject.

2. In this regard, based on the recommendation of DGS, it is directed that Investigation Officer to submit an application under the Section 360 of the MS Act, 1958 to a court empowered under Section 360 of MS Act, 1958, to make a formal investigation into casualty involving MSC ELSA 3.
3. Accordingly, DGS is requested to take necessary action in the matter, and outcome of the investigation may kindly be communicated to this Ministry.
4. This issues with the approval of Competent Authority.

भवदीय,



(सुमित नंदन)

अवर सचिव, भारत सरकार

दूरभाष: 23356711

ईमेल: usma-psw@gov.in

soma2-ship@gov.in

Presented on :

**BEFORE THE HONOURABLE COURT OF
JUDICIAL FIRST CLASS MAGISTRATE,
FORT KOCHI**

CMP NO. / 2025

Applicant - The Principal Officer
Respondents - NIL

Document No 1 .

**SANDEEP VG
CENTRAL GOVERNMENT COUNSEL
Ph : 9048134685**

[To be published in Part II Section 3 sub-section (ii) of the Gazette of India]

GOVERNMENT OF INDIA
Ministry of Transport & Communications
(Department of Transport)

New Delhi, the 17th December 1960.

ORDER
(Merchant Shipping)

S.O. 3144.- In exercise of the powers conferred by sub-section (2) of section 7 of the Merchant Shipping Act, 1958 (44 of 1958), and in supersession of all previous orders on the subject, the Central Government hereby directs that the power, authority or jurisdiction exercisable by it under or in relation to any of the provisions of the said Act specified below shall with effect from the 1st JANUARY 1961 be exercisable also by the Director General of Shipping, [provided that the power to give prior approval to the transfer of any Indian ship or sailing vessel shall not be exercisable by the Director General in cases where the transferee is not a citizen of India or a company satisfying the requirements of clause (b) of section 21 of the said Act.] namely :-

Bracketed
portion is
deleted
vide S.O.
158 dt
07/01/2000.

Provisions of the Merchant Shipping Act, 1958
(44 of 1958)

<u>Section</u>	<u>Section</u>	<u>Section</u>	<u>Section</u>
37(b)(1)	206	287(1)	332(3)
39(2)	210	297	332(4)
41	222	298(2)	335(2)
42(1)	224	299	336(1)(a)
79(2)	225(1)	300	340
81	226	301	343(10)
83	227(1)(c)	302	358(2)
121	228	303(3)	360
145(2)	229	306	366(3)
157(1)	230	310(3)	367
158	235(1)(3)	312(2)(b)	387
161(7)	237(1)	316(2)(3)(4)	388
165	238(1)	317(2)(3)(4)(5)	389
176	245(3)	342 321	391
191(2)	248(2)	323(5)	397
197	253(1)	328(1)	426
	258(1)(2)(a)		450
			456

Presented on :

**BEFORE THE HONOURABLE COURT OF
JUDICIAL FIRST CLASS MAGISTRATE,
FORT KOCHI**

CMP NO. / 2025

Applicant - The Principal Officer
Respondents - NIL

Document No 2

SANDEEP VG
CENTRAL GOVERNMENT COUNSEL
Ph : 9048134685

रीजिस्ट्री सं. डी.एल.-33004/92

REGD. NO. D.L -33004/92



भारत का राजपत्र The Gazette of India

असाधारण
EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (II)
PART II—Section 3—Sub-Section (II)

प्राधिकार से प्रकाशित
PUBLISHED BY AUTHORITY

सं. 38] नई दिल्ली, बुधवार, जनवरी 13, 1993/पौष 23, 1914

No. 38] NEW DELHI, WEDNESDAY, JANUARY 13, 1993/PAUSA 23, 1914

इस भाग में भिन्न पृष्ठ संख्या दी जाती है जिससे कि यह अलग संकलन के रूप में
रचा जा सके

Separate Paging is given to this Part in order that it may be filed as a
separate compilation

जल भूतल परिवहन मंत्रालय

(नौवहन पक्ष)

घादेश

नई दिल्ली, 13 जनवरी, 1993

(वाणिज्यिक नौवहन)

का.प्रा 46(अ) -वाणिज्यिक नौवहन अधिनियम, 1958 (1958 का 44) का धारा 7 का उप-धारा
(2) द्वारा प्रवृत्त शक्ति का प्रयोग करते हुए, केन्द्र सरकार एन.डू.द्वारा यह निदेश देता है कि उक्त अधिनियम

134 GI/93

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रीजिस्ट्री सं. डी.एल.-33004/92

REGD. NO. D.L -33004/92



भारत का राजपत्र The Gazette of India

असाधारण
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134 GI/93

(1)

Presented on :

**BEFORE THE HONOURABLE COURT OF
JUDICIAL FIRST CLASS MAGISTRATE,
FORT KOCHI**

CMP NO. / 2025

Applicant - The Principal Officer
Respondents - NIL

Document No 3

SANDEEP VG
CENTRAL GOVERNMENT COUNSEL
Ph : 9048134685



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File no. : 25-19012/18/2025-NT-DGS (Comp. no.35248)

Date: 12.09.2025

Subject: Specific empowerment of Honourable Court of Judicial Magistrate of the first Class – 1, Kochi, at Thoppumpady under Section 361 of Merchant Shipping Act 1958 (Act no 44 of 1958) as amended; to conduct formal investigation into the shipping casualties under Part XII of the said Act.

Whereas, under section 361 of the Merchant Shipping Act, 1958 (Act no 44 of 1958) [hereinafter referred to as MS Act], the Central Government is vested with the powers to specifically empower a Judicial Magistrate of the first Class to make formal investigation into shipping casualties under Part XII of the MS Act;

2. Whereas, by virtue of powers conferred by sub-section (2) of section 7 of the MS Act, the Central Government has issued an Order, that is S.O. 46(E) dated 13.01.1993; directing the powers exercisable by the Central Government under section 361 of the MS Act in specifically empowering a Judicial Magistrate of the First Class to make formal investigation into shipping casualties under Part XII of the MS Act, shall also be exercisable by the Director General of Shipping with immediate effect;

3. Whereas, as per sub-section (1) of section 7, the Director General of Shipping is appointed for the purpose of exercising or discharging the powers, authority or duties conferred or imposed upon the Director General by or under the MS Act;

4. Now therefore, in exercise of powers conferred under sub-section (1) and sub-section (2) of section 7 of the Merchant Shipping Act, 1958 (Act no 44 of 1958) read with the directions provided and the authority conferred by virtue of the S.O. 46(E) dated 13.01.1993, the Honourable Court of Judicial Magistrate of the First Class - I, Kochi at Thoppumpady; is hereby specifically empowered under Section 361 of the said Act to function as the jurisdictional Court to conduct formal investigation into the shipping casualties under Part XII, as and when such a request is received under section 360 of Merchant Shipping Act, 1958 (Act no 44 of 1958), as amended or replaced and / or repealed, from time to time.

5. This Order shall be come into force immediately and shall be operational until further orders.

(Shyam Jagannathan)
Director General of Shipping

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

Presented on :

**BEFORE THE HONOURABLE COURT OF
JUDICIAL FIRST CLASS MAGISTRATE,
FORT KOCHI**

CMP NO. / 2025

Applicant - The Principal Officer
Respondents - NIL

Document No 4

SANDEEP VG
CENTRAL GOVERNMENT COUNSEL
Ph : 9048134685

**Interim Preliminary Investigation Report on
the Sinking of MSC ELSA-3 (IMO No.
9123221) on 25.05.2025**



MERCANTILE MARINE DEPARTMENT, KOCHI

Disclaimer

This disclaimer is regarding the Interim Preliminary Report for the sunken vessel MSC ELSA 3 (IMO NO 9123221). It is imperative to understand that this report has been prepared and issued without access to critical data from the vessel's Voyage Data Recorder (VDR). The VDR, which typically captures essential navigational data, communications, and other operational parameters, represents a significant evidentiary gap in the current investigation.

All assessments, findings, and professional opinions documented within this report are derived exclusively from the limited information sources currently available to the investigation team. These sources may include vessel crew testimonies and company representatives and documents obtained from the company. The investigation team could not board the vessel for the collection of evidence, documents, photographs etc as the vessel had sunk.

This disclaimer shall be considered an integral part of the Interim Preliminary Report and may be included in any reproduction or distribution of said report. Parties referencing this report in any capacity are obligated to acknowledge its preliminary nature and the evidentiary limitations explicitly stated herein.

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SYNOPSIS

On May 25, 2025, at 07:50 hours, the MSC ELSA 3 IMO No 9123221 container vessel sank off the coast of Kerala, India, following a catastrophic failure in its ballast water management system compounded by structural failures. The 1997-built, Liberia-flagged vessel, operated by Mediterranean Shipping Company (MSC), developed a severe 26-degree starboard list that ultimately led to its sinking. This maritime disaster occurred during the vessel's journey between Vizhinjam and Kochi ports.

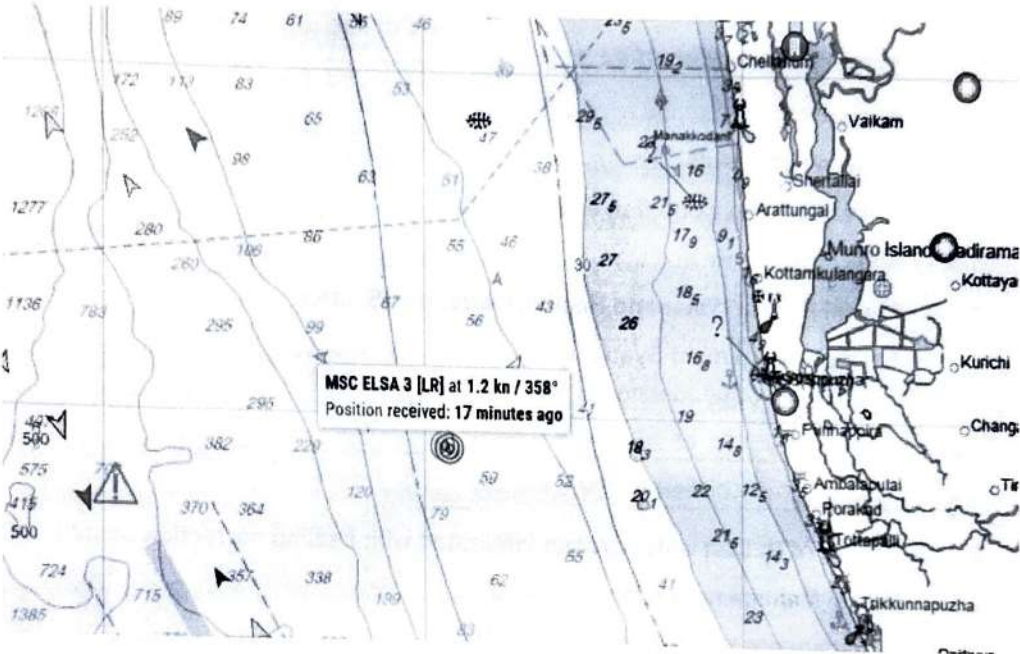


Figure 1: MSC ELSA 3 position at 2130 hours on 24th May 2025

The vessel first experienced difficulties on May 24, when the ballast system failure triggered the initial list. During the passage, within 12 hours, the list increased to 27 degrees. Some containers on deck fell overboard/jettisoned. Subsequently, the starboard side list was reduced to 22 degrees and appeared stable for a few hours. Then the list started increasing progressively. This malfunction cascaded into a complete blackout as the internal power generation systems failed, effectively rendering the ship inoperable. Without power or the ability to correct the listing condition, the situation deteriorated over approximately 24 hours until the vessel ultimately sank.

In a successful multinational rescue operation, all 24 crew members survived the incident. The initial evacuation saw 21 crew members abandon ship following standard

emergency protocols, while three senior officers remained aboard to assist with potential salvage efforts. These remaining officers were later rescued by Indian Navy assets as the vessel's condition worsened beyond recovery.

At the time of the sinking, MSC ELSA 3 was carrying 643 containers, presenting significant environmental concerns due to their contents. Particularly worrisome were 13 containers classified as holding hazardous materials which included 12 containing calcium carbide, a chemical that produces flammable acetylene gas when in contact with water in open atmosphere. Approximately 100 containers detached from the vessel and floated away, with roughly half eventually washing ashore along the Kerala coastline. Fortunately, most of these containers were either empty or contained less environmentally damaging materials such as waste cotton and plastic nodules.

DGCOMM Centre (an organ of the Directorate General of Shipping) emerged as the critical nerve centre that orchestrated a comprehensive multi-agency response. Functioning as the primary communications hub during this crisis, DGCOMM established vital information channels between the Indian Coast Guard, Indian Navy, state administration officials, and maritime authorities, ensuring a unified and coordinated approach to the emergency.

Kerala state authorities activated disaster response protocols immediately following the incident, focusing on environmental protection and debris management.

Preliminary findings have identified the primary cause as a critical failure in the vessel's ballast water management system, structural failures, safety management system, ineffective crew training, coordination and defective heeling correction system. Investigators suggest the failure may have stemmed from operational error or incompetency and/or miscommunication among crew members regarding ballast operations. Further details will be ascertained once Voyage Data Recorder (VDR) is recovered from Sunken Vessel

INTRODUCTION

This interim preliminary report addresses the maritime casualty involving the sinking of container vessel MSC ELSA 3 (IMO No. 9123221) on May 25, 2025. The report is as per the mandate of Section 359 of the Merchant Shipping Act 1958 as amended and complied as per the International Maritime Organization (IMO) Casualty Investigation Code, as adopted under Resolution MSC.255(84), which establishes the mandatory framework for marine casualty investigations.

The primary objective of this investigation is to identify the circumstances and causal factors that contributed to the incident for the purpose of enhancing maritime safety and preventing similar occurrences in the future. In compliance with Chapter 16 of the IMO Casualty Investigation Code, this preliminary report provides initial findings while the full investigation remains ongoing.

This investigation is being conducted independently from any criminal or civil proceedings, focusing solely on safety aspects. The investigating authority acknowledges the cooperation of all stakeholders, vessel operators, classification society, and crew members who have contributed to the investigative process thus far.

The information contained herein represents the factual data and preliminary analysis available at the time of publication. All findings remain subject to revision as additional evidence emerges during the course of the complete investigation. Voyage data recorder is yet to be recovered and on recovery, further findings may evolve.

1. SECTION - FACTUAL INFORMATION

1.1.Particulars of *MSC ELSA 3*



Figure-2 MSC ELSA 3 at the time of Emergency

Vessel's Name	MV.MSC ELSA 3
Previous Name	Alexandra N
IMO number	9123221
Call Sign	A8NR5
GT	16799
DWT	22994
TEU	1728
Official Number	16814
Flag	Liberia
Previous Flag	Germany
Length Overall	183.910 Mtrs
Breadth	23.300 Mtrs
Depth Moulded	13.500 Mtrs
Year of Built	1997
Place of Built	Stocznia Szczecinska S.A, Poland
Port of Registry	MONROVIA
P&I Club	The North of England
Voyage	SP419A
Type of vessel	Container Vessel
Company	MSC Shipmanagement Limited
Address	Spyrou Kyprianou Avenue, CY 3070, Limassol, Cyprus

IMO Company Number	1535947
Classification society	Bureau Veritas
Fuel ROB on departure Vizhinjam	VLSFO: 367.1 mt/ DO: 85 mt.
VOYAGE PARTICULARS	
Port of departure	Vizhinjam India
Port of arrival	Kochi India
Type of voyage	International
Cargo information	15824 t (gross) in containers
Manning	24

The vessel was owned by MSC Shipping Investment Limited, a subsidiary of MSC Mediterranean Shipping Company S.A. based in Geneva, Switzerland. Technical management was provided by MSC Shipmanagement Limited, headquartered in Limassol, Cyprus.

The MSC ELSA 3 was a Liberian-flagged container vessel with IMO number 9123221. Initially launched as the "MAERSK CADIZ," the vessel underwent two ownership changes before being acquired by the Mediterranean Shipping Company (MSC) in 2011 and renamed MSC ELSA 3. Throughout its operational history, the vessel primarily served routes between Asian ports, with occasional service to East Africa and the Middle East. MSC Ship Management, headquartered in Geneva with operational offices in Cyprus, managed the vessel's operations and maintenance schedules.

1.2.Narrative

The MSC ELSA 3, bearing the International Maritime Organization number 9123221, was a Liberian-flagged container vessel with nearly three decades of service at sea. Despite its advanced age, the ship had maintained its classification and statutory certificates.

On May 23, 2025, the MSC ELSA 3 departed Vizhinjam International Seaport, a deepwater port located near Thiruvananthapuram in the southern Indian state of Kerala. While at Berth on May 23, 2025, and during loading containers, the vessel had a list of 5 deg to the starboard side and loading operations were stopped by port officials. It was also reported that in No.4 Cargo Hold there was water ingress into Bilges due to crack on the No.4 Cargo Hold Bulkhead.

The vessel was scheduled for a relatively short coastal journey to Kochi (formerly Cochin), another major port approximately 176 nautical miles to the north along India's

southwestern coastline. This route along the Malabar Coast is a busy shipping lane that serves as a vital link in the maritime supply chain connecting South Asia with the Middle East and Europe.

The ship carried a substantial cargo of 643 standardized shipping containers, representing millions of dollars in commercial goods and materials. Unknown to many at the time of departure, this cargo included 13 containers of hazardous materials that would later become a significant concern for environmental authorities. The vessel operated with a crew of 24 personnel of mixed nationalities, typical of the international nature of modern commercial shipping operations.

The MSC ELSA 3 sailed out from the Vizhinjam Port on 23rd May 2025 late evening.

1.3. Timeline of Events

Date	Time	Action by Crew
23.05.2025	2000 hrs.	The Vessel Departed from Vizhinjam with a starboard List of 0.3 Deg
23.05.2025	2300	The third officer observed list has increased to 5 Deg starboard side. Duty Engineer from Engineer reported the same to duty officer
24.05.2025	0000	3 rd Officer handed over watch to 2 nd officer, The Fourth Engineer handed over watch to the Third Engineer
24.05.2025	0100	The list has increased to 7 to 8 Deg to Starboard, 2 nd officer informed the Chief Officer about increasing the list to stbd. Master was informed by 2 nd officer and chief officer. Chief Engineer called bridge as he felt significant list and contacted 2 nd officer. The Chief Officer went to Cargo Office
24.05.2025	0108	Master reported to bridge. He ordered Chief officer to sound ballast tanks and cargo Hold Bilges and reported to the bridge once each tank was sounded

		and compared with the departure sound of respective tanks
24.05.2025	0500	Completed sounding of all ballast tanks with sounding almost same as departure Vizhinjam. List was observed to increase to <u>10-12 deg Stbd</u> . The sounding of tanks and hold bilges too long time due to heavy rain and rough weather
24.05.2025	0600	Sounding of Starboard heeling tank (3A WBT) found slightly higher than departure Vizhinjam, Chief officer was instructed to check position of heeling tank valves from Heeling tank pump room. He reported that as per actuator marks, all tanks on heeling tank system are closed. On rechecking the sounding of hold bilges, observed No:5 DB manhole in No: 4 cargo hold leaking and Engine room was instructed to pump out No: 4 cargo hold bilges. Crew were instructed to check the tightness of No: 5 DB manhole, however water continued flowing out of Manhole. Master contacted the superintendent, Mr. Vladimir Desyafor and appraised him about the situation on board. Master instructed Chief Officer to upright vessel, Chief officer tried to de-ballast No: 3 & 4 WBT stbd. However, observed that list was increasing towards Starboard
24.05.2025	0700	Master asked the Chief engineer to check cargo hold No 4, He found no water in the cargo hold.
24.05.2025	0730	Chief Officer suggested Master to ballast port side tanks. As stated by Chief Engineer, vessel's list increased above 15 Deg to stbd. Accordingly, duty AB closed all starboard side tank valves, stopped the ballast pump, and closed all

		valves in the engine room including the overboard valve. AB was told to be stand by for opening port side ballast tank valves. The chief officer tried to open valve No. 24, which is port side water ballast main distribution valve. Found the valve in closed position. Chief officer and 2nd engineer on duty proceeded to location of valve and found air connection to actuator are damaged. Same was conveyed to Master by the Chief officer. Chief engineer inspected the valve as per order from Master and reported that air inlet for the actuator is damaged and cannot open the valve.
24.05.2025	0800	Vessel's list observed to be above <u>15 deg</u> to starboard. Master instructed chief Officer to sound all double bottom tanks. However due to rough weather and waves passing into cross deck, where sounding pipes are located, crew were scared to proceeding for sounding starboard DB tanks. Master contacted Cyprus office over phone. Safety department recommended to use fire hose to fill up tanks through vent pipes. Chief Engineer tried to repair the defective ballast valve No: 24. As instructed by Master, air vent heads of No:2, 4 and 5 WBT Port were opened and commenced ballasting using fire hose.
24.05.2025	1030	Master instructed chief officer to stop ballasting Port wing ballast tanks and open air vent heads of No 3, 4 & 5 DB port water ballast tanks and ballast water using fire hose till water over flows. 3 DB port and 4 DB port tanks filled up until overflow in few minutes. Crew tried to ballast 5DB port using 3 fire hoses, chief officer informs the Master that 5DB tank could

		not make overflow as the manhole to tank was leaking into the No. 4 cargo hold.
24.05.2025	1100	Master instructed the Chief Officer to stop ballasting 5 DB port tank and instructed to close all air vent heads. The crew were asked to muster at port side poop deck.
24.05.2025	1230-1300	The vessel speed was reduced by the master and course was altered and the vessel experienced blackout. Chief engineer observed lots of smoke in ECR and water pouring onto MSB from deck head. Emergency Diesel generator automatically started. CEO and ETO repeatedly tried to put the engines under load, but without success. As per ETO, short circuit protection was activated. May- Day as transmitted by Master on radio. MV. Han Yi replied to May Day call and relayed to local MRCC. Two lift rafts were launched from the port side, and only 9 crew could embark on the life rafts and Others stayed on board Master informed near by rescue vessel M.V Han Yi about 2 life rafts with 9 persons abandoned the vessel, persons from both the life rafts were rescued by MV. Han Yi. MSC Silva II made contact with the Master of ELSA 3 and maintained communication with the Office at Cyprus.
24.05.2025	1600	Master ordered to lower Starboard side lift raft of ELSA 3. 12 persons of the vessel abandoned by Stbd side life raft. At about 1700 Hrs, all 12 persons were rescued by a Coast Guard vessel.

		As per communication with the Cyprus office, Master, Chief Engineer and 2 nd Engineer continued to stay on board ELSA 3, to coordinate towing operations with MSC Silva II
24.05.2025	1800	Tried to connect Mooring rope from MSC Silva II to MSC ELSA 3, with the help of coast guard vessel 'SUJATA'. This was not successful due to rough weather and dark hours. The attempt was aborted, and decided to continue the operation in the morning hours, Master, Chief Engineer and 2 nd Engineer proceeded to the accommodation of ELSA 3 with a list of around 27 Deg Starboard
25.05.2025	0400	Master came to the bridge and tried to restore the power for the Navigational and communication equipment on the bridge.
25.05.2025	0500	During the night, the vessel had listed to about 30 to 35 Deg Stbd. Master contacted Coast Guard vessel 'Sujata' and MSC Silva II and was appraised about the vessel situation, informed that towing operation is not possible and the remaining 3 crew are planning to abandon the vessel. The same was informed to Chief Engineer and 2 nd engineer, and later all 3 persons jumped into the sea from the poop deck. all 3 persons were rescued by ICG Vessel 'SUJATA'.

As the list increased beyond 30 degrees, the ship's internal power generation systems began to fail. Engine room personnel reported that the main generators could not maintain proper operation at such extreme angles, leading to cascading systems failures throughout the vessel.

1.4.Cargo Loading Condition and Cargo Manifest

- a) Total Containers Onboard: 643 containers
- b) Hazardous Cargo: 13 containers were declared as IMDG, out of which 12 containing calcium carbide and 1 container contained rubber chemical.

Container	Size	Type	Gross Weight (KG)	Operator	POL	Next Port	Next Veu/Vay	Delivery	IMD CTS	UN No	EL No	Refer	COMMENTS	CONSIGNEE
MEDU587229	20	DV	24479	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58729	N	CALCIUM CARBIDE	COOHN TRADERS
MSMU133179	20	DV	25950	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58738	N	CALCIUM CARBIDE	COOHN TRADERS
AXU2227284	20	DV	28029	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58734	N	CALCIUM CARBIDE	COOHN TRADERS
DF363681951	20	DV	28788	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS
DF362785179	20	DV	28913	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS
FCU4619879	20	DV	28808	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS
GLDU3792939	20	DV	28858	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS
MEDU61380	20	DV	28845	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS
MSMU191339	20	DV	28845	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS
MSMU143432	40	HC	25190	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS
MSMU143830	20	DV	28810	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS
TELU2950705	20	DV	28818	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS
TELU2370422	20	DV	28818	MSC	CHINA	INDIA		INDIA	4.3	UN1402	MEDU58774	N	CALCIUM CARBIDE	COOHN TRADERS

Fig- 3 List of Containers with Dangerous Goods Cargo

- c) Cargo Stowage Plan: Prepared by central planner at MSC Shared Service Centre, Belgium, with real-time coordination via local agents at Vizhinjam.
- d) Load Port: Vizhinjam – vessel loaded both full and empty containers for onward discharge at Kochi and Tuticorin
- e) Manifest Validation: Verified by the Chief Officer and confirmed to have been provided by the local agent
- f) Stability Evaluation: The cargo loading plan and computed GM of 0.66 meters indicated acceptable initial stability; however, a progressive list during prior voyages was noted and not reflected in stability documentation.
- g) Securing Measures: All containers, including hazardous ones, were lashed as per standard procedures. Visual inspections were carried out by Bosun and the deck team. No irregularities in lashings or stack configuration were reported
- h) Notable Cargo Concentrations: IMDG including Calcium Carbide containers were concentrated in lower holds, reportedly near Cargo Hold No. 4, where water ingress later occurred. This posed additional risks in the event of hold flooding.

1.5. MSC ELSA Crew

The vessel carried a total of 24 crew members during the incident. The crew consisted of multiple nationalities, including individuals from Russia, Ukraine, Georgia, and the Philippines. This multinational composition is typical for international commercial vessels, bringing together maritime professionals with varied expertise and experience levels

Master and Chief Engineer had enough experience on sea. Chief officer who is a crucial person in handling ballast system had recently joined i.e one week prior to the incident. Investigation revealed that sufficient handing over time was not given to the previous chief officer especially when the vessel had many defects like a defective heeling system, defective remote operation of valves in the ballast system from cargo office.

1.6. Vessel Ballast Water and Heeling Correction System

The MSC ELSA 3 is designed with a sophisticated ballast water management system that serves as the vessel's primary heeling correction mechanism. This integrated system is designed to maintain optimal vessel stability through the controlled transfer of seawater between dedicated ballast tanks strategically positioned throughout the ship's hull. The primary function of this system is to counterbalance various destabilizing factors including uneven cargo distribution, shifting weights during loading/unloading operations, and adverse sea conditions that could otherwise compromise the vessel's safety.

The heeling correction system employs a network of high-capacity pumps, automated valves, and sophisticated sensors that continuously monitor the vessel's list angle, trim, and overall stability parameters. When deviations from the optimal stability profile are detected, the system automatically initiates corrective actions by transferring ballast water between tanks to restore the ship to its proper orientation. This real-time correction capability is particularly crucial for large container vessels like the MSC ELSA 3, which frequently operate with heterogeneous cargo loads that can create complex weight distribution challenges.

The MSC ELSA 3 featured a typical configuration for vessels of its era, with 14 primary ballast tanks connected through a network of pipes, valves, and pumps. The system included two main ballast pumps with a combined capacity of 500 cubic meters per hour, emergency cross-connections to the fire and bilge systems, and remote-operated valves for most major tank connections. Unlike modern vessels, the ELSA 3's system lacked comprehensive real-time monitoring capabilities, relying instead on periodic manual soundings and visual inspections to detect potential issues.

1.7. Safety Management System

The vessel had an approved Safety Management System from Bureau Veritas. However, procedural weaknesses existed. The SMS had provisions for navigation in adverse weather but lacked redundancy and crew familiarization for degraded systems (e.g., manual-only ballast). The vessel did not have contingency protocols to address extended equipment failures in critical systems, such as the heeling pump or actuator-controlled ballast valves.

2 SECTION - ANALYSIS

2.1 Aim

The purpose of the analysis is to determine the contributory causes and circumstances of the accident as a basis for making recommendations to prevent similar accidents occurring in the future.

2.2 Overview

The MSC ELSA 3 is a specialized cellular container vessel that has been in operation for over two decades, serving global shipping routes primarily in the Asian maritime corridor. Built-in 1997 by Stocznia Szczecińska SA in Szczecin, Poland, this vessel operates under the Liberian flag with IMO number 9123221 and MMSI 636016814. Its current callsign is A8NR5, which is used for all maritime communications and tracking protocols.

With dimensions of 184 meters in length overall and a beam (width) of 25 meters, the MSC ELSA 3 falls into the medium-sized container vessel category. The ship

maintains a standard draught of 9.9 meters, allowing it access to a wide range of international ports while carrying substantial cargo. Its gross tonnage is registered at 16,799 GT, with a deadweight capacity of 22,994 metric tons (DWT), indicating its significant cargo-carrying capabilities.

As a cellular container ship, the MSC ELSA 3 is specifically designed with internal cells or guides that allow for the systematic stacking and securing of standardized shipping containers. This design maximizes cargo capacity while ensuring stability during ocean transit. The vessel is equipped with specialized handling systems that enable it to transport diverse cargo types, including chemicals, manufactured goods, and raw materials, all within properly secured containers.

Despite being launched in 1997, the MSC ELSA 3 has undergone periodic refits and updates to maintain compliance with evolving international maritime regulations, particularly those concerning emissions standards and safety protocols. The ship's moderate cruising speed of 11.7 knots reflects the industry's shift toward "slow steaming" practices that reduce fuel consumption and environmental impact while maintaining a reliable delivery schedule.

2.3 Failure of Ballast water system integrated with heeling correction system

The MSC ELSA 3's age put it in a higher risk category for structural and mechanical failures. Like many vessels of its generation, it used a ballast system design that, while compliant with regulations at the time of construction, lacked redundancies and monitoring capabilities found in more modern vessels. This generational gap in technology, combined with obvious maintenance shortcomings, created vulnerabilities that would eventually contribute to the vessel's sinking.

The ship's ballast handling equipment was not adequately maintained based on the statements made by the crew and master as well as the protest letters from the terminal.

Class(BV) has issued condition of class vide no BBY0/2025/J5129-SC1R for the defective cargo hold bilge pumping system and bilge sensors.

The ship's heeling tank mechanism was out of commission and not operating in automatic mode. During and after cargo operations were completed, the vessel

used to manually fix the list. As a result, there have been delays in cargo operations, and the Vizhinjam terminal has issued a letter of protest similar instances were noted in previous ports (Tuticorin) and previous voyages

This critical system malfunction compounded by structural failures and incompetency and lack of familiarity of the newly joined officer resulted in an uncontrollable 26-degree list to starboard, which ultimately compromised the ship's stability beyond recovery. The severe listing triggered a cascading series of failures, including a complete blackout and loss of all internal power generation capabilities. These conditions effectively paralyzed all shipboard systems, rendering futile any attempts to contain the progressive flooding or restore the vessel's stability.

The flooding progressed rapidly, leading to the vessel's capsizing and eventual sinking during the morning hours of May 25.

2.4 Safety Management System Failure

The investigation into the MSC ELSA 3 sinking revealed significant deficiencies in the vessel's Safety Management System (SMS), particularly regarding maintenance procedures and spare parts management. These systemic failures directly contributed to the catastrophic heeling system breakdown that ultimately led to the vessel's sinking.

2.4.1 Inadequate Maintenance Protocols

Documentation revealed that critical ballast water management systems had not undergone required maintenance within specified intervals. As per crew statements there was inconsistent attention to warning signs, including unusual vibrations and pressure fluctuations reported by engineering staff in the months preceding the incident.

2.4.2 Delayed Spare Parts Supply

The investigation uncovered multiple requisition requests for essential heeling system components dating back 8 months before the incident. These requests had been flagged as "critical" but remained unfulfilled at the time of the sinking, forcing the engineering team to operate with compromised equipment.

2.4.3 Defective Machinery

Several critical components of the ballast system had been identified as defective in previous inspection reports but had not been replaced or adequately repaired. Temporary fixes had been implemented beyond their intended lifespan, creating points of failure throughout the system. Following defects noticed,

- a) Insufficient emergency power backup systems
- b) Failure of critical system redundancies
- c) Potential maintenance lapses in safety-critical systems
- d) Possible issues with watertight integrity between compartments

2.4.4 Insufficient Crew Training

Crew interviews revealed gaps in practical training for emergency ballast operations, particularly in blackout scenarios. Many crew members demonstrated theoretical knowledge but lacked hands-on experience with manual override procedures critical during system failures.

The vessel's age (built-in 1997) introduced additional challenges that were not adequately addressed in the SMS. As older vessels require more rigorous maintenance schedules and have less system redundancy than newer ships, the standard maintenance protocols proved insufficient for the ageing infrastructure. The investigation found that while the vessel technically complied with minimum regulatory requirements, its SMS failed to implement enhanced protocols appropriate for a vessel of its age and condition.

A particularly concerning finding was the absence of effective contingency procedures specifically tailored to ballast system failures. While generic emergency response protocols existed, they lacked the specific technical guidance necessary for ship's crew to effectively manage the progressive flooding situation that developed. This "operational understanding gap" as a critical factor that prevented the crew from taking potentially vessel-saving actions during the early stages of the incident.

The most alarming was the inadequate crew training on emergency procedures related to the ballast management system. When the system began to fail, crew members lacked the necessary expertise to implement effective countermeasures, resulting in their inability to contain the initial water ingress. This knowledge gap proved catastrophic as the situation rapidly deteriorated beyond their control capabilities.

2.4.5 Training & Personnel Deficiencies

- a) Inadequate crew training on ballast system emergency procedures
- b) Insufficient understanding of progressive flooding management
- c) Failure to implement lessons from the previous 2016 collision incident
- d) Lack of effective emergency communication procedures

The investigation also pointed to possible deficiencies in the vessel's watertight integrity between compartments. Progressive flooding should have been contained by watertight bulkheads, but the rapid spread of water throughout the vessel indicates potential failures in these critical barriers. This may be linked to inadequate maintenance, inspection procedures, or possibly undetected damage from the vessel's previous collision incident in 2016. Collectively, these SMS deficiencies created a perfect storm of vulnerabilities that ultimately led to the loss of the MSC ELSA 3.

2.4.6 Inherent Compromise in Watertightness (CH 5 and DB 5, CH 4 and Wing Ballast Tank) and Further Possibility of Damage

Investigations revealed water ingress through a leaking manhole cover on Double Bottom Tank No. 5 and a structural crack in the weld seam of No. 5 Port Wing Ballast Tank, both discharging into Cargo Hold No. 4, however not at an alarming rate. These breaches constituted a direct compromise in watertight integrity. Routine bilge pumping masked the progressive nature of the ingress. No documentation of these defects existed onboard, indicating poor reporting culture. Additionally, evidence suggests further structural fatigue near ballast piping and hull penetrations, which may have worsened due to dynamic loading under progressive flooding. The cumulative effect of latent structural weaknesses and external conditions

precipitated catastrophic structure and hull failure leading to flooding into cargo holds. These structural issues indicate that the vessel was not seaworthy at the time of departure from the Vizhinjam Port.

2.4.7 Analysis of Shore Technical and Operational Support System Failure

One of MSC's most important operational hubs, MSC Shipmanagement Ltd, is headquartered in Limassol, Cyprus. This office serves as a critical technical management centre for the company's expanding fleet. The growth of operations managed from Cyprus has been remarkable—from overseeing just 40 vessels to managing a fleet of 190 ships in a five-year period leading up to 2017. This exponential growth underscores the strategic importance of the Cyprus office within MSC's global network.

The Limassol office is responsible for comprehensive technical management, including maintenance planning, procurement, and quality assurance for the fleet. Additionally, it oversees critical human resource functions such as crewing and training operations. With approximately 8,000 crew members from diverse nationalities under its management, the Cyprus office plays a vital role in maintaining MSC's global shipping operations.

The investigation into the sinking of the MSC ELSA 3 revealed a cascading series of failures within the Shore Technical and Operational Support System (STOSS) that significantly contributed to the vessel's loss. These failures represent critical breakdowns in the safety systems designed to provide emergency assistance to vessels in distress.

a) Primary Failure: Inadequate Remote Monitoring

The STOSS failed to detect early warning signs in the ballast water management system. Data analysis revealed that abnormal pressure readings were present for 36 hours before the severe list developed, but these readings were neither flagged by automated systems nor identified by monitoring personnel. This represents a fundamental breakdown in the primary function of remote technical support.

b) Secondary Failure: Delayed Response

When the vessel first reported a developing list, the shore-based technical team took over three hours to assemble the necessary specialists and establish effective communication with the vessel. This delay occurred during the critical window when corrective action might have prevented the cascading system failures that followed.

c) Critical Failure: Inadequate Emergency Guidance

After the vessel lost power, the shore support team proved unable to provide effective emergency ballast management guidance. Investigation revealed that the shore team lacked the specific technical knowledge of the vessel's ballast system configuration and emergency operation procedures necessary during a blackout scenario.

d) Communication Breakdown

During the most critical 12-hour period before sinking, communication between the vessel and shore support was intermittent and ineffective. The shore facility failed to establish alternative communication channels when primary systems became compromised due to power loss.

Further investigation identified several systemic deficiencies within the STOSS that contributed to these failures. The shore-based technical team demonstrated insufficient operational understanding of the specific ballast system installed on the MSC ELSA 3, despite this being critical knowledge for emergency support. The remote diagnostic capabilities, which should have provided detailed system analysis even during compromised shipboard conditions, were rendered entirely ineffective once the vessel experienced power failure.

e) Shore support for Maintenance and supply of spares

The shore technical team has failed to monitor the pending defects, timely supply of spares and necessary support to rectify the heeling system, Unmanned machinery control systems, defective cargo hold bilge system, and defective auxiliary engine alarm system were persistent for long periods. Critical MARPOL Items like the oily water separator alarm system were defective for more than five months and the company could not arrange spares neither Original equipment manufacturer technicians were sent to the vessel.

Additionally, the investigation found serious gaps in emergency response protocols. The STOSS lacked clear procedures for ballast system malfunctions, particularly those complicated by electrical failures. Contingency planning for simultaneous mechanical and electrical failures—a scenario that should have been anticipated and prepared for—was notably inadequate. This resulted in

conflicting and sometimes counterproductive advice being provided to the vessel's crew during the emergency.

2.4.8 Ineffective Command Demonstrated by Master and Top Management

The investigation has led that the Master's command decisions during this emergency situation was ineffective. The evidence suggests a possible lack of operational understanding of the ballast systems by both the ship's Master and senior management team. This knowledge gap proved fatal when the mechanical failure occurred i.e. failure of the ballast water system, as the command team appeared unable to implement appropriate countermeasures that might have prevented the progressive listing of the vessel.

Perhaps most alarming was the complete blackout that occurred after the vessel listed beyond a critical threshold. This power failure incapacitated all onboard operations and emergency systems, indicating poor emergency preparedness and an inadequate response plan. The investigation found no evidence of other contributing causes such as weather conditions or external factors, placing human error and command decisions squarely at the centre of the inquiry.

The crew statements revealed that there was no emergency alarm raised nor there was an announcement made in the public audio system. All the crew who were taking rest in their cabin reported to the port side deck either by themselves or by receiving a call from fellow crew. Master stated that after the blackout GMDSS communication system was not functional even though it was stated that the emergency generator started, and neither power from the emergency battery was available.

In load port Vizhingham, master was aware that there was a crack in the structural bulkhead on no.4 cargo hold and with no proper reporting to the Classification society and Flag repair was carried by way of welding.

The cargo loading plan and computed GM of 0.66 meters indicated acceptable initial stability; however, progressive list during previous voyages was noted and not reflected in stability documentation. Master was aware of defective heeling system, defective remote valve operation

of ballast tanks valves and decided to proceed to sea passage with the tender ship.

During the crisis Chief Engineer failed to restore the ballast system and his team could not demonstrate enough measures to tackle the emergency. The statement of Engine crew revealed that welding was carried out on the no.4 cargo hold aft bulkhead without proper reporting to the office and classification society. This has led to an uneven spread of stresses on this bulkhead which eventually could have failed.

The chief officer who had joined the vessel only a few days ago on the day of the emergency, could not familiarise himself with the ships cargo equipment, ballast system and heeling system and eventually during the emergency on 24.05.2025 could not manage to operate the ballast system nor ballast valves. Even though he tried to operate the ballast of port side DB tanks on 24.05.2025, the same could not be achieved and water was progressively flooding in starboard side DB tanks.

2.4.9 Institutional lapses noticed in the incident

The MSC ELSA-3 incident has highlighted several institutional and procedural lapses that demand introspection by both port authorities and relevant government departments. While attention has primarily focused on the ship, its crew, and its owners, a closer look reveals systemic gaps in early detection, cargo oversight, and emergency preparedness.

The vessel reportedly had an unusual and obvious list when it departed from Vizhinjam Port, which should have raised immediate operational and safety concerns. No corrective action appears to have been taken before the vessel was permitted by the port authorities to sail, nor were relevant maritime authorities such as the Mercantile Marine Department (MMD) alerted. The fact that the vessel remained in a heavily listed condition for over 24 hours without triggering coordinated intervention points to a serious lapse in proactive maritime safety enforcement.

The oversight of cargo manifests and declarations was limited to procedural checks without deeper inspection. In addition, cargo weighment, distribution, and lashing procedures require closer scrutiny to ensure stability and seaworthiness. Improper weight distribution or inadequate securing of cargo could have contributed to the vessel's list and subsequent distress. Given the nature of International Maritime Dangerous Goods (IMDG) cargo, ports have a duty to verify that such consignments comply with safety norms not just in paperwork but in stowage and routing. In this case, the carriage of plastic nurdles and other sensitive materials went unremarked until post-incident review.

The vessel had reportedly undergone Port State Control (PSC) inspections at Tuticorin (July 2023) and in November 2024 at Mangalore. Considering the serious issues later discovered onboard, this incident highlights the need to enhance the effectiveness of the PSC regime, which remains the only internationally recognized and legally tenable mechanism for enforcing compliance on foreign-flagged ships.

When the incident occurred, neither the port of origin (Vizhinjam) nor the destination port (Cochin) had an ocean-going tug available to support emergency response operations. The absence of such critical infrastructure severely limited the immediate intervention capabilities and underscored a major shortfall in coastal emergency preparedness.

With the commissioning of new ports and the resultant increase in maritime traffic, it is imperative that States proactively prepare for associated maritime risks. This includes establishing maritime emergency response resources, institutionalizing preventive surveillance, and strengthening inter-agency coordination.

2.4.10 Environmental Damages in Coastal India (Kerala and Tamil Nadu)

The sinking of container ship MSC ELSA 3 (IMO NO 9123221) off the Kerala coast on May 24-25, 2025, has triggered a major environmental crisis affecting the region's delicate marine ecosystem. The Liberian-

flagged vessel went down approximately 38 nautical miles from shore between Vizhinjam and Kochi, creating a multi-faceted environmental emergency that continues to worsen as recovery efforts struggle to contain the damage.

Light oil sheens were observed on May 25, 2025, when the vessel sank. The Indian Coast Guard vessels and Salvors immediately sprayed dispersants to remove the oil sheen. As a result, the oil sheen did not reach the Indian coast. The Salvors could successfully plug all openings of fuel oil tanks in the sunken vessel while this report is prepared.

As a precautionary measure, Kerala State Government has imposed a Fishing ban surrounding the area of the incident to date.

The vessel carried 84.44 metric tonnes of diesel and 367.1 metric tonnes of furnace oil, posing immediate contamination risks. Among the 643 containers aboard, 13 contained hazardous materials, including 12 specifically loaded with calcium carbide. This chemical reacts with seawater to produce highly flammable acetylene gas in an open atmosphere, creating both fire hazards and toxic marine contamination. Tiny plastic pellets known as "nurdles" have washed up in large numbers along Thiruvananthapuram's coast, particularly in Kochu Veli, Thumba, and Vettucad regions and southern parts of Tamil Nadu. Approximately 58 containers have washed ashore, reaching as far south as Thiruvananthapuram. Various cargo including tea and textiles has been found scattered along beaches, prompting clean-up operations and public safety advisories.

2.4.11 Classification Society Role

Bureau Veritas (BV) serves as the independent classification society for the MSC ELSA 3, establishing and maintaining the technical standards that govern this vessel's seaworthiness. As a globally recognized classification society, BV develops comprehensive rules covering critical aspects of the ship's design and construction, including hull integrity,

propulsion systems, navigational equipment, and safety mechanisms. Throughout the operational life of MSC ELSA 3, Bureau Veritas maintains ongoing oversight through a rigorous inspection regime. This includes annual surveys focusing on general conditions and safety equipment, intermediate surveys examining critical systems, and special surveys conducted every five years involving comprehensive examinations of the hull, machinery, and electrical systems. These inspections are meticulously documented, with findings determining whether the vessel maintains its classification status.

Beyond classification duties, Bureau Veritas acts as a Recognized Organization (RO) on behalf of the vessel's flag state. In this capacity, BV conducts statutory surveys and issues mandatory certificates confirming MSC ELSA 3's compliance with international conventions like SOLAS (Safety of Life at Sea), MARPOL (Marine Pollution Prevention), and Load Line Convention requirements. This dual role streamlines the inspection process while ensuring the vessel meets both class-specific and international regulatory standards.

Recent BV survey status reflects that the vessel had many conditions of class which were repetitive.

The incident highlights a troubling gap between paper certification and operational safety, suggesting Bureau Veritas may have prioritized documentation review over rigorous physical inspection.

3. Conclusion

This interim preliminary report presents the initial findings of the ongoing investigation into the sinking of container vessel MSC ELSA 3 (IMO No. 9123221) on May 25, 2025. Based on the evidence collected and analysed to date, the vessel's ballast water system has failed initially due to which vessel crew could not able to stop progressive flooding into starboard ballast tanks. The vessel had the inherent listing to the starboard side in the previous voyages. The ship's safety management system was ineffective in totality as reflected in paragraph 2. The severe listing caused several container stacks to shift, further compromising the ship's stability. The vessel had several structural issues affecting seaworthiness and water-tight integrity. By midnight, containers began detaching from their lashing systems and falling overboard, creating additional hazards in the surrounding waters.

The MSC ELSA 3 continued to take on water through compromised hull sections and finally sank at 07:50 hrs on 25th May 2025 coming to rest approximately 50 meters below the surface.

The investigation team anticipates that recovery of the Voyage Data Recorder and detailed investigation will be undergone on receipt of same from Salvors. Technical analysis and simulations will require an additional day, with the final report expected to be published within three months of the casualty, in accordance with the IMO Casualty Investigation Code.

4. Recommendations at this stage:

As the VDR is yet to be recovered from the sunken vessel requiring more investigation, the following recommendations are made as an Interim measure

- a) Review hazardous materials documentation and verification systems in ports. Need to emphasize on formation of independent body or strengthen the inspection mechanism for monitoring, packing and certification of IMDG cargo for carriage by vessel and in transshipment containers an independent organisation may re-verify the dangerous goods. Presently only the shippers declaration is the sole document presented along with MSDS sheets.
- b) Load ports in sensitive coastal areas may have higher capacity bollard pull tugs with sea going capability, which may be deployed for the assistance of distressed vessels at sea in the shortest time. At the time of emergency suitable tugs were not available in the nearby areas for emergency towing and assistance.
- c) Port authorities should be sensitized to report any technical and operational deficiencies noticed during the port stay to the Mercantile Marine Department immediately for verification..
- d) Mandatory Audits for ballast management systems :

All vessels with similar ballast systems should undergo immediate comprehensive audits of ballast management systems in load/Discharge ports, with particular attention to maintenance records, component integrity, and control system software. These audits should be conducted by independent third-party inspectors with specialized expertise in ship stability systems and should include physical inspection of critical components.

e) Immediate Containment Operations

Coastal states may deploy specialized oil spill response vessels equipped with containment booms and skimmers as part of Disaster Management at Sea. Establish hazardous materials rapid response teams along potentially affected coastlines.

Implement aerial surveillance to track floating containers and debris fields.

- f) In view of the complexity of the accident and considering the environment damage caused due to the accident, the investigation team recommends for formal Investigation as per Section 360 of the Merchant Shipping act 1958 as amended.

The above recommendations are designed to address both the immediate technical failures identified and the broader systemic issues that contributed to the incident. Implementation of these measures should be considered urgent for vessels of similar class and configuration.



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Kochi



Sir. J Senthil Kumar

Principal Officer-Cum-Jt. Director General
(Tech)

Mercantile Marine Department, Kochi
Ministry of Port Shipping and Waterways,
Government of India

Presented on :

**BEFORE THE HONOURABLE COURT OF
JUDICIAL FIRST CLASS MAGISTRATE,
FORT KOCHI**

CMP NO. / 2025

Applicant - The Principal Officer
Respondents - NIL

Document No 5

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