Monthly Report for Directorate General of Maritime Administration

Ministry of Ports, Shipping & Waterways

Submitted by the

Directorate General of Maritime Administration

Reporting Month – September 2026

Note: Aspects related to Shipbuilding and Maritime Strategic Initiatives are submitted through Fortnightly Report.

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1. Administration Branch

1.1 Action Taken Report

- **Sagarika administrative approval:** A draft letter to MoPSW, incorporating NBCC's revised proposal, will be sent shortly for a decision by MoPSW/MbPA on the proposed 75% discount. A meeting of MoPSW with MbPA, NBCC and DGMA is proposed to expedite the proposal.
- **SCI interim accommodation:** SCI communicated a proposed lease terms sheet by email dated 19.10.2026. DGMA issued a letter dated 26.10.2026 conveying in-principle approval and seeking final lease terms for execution of the rental agreement. SCI has verbally informed that its Board meeting is scheduled for the first week of November 2026.
- **Interim Premises — Bhandar Bhavan:** A letter dated 26.10.2026 was sent to MbPA seeking allotment of office space as directed by Secretary, MoPSW, and communication of final rental terms for execution of the rental agreement after approval of MoPSW. MbPA has verbally communicated a rate of ₹90 per sq. ft.

2. Coastal Shipping

2.1 Coastal Shipping and Inland waterways Strategic Plan:

The Ministry of Ports, Shipping and Waterways (MoPSW) has constituted a Committee for the preparation of the National Coastal and Inland Shipping Strategic Plan under the provisions of the Coastal Shipping Act, 2025. The Plan is intended to establish a long-term strategic framework for the development of coastal and inland waterway transportation.

Current Status

- MoPSW has constituted the Committee, and nominations of representatives from various organisations have been received.
- The first meeting with the Indian Ports Association (IPA) was held on 30.09.2026. DGMA shared the initial studies prepared by the Directorate for reference in the preparation of the Plan.
- IPA has onboarded McKinsey & Company for the preparation of the National Coastal and Inland Shipping Strategic Plan.

Way Ahead / Timeline

- The first meeting of the Committee shall be held in the 2nd week of November for deliberations and coordination among the participating organisations.
- The first draft of the National Coastal and Inland Shipping Strategic Plan is targeted for completion by the first week of November 2026.

2.2 National Database for Coastal Shipping:

The National Database for Coastal Shipping (NDCS) is being developed to establish a centralised digital database for coastal shipping, integrating relevant vessel, voyage, route and cargo information with existing maritime digital systems, including e-Samudra and the Maritime Single Window (MSW).

Current Status

- **20.02.2026**: Functional Requirements Specification (FRS) shared with the Indian Ports Association (IPA).
- **01.04.2026**: e-Samudra, MSW and vessel/voyage/route/cargo mapping datasets shared with IPA to facilitate preparation of the System Requirements Specification (SRS).

- **16.04.2026** and **20.04.2026**: Technical meetings/workshops conducted with IPA to deliberate on functional and data requirements.
- **04.06.2026**: Preliminary draft of the SRS received from IPA.
- **10.07.2026**: Revised SRS (Version 2.0) received from IPA.
- **06.08.2026**: Third draft of the SRS received from IPA. Clarifications were subsequently discussed during the meeting held on **07.08.2026**.
- **07.08.2026**, **12.08.2026** and **31.08.2026**: Meetings held with the IPA technical team to review pending observations and refine the SRS requirements. Suggestions were shared to facilitate finalisation of the SRS.
- **11.10.2026**: Draft rules, KPIs and data-field calculations shared with IPA.
- IPA has confirmed NeGD as the development partner. Two resources have been deployed, while two additional technical resources are yet to be deployed.

Way Ahead / Timeline

- IPA to finalise and provision the requisite infrastructure for Development, Testing, Production and Disaster Recovery (DR) environments on priority.
- Complete deployment of the remaining two technical resources by IPA/NeGD.
- Initiate development and system integration activities in accordance with the finalised SRS.
- Facilitate API/database access and data exchange with e-Samudra and other relevant maritime systems to support NDCS integration.
- Finalise the target date for completion and operationalisation of the NDCS portal.

Sr. No	Activities / Initiatives under the Branch	Current Status	6 months	2 years	5 years
1	National Database of Coastal Shipping	IPA is in the process of developing the NDCS Portal.	-	Planned to go live by October 2027	-
2	National Coastal Shipping Strategic Plan	• IPA to prepare the National Coastal and Inland Shipping Strategic Plan. • 1st committee meeting shall be held on 2nd week of November, 2026	• Shall be completed by March 2027	Shall be reviewed and revised every 2 years as per the Coastal Shipping Act 2025	-

3. Crew Branch

Crew Branch (Processes)

3.1 Death & Missing Cases

DGMA is working towards strengthening the mechanism for monitoring death and missing cases of Indian seafarers, particularly long pending and legacy matters. The initiative focuses on obtaining case information, establishing compensation status, coordinating with the next of kin (NOK), RPSLs, MMDs, shipowners and P&I Clubs, and progressing eligible cases towards settlement and closure.

For Month of September 2026:

Summary: During September 2026, 14 death and missing cases involving Indian seafarers were reported. The cases arose from occupational accidents, medical emergencies, onboard incidents and security-related maritime events. Follow-up focused on communication with the concerned companies and RPSL agencies, intimation to the next of kin, investigation and statutory documentation, repatriation of mortal remains, and settlement of compensation and other applicable benefits.

One seafarer was initially reported missing during the reporting month and was subsequently confirmed deceased after recovery of the mortal remains.

Key Statistics of Reported Cases in September 2026:

Current Status	No. of Case Entries	Key Position
Mortal remains repatriated/handed	**4**	M.V. SAROCHA NAREE, MV JAG RADHA, JBU SCHELDE and ENERGY SPIRIT.
Repatriation initiated/pending	**6**	MARGARITAVILLE AT SEA PARADISE, MT EL GAIA, JAG AKSHAY, MV NISI, COSTA DELIZIOSA and GH KAHLO.
Recovered after initially being reported missing	**1**	MT EL GAIA. The body of Mr. Sumit Kumar Singh was recovered from the engine room and further repatriation formalities were initiated.
Investigation/family representation	**1**	HAWK SUN. Family concerns regarding the accident, employment documentation, re-autopsy and compensation were under examination.
Investigation/report awaited	**1**	MV NIMBA-2. Case records had been submitted on the e-Navik portal and the official investigation report from the Ship Operator was awaited.

Current Status	No. of Case Entries	Key Position
Mortal remains subsequently repatriated	**1**	M.V. CAPE DAO. Mortal remains were repatriated and the funeral was performed at his native place on 04.10.2026.
Total case entries	**14**	

The status of Compensation, provident fund and one-time monetary assistance should be updated in subsequent reports as confirmations are received.

Case-wise Summary of Reported Cases in September 2026:

#	Date	Vessel	Seafarer / Rank / INDoS	Case	Brief Incident	Status as 30 September 2026
1.	03.09.2026	**M.V. SAROCHA NAREE**	**Mr. Ajay Yadav**; AB; INDoS not specified in meeting sheet	Death	Fell from Deck Crane No. 2 while cleaning the operator cabin window at Map Ta Phut Port, Thailand. He was evacuated to hospital and declared deceased.	Mortal remains were dispatched from Thailand to his family in Varanasi; personal belongings were couriered and acknowledged by the family. Case proposed for transfer to Grievance Section.
2.	12.09.2026	**MARGARITAVILLE AT SEA PARADISE**	**Mr. Varadi Gurumurty**; Engine Fitter; INDoS: 08GL3159	Death	A medical emergency occurred while the vessel was at sea; he was subsequently reported deceased.	The Indian High Commission in Kingston sought necessary details for coordination. Follow-up was continuing with the company, P&I representatives, High Commission and other authorities for early repatriation of mortal remains.
3.	13.09.2026	**MT EL GAIA**	**Mr. Sumit Kumar Singh**; Oiler; INDoS: 11ZL4870	Missing → Death	Initially reported missing following a projectile strike near the Strait of Hormuz, which caused an engine-room explosion, fire and flooding.	The missing crew member remains unaccounted for, as the body has not yet been recovered. Mortal remains were being transported by tug GIANT to Sohar Port. Welfare counselling/support was being provided to the family and the case remained under follow-up.

#	Date	Vessel	Seafarer / Rank / INDoS	Case	Brief Incident	Status as 30 September 2026
4.	13.09.2026	**MV NIMBA-2**	**Mr. Rohit**; Ordinary Seaman; INDoS: 21GM6234	Death	Found deceased in a technical compartment on the forecastle while the vessel was operating in Guinea. Local authorities and the Prosecutor of Boke Province were informed.	Case records had been submitted on the e-Navik portal and the official investigation report from the Ship Operator was awaited for further action.
5.	13.09.2026	**MV JAG RADHA**	**Mr. Devinder Jit Singh**; Seaman Helmsman; INDoS: 136L1274	Death	Found unresponsive in his cabin at Sohar, Oman; local investigation indicated no suspected foul play.	Mortal remains were handed over to the family on 16.09.2026. Investigation report from the company was awaited.
6.	14.09.2026	**JBU SCHELDE**	**Mr. Jeswin Abdul Kader**; Chief Officer; INDoS: 06ZL2101	Death	Found unresponsive in his cabin at Singapore Sudong Anchorage. Cause of death recorded as **Ischaemic Heart Disease**.	Mortal remains had already been repatriated to India and handed over to the family. NOK subsequently received the baggage; Flag State and Port State investigation reports remained awaited.
7.	16.09.2026	**JAG AKSHAY**	**Mr. Atul Jaiswal**; Repair Squad Rider; INDoS: 25ZM2177	Death	Fell approximately 18 metres while working onboard the vessel in China and later died in hospital.	Original documents had reached the local authorities. Coffin sealing was expected on 8/9 October after the Chinese National Golden Week, followed by embalming, documentation and flight arrangements. Repatriation was pending.
8.	16.09.2026	**MV NISI**	**Mr. Ashok Kumar Tiwari**; Electrical	Death	Suffered a reported cardiac arrest at Houston Port, USA. CPR and emergency medical assistance	Relevant certificates/documents had been exchanged with the concerned authorities. As of

#	Date	Vessel	Seafarer / Rank / INDoS	Case	Brief Incident	Status as 30 September 2026
			Engineer Officer; INDoS: 09YL1165		were provided before evacuation to hospital.	06.10.2026, no further development was reported; repatriation/compensation formalities remained under follow-up.
9.	17.09.2026	**QUEEN MARY 2**	**Mr. Karthikeyan Alagu Pandian**; Liquor Sales Specialist/Gift Shop; INDoS: 10SL5120	Death	Passed away while serving onboard the passenger vessel. The case was subsequently indicated as a suspected cardiac arrest.	Autopsy report was awaited for confirmation of cause of death. By 06.10.2026, the company's CUK Care Team had completed necessary arrangements concerning the mortal remains.
10	17.09.2026	**ENERGY SPIRIT**	**Mr. Sooraj Shibu**; Third Officer; INDoS: 12NL1672	Death	Developed a severe medical condition and was evacuated to a government hospital in Skikda, Algeria. He passed away after approximately five days of treatment.	Mortal remains were repatriated and handed over to the NOK, and receipt was acknowledged by the family.
11	18.09.2026	**HAWK SUN**	**Shri Vaishnav Aji Sheena**; Able Seaman; INDoS: 25ZM2305	Death	Reportedly sustained fatal injuries during cargo discharge operations in Malaysia and was declared dead at Sarikei Hospital. Family raised concerns regarding the accident, employment/documentation and investigation.	NOK's representation sought repatriation/re-autopsy, investigation of the circumstances and alleged recruitment/placement irregularities, and settlement of compensation/insurance. Matter was forwarded to DGMA and taken up for further action.

#	Date	Vessel	Seafarer / Rank / INDoS	Case	Brief Incident	Status as 30 September 2026
12	23.09.2026	**M.V. CAPE DAO**	**Mr. Suraj Yadav**; Wiper; INDoS: 26GM1169	Death	Sustained a fatal head injury following a reported missile strike on the vessel in the Gulf of Oman.	Mortal remains were repatriated and the funeral was performed at his native place on 04.10.2026.
13	26.09.2026	**GH KAHLO**	**Mr. Ajit Singh**; 3rd Engineer; INDoS: 21EM1745	Death	Sustained fatal injuries while handling a main-engine cylinder liner. He was evacuated to hospital but could not be saved.	Repatriation of mortal remains and personal belongings was initiated.
14	27.09.2026	**COSTA DELIZIOSA**	**Mr. Ashley Fernandes**; Laundryman; INDoS: 04ZL2187	Death	Reported feeling unwell while on duty and collapsed in the vessel's Medical Centre. Resuscitation efforts were unsuccessful.	Mortal remains were at Bari, Italy, and arrangements for repatriation to India were awaited.

Till Date Cases Analysis

1. Legacy Cases

Category	Cases	Share
Excluded Cases (3 Settled; 3 Not Applicable (non-Indian/not seafarers).	6	**8.3%**
Suicide Cases	14	**19.4%**
Desertion Cases	7	**9.7%**
Disputed Cases	13	**18.1%**
Unresolved Cases	32*	**44.4%**
TOTAL	**72**	**100.0%**

*Kindly Refer to Annexure I of Unresolved Cased of Death & Missing

2. Cases pertaining to Year 2025 and 2026

Category	Cases
Cases pertaining to Year 2025 and 2026	**66**

3. Current Status

- A consolidated case-wise database of death and missing cases has been prepared and categorised.
- NOKs and concerned RPSLs have been contacted for updated compensation position and supporting case details.
- Port States and Flag States have been approached for relevant information in applicable cases.
- In disputed cases, meetings between NOKs and concerned RPSLs were facilitated between **7th–9th September 2026**.
- Draft letters to MEA, the Ministry, and the concerned PO/MMDs were prepared and have already been sent. Subsequently, a meeting with MEA was conducted on the 6th of October 2026 to discuss the matter and facilitate further coordination.

4. Way Ahead

- Legacy cases were taken up with MEA for coordination through the concerned Indian Missions. MEA has shared details in respect of four cases; however, no further relevant information could be traced. In these cases, the respective NoK declined to accept the compensation, due to which the cases could not be settled.
- Concerned MMDs to pursue pending matters with shipowners and P&I Clubs.

- Wider publication through the DGMA website/local newspapers has been proposed where information remains unavailable.
- Where information continues to remain unavailable, referral to the SWFS Committee for consideration of one-time settlement has been identified in the proposed way forward.
- Continuous case-wise follow-up and monthly monitoring.

3.2 Abandonment

DGMA is strengthening the institutional mechanism for prevention, monitoring and resolution of abandonment cases involving Indian seafarers. The framework involves case-wise coordination with RPSLs, shipowners, P&I Clubs, Flag States, Port States, MEA and Indian Missions, along with engagement with ILO, IMO and ITF. The focus is on repatriation, settlement of outstanding wages and other dues, welfare support and timely updation /closure of cases in the international abandonment database.

For Month of September:

Summary

The September review identified 7 newly reported abandonment in the month of September. The respective data/ no of seafarers according to ITF is 67 seafarers across these seven entries.

The newly reported cases were SAFEEN VICTORIA, SUNDRY, RAY GAS, KEVER, OCEAN CROWN, MILAGRO and JAWHART BERLIN. The September-period records interventions including letters to RPSL agencies, DSEO Mumbai, Flag States, Port States and Indian Missions/Embassies, depending on the case.

The resolved case is of vessel- Miss Varsha and GAS Houston.

Particulars for Abandonment	No. of Cases	No. of Seafarers
Opening Balance as on 01.09.2026	70	552
New cases reported during September 2026	7	67
Cases resolved during September 2026	2	11
Closing Balance as on 30.09.2026	75	608

September Dashboard- Category Wise split of new cases reported

Indicator	September 2026
New abandonment/disputed cases reported	7
Category 1 (Valid P&I) new cases	4
Category 2 (Invalid P&I) new cases	2
Category 3 (Disputed) new cases	1
Category 4 (Arrest, Jailed, Detention) new cases	0

New Cases Reported During September 2026

Sr. No.	Notification date	Vessel	IMO	Category	Location	ITF count	Status
1.	07.09.2026	Safeen Victoria	9647033	Category 1	Iran	1	Active
2.	23.09.2026	Sundry	9045651	Category 1	Turkiye	16	Active
3.	23.09.2026	Ray Gas	9040883	Category 1	United Arab Emirates	14	Active
4.	23.09.2026	Kever	9088653	Category 1	Pakistan	6	Active
5.	23.09.2026	Ocean Crown	9034705	Category 2	Iran	20	Active
6.	23.09.2026	Milagro	7516694	Category 2	Saudi Arabia	4	Active
7.	23.09.2026	Jawhart Berlin	9163506	Category 3 (Disputed)	UAE	6	Active
8.	17.08.2026	Gas Houston	9181900	Category 3 (Disputed)	Turkey	3	Resolved
9.	20.08.2026	Miss Varsha	8420713	Category 1	Spain	8	Resolved

Case-wise Briefs: September Registrations

1. SAFEEN VICTORIA

SAFEEN VICTORIA (IMO 9647033) was recorded on 07 September 2026 under Category 1. The flag is Marshall Islands and the port/location is Kish Island / Iran . The ITF seafarer count is 1. Status: Active.

Recorded intervention/status: Siddhi Ocean in his clarification has mentioned that Cadet Avadhesh Singh Form I details of vessel are incorrectly updated in the DGS system, during the candidates documentation. Their employee Mr. Abir Lal Das had updated OFCO vessel details in the Form I. He joined another non-IMO vessel and was not deployed on Safeen Victoria . The employee was terminated. Reg the pending salary the vessel owner has confirmed that the outstanding salary will be cleared. Letters issued to RSPL & DSEO

File reference: 23-ABAN/79/2026-CREW - DGS (Comp No. 43321)

RPSL(s) recorded: M/s. Siddhi Ocean Services Pvt. Ltd.,

2. SUNDRY

SUNDRY (IMO 9045651) was recorded on 23 September 2026 under Category 1. The flag is Comoros and the port/location is Istanbul / Turkiye. The ITF seafarer count is 16. Status: Closed.

Recorded intervention/status:

1. Letter issued to RPSL & DSEO Mumbai, flag, Port & Embassy.

5. Capt AB Azam, Electra Maritime is continuously replying to Mr. Selahattin Polat regarding submission of bank receipt, declaration of the crew and provision provided.

6. Mr. Selahattin Polat mailed to Morocco Finance Department The crew have reached an agreement with the shipowner following the issuance of a guarantee letter, providing for payment of wages from 20 September until disembarkation upon the vessel's arrival and repatriation of the crew. As the agreement has been finalised and the payment deadline of 20 September has been met, the case is considered closed.

7. The ILO database will be updated accordingly, which may take up to 15 days. However, if the crew report further issues regarding two months' unpaid wages or repatriation, the vessel may be declared abandoned again and legal action initiated.

File reference: F. No.: 23-ABAN/80/2026-CREW - DGS (Comp No. 43639)

RPSL(s) recorded: M/s. Resurgence Ship Management

3. RAY GAS

RAY GAS (IMO 9040883) was recorded on 23 September 2026 under Category 1. The flag is Comoros and the port/location is Khor Fakken / United Arab Emirates. The ITF seafarer count is 14. Status: Active.

Recorded intervention/status:

1. Letter issued to RPSL & DSEO Mumbai, flag, Port & Embassy.

2. Pacific Maritime P&I has mailed informing that the certificate is fraudulent and has neither issued or authorized by them. They bear no responsibility of any claims, outstanding wages.

File reference: F. No.: 23-ABAN/81/2026-CREW - DGS (Comp No. 43640)

RPSL(s) recorded: M/s. Priti Maritime Services Pvt. Ltd

4. KEVER

KEVER (IMO 9088653) was recorded on 23 September 2026 under Category 1. The flag is COMOROS and the port/location is Karachi / Pakistan. The ITF seafarer count is 6. Status: Active.

Recorded intervention/status:

1. Letter issued to RPSL & DSEO Mumbai, flag, Port & Embassy.

2. SPM mailed that the abandonment was caused by a financial dispute between the vessel owner and the cargo owner. The Principal is currently making necessary arrangements to clear the seafarers pending wages and facilitate their respective sign-offs and repatriation.

3. QITA P&I mailed informing that the insurance was paid in installments, the insurance premium was not paid for 20.05.2026, the same day all the concerned authorities were informed that the insurance has to be paid by 28.05.2026. Even after the due date the insurance was not paid so with effect 20.05.2026 the premium cover for the vessel was cancelled and accordingly all the authorities have been informed.

4. SPM that is the RPSL Agency mailed on regarding the detention of M.V. KEVER (IMO No. 9088653) at Karachi Port Trust, enclosing the directive issued by the Ministry of Maritime Affairs (Ports and Shipping Wing), Government of Pakistan. Out of the required 9 crew members, 3 have joined the vessel, while the remaining 6 relievers are on standby. Their joining is on hold pending mandatory security clearance and boarding permission from the Port Authorities.

File reference: F. No.: 23-ABAN/84/2026-CREW - DGS (Comp No. 43643)

RPSL(s) recorded:

1. M/s. Aboli Marine Services (OPC)

2. Amethyst Marine Services Pvt. Ltd

3. ODS Shipping Services

4. Sea waves Peace Pvt. Ltd

5. SPM Shipping Services Pvt. Ltd

5. OCEAN CROWN

OCEAN CROWN (IMO 9034705) was recorded on 23 September 2026 under Category 2. The flag is Botswana and the port/location is BANDAR ABBAS / Iran. The ITF seafarer count is 20. Status: Active.

Recorded intervention/status: Letters issued to the RPSL & DSEO

File reference: F. No.: 23-ABAN/82/2026-CREW - DGS (Comp No. 43641)

RPSL(s) recorded: M/s. SINASTA MARITIME PRIVATE LIMITED

6. MILAGRO

MILAGRO (IMO 7516694) was recorded on 23 September 2026 under Category 2. The flag is Unknown and the port/location is Jizan / Saudi Arabia. The ITF seafarer count is 4. Status: Active.

Recorded intervention/status: Letters issued to the RPSL & DSEO

File reference: F. No.: 23-ABAN/83/2026-CREW - DGS (Comp No. 43642)

RPSL(s) recorded: M/s. P SHIPS MARINE SERVICES PRIVATE LIMITED

7. JAWHART BERLIN

JAWHART BERLIN (IMO 9163506) was recorded on 23 September 2026 under Category 3 (Disputed). The flag is Panama and the port/location is Sharjah / UAE. The ITF seafarer count is 6. Status: Active.

Recorded intervention/status: Letter issued to RPSL & DSEO Mumbai

File reference: F. No.: 23-ABAN/85/2026-CREW - DGS (Comp No. 43645)

RPSL(s) recorded: M/s. Zax Marine Services Pvt. Ltd.

Significant Developments in Carried-forward Cases

1. KASHI

The Embassy consular-access meeting with Capt. Umesh Abbar was scheduled on 04.09.2026 and an update dated 29.09.2026 stating that he was lodged at Al Sadr Jail, Abu Dhabi and had been sentenced to ten years' imprisonment followed by deportation and had Appeal No. 2026/280 pending. The Embassy was monitoring the appeal, welfare and access to legal representation.

2. LOTUS

The two crew members were repatriated on 18.09.2026, based on an update from the Embassy of India in Tunisia. Huva Management reported the matter as resolved and the sign-off process initiated.

3. GAS HOUSTON

An email dated 23.09.2026 states that the crew had no issue regarding payment and food, and that the RPSL has shared the documentary evidence of wages with ITF on 26.09.2026 for closure of the abandonment entry.

4. MISS VARSHA

The case is resolved where seafarers were safely repatriated to India.

Arrested and Detained Seafarer Cases

There were no Arrest Cases recorded in the month of September.

Debriefings

DGMA continued structured debriefing of repatriated seafarers during September 2026 to obtain first-hand information on the circumstances of abandonment/arrest, treatment of the crew, wage and repatriation issues and any residual matters requiring intervention. The process assists in identifying case-specific as well as systemic issues for appropriate follow-up and strengthening of preventive measures.

Vessel	RPSL / Company	Date of Debriefing	No. of Seafarers	Case Type
TARAWA	World Maritime Energy	04.09.2026	4	Arrest

Recommended Follow-up for October

Case	Next reporting requirement
SAFEEN VICTORIA	Confirm actual vessel/location, reconcile the crew deployment entry and verify wage-settlement evidence.
SUNDRY	Track wage settlement/repatriation evidence and ILO/IMO database closure.
RAY GAS	Verify valid financial security/P&I position and document responsibility for wages and repatriation.
KEVER	Maintain a crew-wise tracker for wages, relievers, security clearance, sign-off and repatriation.
OCEAN CROWN	Obtain RPSL factual report, wage position, provisions status and repatriation plan.
MILAGRO	Obtain RPSL factual report and confirm wages, provisions, onboard status and repatriation requirement.
JAWHART BERLIN	Obtain the RPSL/DSEO response and confirm the current status of the six seafarers.
KASHI	Continue Mission/MEA coordination on appeal, consular access, legal representation and family updates.

Current Status

- Matter relating to seafarer abandonment and labour welfare mechanism was taken up with MoLE on **03.09.2026**.
- Division-wise list of cases was shared with MEA and concerned Indian Missions on **15.09.2026**.
- A detailed report on abandonment cases was furnished to the Ministry and MEA on **29.09.2026**.

Way Ahead

- Continue case-wise follow-up with **ILO/IMO and ITF** for closure/updation of resolved and legacy cases.

- Strengthen coordination with **MEA and concerned Indian Missions**, particularly for cases requiring overseas intervention.
- Continue engagement with RPSLs, shipowners, P&I Clubs, Flag States and Port States for wage settlement, repatriation and case closure.
- Institutionalise continuous inter-agency follow-up for abandonment cases.
- ILO/ITF follow-up during October 2026; joint engagement with MoPSW, MEA and Missions envisaged by **November 2026**

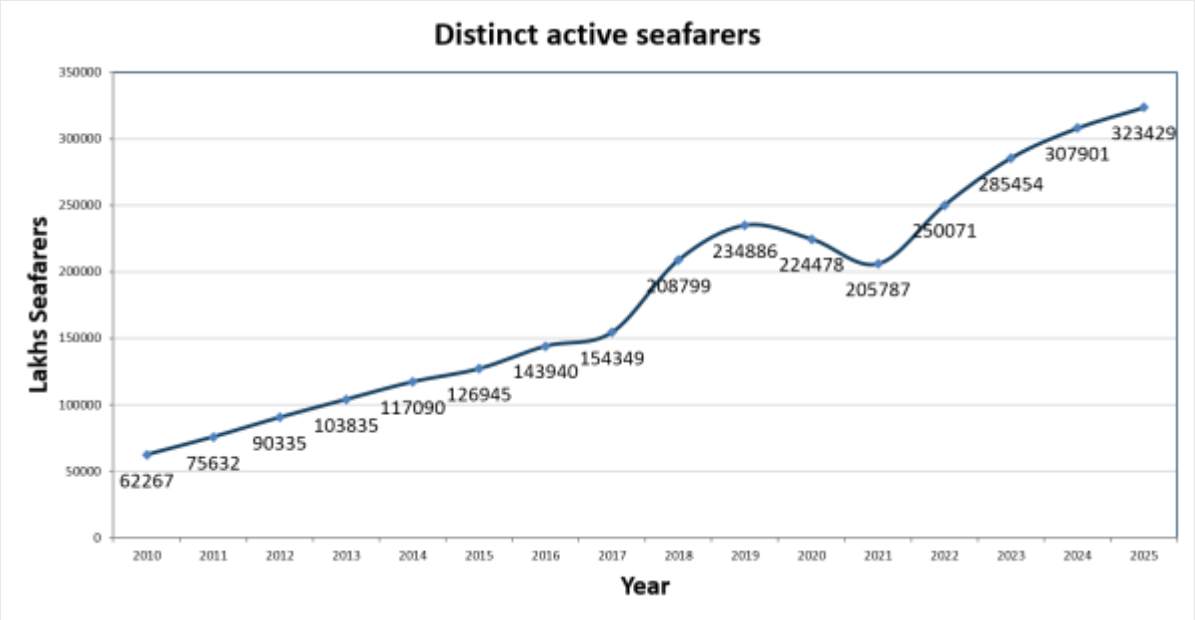
3.3 Actual Active Seafarer trends

Trend analysis based on distinct active seafarer engagement data, 2010-2025

323,429	419.4%	11.6%	5.0%
Distinct active seafarers in 2025	Growth since 2010	CAGR, 2010-2025	Growth in 2025

- The distinct active seafarer count increased from 62,267 in 2010 to 323,429 in 2025, an absolute addition of 261,162.
- The long-term trend is strongly positive, although it is not linear. The sharpest annual rise was in 2018 (35.3%), while the largest annual contraction was in 2021 (-8.3%).
- Following contractions in 2020 and 2021, the count recovered above the 2019 level in 2022 and reached a new series high in 2025.
- In 2025, nautical personnel represented 67.3% of distinct active seafarers and engineering personnel 32.7%. Ratings represented 64.8% and officers 35.2%.
- Foreign-flag employment accounted for 90.6% of the 2025 distinct active total, compared with 9.4% on Indian-flag vessels.
- The distinct female active seafarer count rose from 1,599 in 2021 to 7,033 in 2025, but represented about 2.17% of the total distinct active seafarer count in 2025.

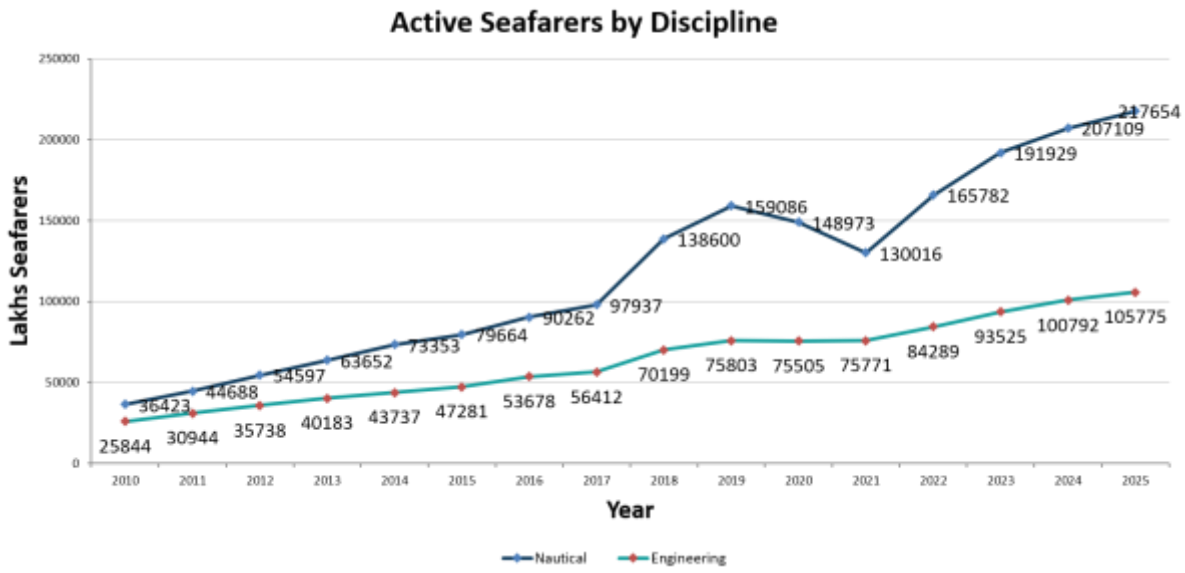
Overall Trend



- 2010-2017: the distinct count rose consistently from 62,267 to 154,349, equivalent to 147.9% cumulative growth.
- 2018-2019: growth accelerated, taking the count from 154,349 in 2017 to 234,886 in 2019.
- 2020-2021: the count declined in two consecutive years, reaching 205,787 in 2021, -12.4% below 2019.
- 2022-2025: the series rebounded to 323,429; the 2025 level was 57.2% above 2021 and 37.7% above 2019.

Year	Distinct active	Annual change	Total engagements
2010	62,267	-	95,175
2011	75,632	+21.5%	109,089
2012	90,335	+19.4%	131,008
2013	103,835	+14.9%	140,890
2014	117,090	+12.8%	156,203
2015	126,945	+8.4%	167,181
2016	143,940	+13.4%	190,741
2017	154,349	+7.2%	200,805
2018	208,799	+35.3%	247,404
2019	234,886	+12.5%	388,598
2020	224,478	-4.4%	316,010
2021	205,787	-8.3%	302,796
2022	250,071	+21.5%	395,879
2023	285,454	+14.1%	481,045
2024	307,901	+7.9%	521,272
2025	323,429	+5.0%	554,054

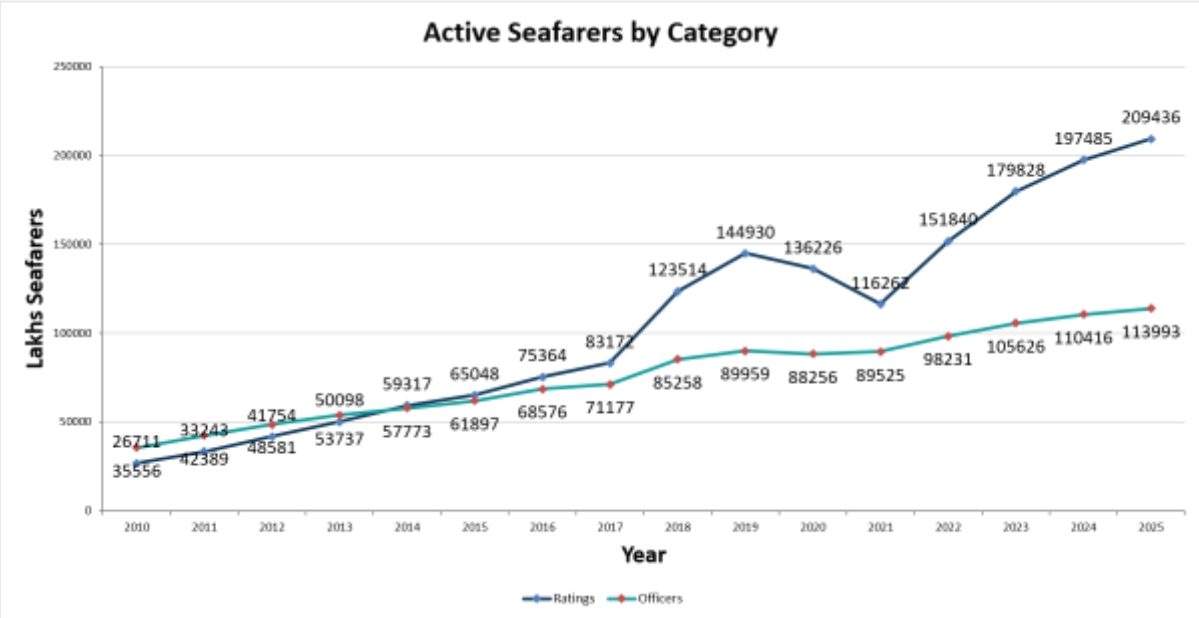
Composition by Discipline



217,654	105,775	67.3%	32.7%
Nautical, 2025	Engineering, 2025	Nautical share	Engineering share

- Nautical active seafarers increased by 497.6% between 2010 and 2025, from 36,423 to 217,654.
- Engineering active seafarers increased by 309.3% over the same period, from 25,844 to 105,775.
- Nautical personnel accounted for roughly two-thirds of the 2025 active pool and therefore remained the principal driver of aggregate growth.

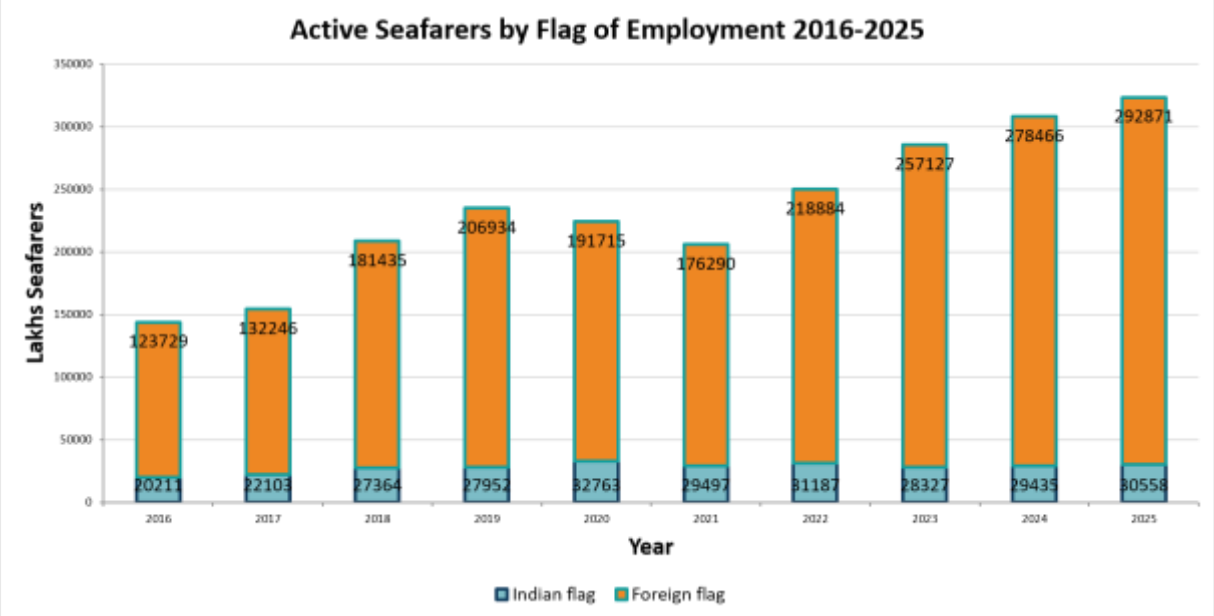
Composition by Ratings and Officers



- Ratings increased from 26,711 in 2010 to 209,436 in 2025, a rise of 684.1%.
- Officers increased from 35,556 to 113,993, a rise of 220.6%.
- Ratings represented 64.8% of the active pool in 2025, compared with 35.2% for officers. The widening after 2017 indicates that recent expansion has been more rating-intensive.

Employment by Flag

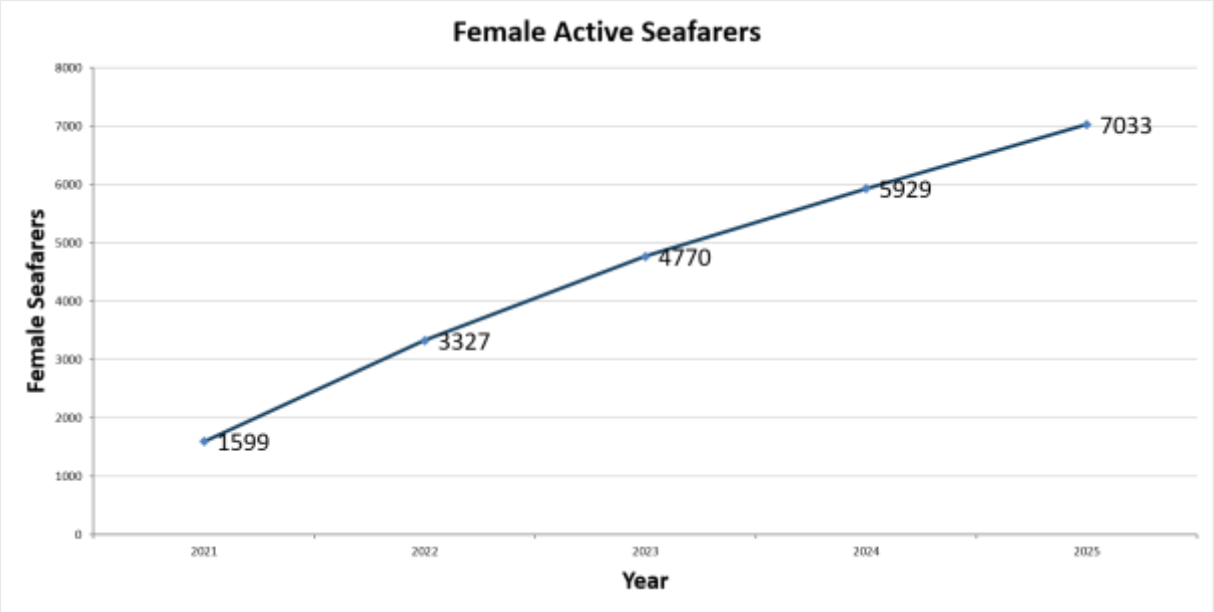
Year	Total (A+B)	Indian Flag (A)	Indian Officers	Indian Ratings	Foreign Flag (B)	Foreign Officers	Foreign Ratings
2016	**143,940**	**20,211**	10,163	10,048	**123,729**	57,910	65,819
2017	**154,349**	**22,103**	10,515	11,588	**132,246**	60,194	72,052
2018	**208,799**	**27,364**	12,958	14,406	**181,435**	72,327	109,108
2019	**234,886**	**27,952**	12,916	15,036	**206,934**	77,043	129,891
2020	**224,478**	**32,763**	13,891	18,872	**191,715**	74,365	117,350
2021	**205,787**	**29,497**	12,644	16,853	**176,290**	76,881	99,409
2022	**250,071**	**31,187**	13,981	17,206	**218,884**	84,250	134,634
2023	**285,454**	**28,327**	12,176	16,151	**257,127**	93,450	163,677
2024	**307,901**	**29,435**	12,539	16,896	**278,466**	97,877	180,589
2025	**323,429**	**30,558**	12,952	17,606	**292,871**	101,040	191,831



292,871	30,558	90.6%	136.7%
Foreign flag, 2025	Indian flag, 2025	Foreign-flag share	Foreign-flag growth since 2016

- Foreign-flag employment increased from 123,729 in 2016 to 292,871 in 2025, while Indian-flag employment increased from 20,211 to 30,558.
- In 2025, foreign-flag employment was approximately 9.6 times the Indian-flag count.
- The data indicates that the scale and growth of active Indian seafarer employment are predominantly linked to foreign-flag opportunities.

Female Active Seafarer Trend



- The distinct female active count increased by 339.8% from 2021 to 2025.
- Of the 7,033 female active seafarers recorded in 2025, the workbook shows 6,670 in nautical roles and 363 in engineering roles.
- Female representation was approximately 2.17% of the overall distinct active seafarer pool in 2025, indicating substantial room for participation growth.

Key Conclusions

- The active seafarer base more than quintupled over the full 2010-2025 period when measured by distinct annual engagement.
- The data shows resilience after the 2020-2021 contraction, with four consecutive annual increases from 2022 through 2025.
- Growth is concentrated in nautical and rating categories, while officer growth has been comparatively steadier.
- Foreign-flag employment is the dominant employment channel and is central to the overall growth trajectory.

- Female participation is rising rapidly from a low base and remains a key area for targeted policy and industry action.

3.4 E Navik | 24 X 7 Grievance Redressal Mechanism

The e-Navik 24×7 Grievance Redressal Mechanism has been established as a centralised platform for registration, monitoring and resolution of grievances from seafarers and maritime stakeholders. Grievances can be received through multiple channels including web, telephone, email and WhatsApp and are categorised, routed to the concerned authority, monitored and taken through to closure.

For month of September

Grievance Summary

September 2026 recorded 2,932 grievances. The monthly registration chart supplied for reference shows September as the highest-volume month in the displayed period. Of all grievances registered during September, 2,655 were closed, 244 were rejected, 28 had queries raised, and 5 remained submitted/pending. No case exceeded 60 working days of pendency in the Grievance portal.

Key indicator	September 2026
Total registered	2,932
Closed	2,655
Rejected	244
Query raised	28
Pending / submitted	5
Escalated grievances (dashboard)	46
Via helpdesk (dashboard)	27
Open beyond 60 days	0

Performance ratios

Indicator	Result	Interpretation
Closure rate	90.6%	Closed grievances as a share of all registrations
Disposal rate	98.9%	Closed plus rejected grievances
Active follow-up	1.1%	Query raised plus pending/submitted
Median total pendency	2 working days	Across records containing pendency data
Maximum total pendency	36 working days	No record exceeded 60 working days

The grievance mechanism handled a high monthly inflow while retaining a low active pendency position. A total of 2,899 grievances were disposed through closure or rejection, equivalent to 98.9% of September registrations.

The grievance profile was concentrated in service-access and documentation-related areas. The five largest categories were Sagar Mein Yog Technical Issues, Assessment, Examination and Certification, BSID, Others, and Seafarer Profile. Together these categories accounted for 72.3% of all registrations.

The five grievances remaining in submitted status require focused case management. Three concern repatriation of mortal remains, one concerns an alleged ship abandonment, and one falls under Others. The three mortal-remains cases showed 20 to 26 working days of total pendency in the source data.

The monthly review should continue to distinguish between operational service grievances, welfare-sensitive cases, and matters requiring cross-branch or external coordination. This enables high-volume technical issues to be addressed systematically while preserving close monitoring of sensitive individual cases.

Dashboard and Registration Trend

The dashboard below presents the consolidated September position. The trend chart is included only to show that September recorded the highest registrations in the displayed period.



Figure 1. September 2026 grievance dashboard



Figure 2. Distribution of grievances by category



Figure 3. Monthly registration trend

Category-wise Analysis

Category	Total	Share	Closed	Rejected	Query	Pending
Sagar Mein Yog Technical Issues	525	17.9%	525	0	0	0
Assessment, Examination and Certification	506	17.3%	462	44	0	0
BSID	499	17.0%	477	22	0	0
Others	315	10.7%	283	28	3	1
Seafarer Profile	276	9.4%	227	49	0	0
CDC & Cook	235	8.0%	226	9	0	0

Category	Total	Share	Closed	Rejected	Query	Pending
Employment (after joining Ship)	152	5.2%	90	40	21	1
INDoS Application	143	4.9%	130	13	0	0
Sailing Vessel Identity Cards	110	3.8%	91	19	0	0
E-Samudra Related Technical Issues	74	2.5%	67	7	0	0
Maritime Training Institutes	32	1.1%	28	2	2	0
Placement for Onboard Training (prior joining Ship)	17	0.6%	11	5	1	0
SPFO	10	0.3%	10	0	0	0
Medical Certificate	8	0.3%	7	1	0	0
Piracy, Hijacking and Detention of Seafarer	7	0.2%	2	5	0	0
MTO Related	6	0.2%	6	0	0	0
Medical Doctor	6	0.2%	6	0	0	0
Compensation for Death and Disability, Missing Seafarer	4	0.1%	1	0	0	3
Seafarers' Code of Conduct	4	0.1%	4	0	0	0
Licensing and Chartering	1	0.0%	1	0	0	0
SWFS	1	0.0%	0	0	1	0
Ship License-related	1	0.0%	1	0	0	0

Key Category Findings

1. Sagar Mein Yog Technical Issues

525 grievances (17.9% of the monthly total) were registered under this category. The status distribution was 525 closed, 0 rejected, 0 with query raised, and 0 pending/submitted.

2. Assessment, Examination and Certification

506 grievances (17.3% of the monthly total) were registered under this category. The status distribution was 462 closed, 44 rejected, 0 with query raised, and 0 pending/submitted.

3. BSID

499 grievances (17.0% of the monthly total) were registered under this category. The status distribution was 477 closed, 22 rejected, 0 with query raised, and 0 pending/submitted.

4. Others

315 grievances (10.7% of the monthly total) were registered under this category. The status distribution was 283 closed, 28 rejected, 3 with query raised, and 1 pending/submitted.

5. Seafarer Profile

276 grievances (9.4% of the monthly total) were registered under this category. The status distribution was 227 closed, 49 rejected, 0 with query raised, and 0 pending/submitted.

Frequently Reported Subcategories

Category	Subcategory	Count	Share
Sagar Mein Yog Technical Issues	Login/Registration Errors	402	13.7%
Others	Others	315	10.7%
BSID	Delay in issuance of SID card	264	9.0%
BSID	SID card not received at home. Dispatch details not updated	179	6.1%
INDoS Application	Others	137	4.7%
CDC & Cook	CDC application approved. Dispatch details not updated.	124	4.2%
Assessment, Examination and Certification	Delay in issuing COP	113	3.9%
Assessment, Examination and Certification	Others	97	3.3%
Seafarer Profile	Others	76	2.6%
Assessment, Examination and Certification	Delay in processing the application	68	2.3%
Seafarer Profile	Change / Correction in COC & COP data	55	1.9%
Sagar Mein Yog Technical Issues	Others	51	1.7%

Category	Subcategory	Count	Share
Sailing Vessel Identity Cards	Unable to Recover Registered User Id or Password	47	1.6%
Employment (after joining Ship)	Wages not paid as per the employment agreement	46	1.6%
CDC & Cook	Delay in issuance/renewal/replacement of CDC	44	1.5%

The concentration of grievances in recurring technical, access, dispatch, profile-update and certification subcategories indicates where standard responses, application-status visibility, and root-cause review may reduce repeat registrations. This is an analytical recommendation based on the frequency pattern, not an action recorded in the source data.

Case Monitoring Briefs

The brief case notes of pending cases are below are based solely on the structured data supplied. They identify the issue, current status and monitoring requirement without introducing unverified facts.

GRM-2026-7409

Issue recorded: Repatriation of mortal remains under Compensation for Death and Disability, Missing Seafarer. The grievance was submitted on 17/09/2026 and remained in Submitted status at the reporting cut-off. Total pendency recorded was 26 working days. Recommended reporting action: obtain and insert the verified case chronology, intervention taken, latest communication, present impediment and next follow-up date from the case file.

GRM-2026-7365

Issue recorded: Repatriation of mortal remains under Compensation for Death and Disability, Missing Seafarer. The grievance was submitted on 17/09/2026 and remained in Submitted status at the reporting cut-off. Total pendency recorded was 26 working days. Recommended reporting action: obtain and insert the verified case chronology, intervention taken, latest communication, present impediment and next follow-up date from the case file.

GRM-2026-8329

Issue recorded: Repatriation of mortal remains under Compensation for Death and Disability, Missing Seafarer. The grievance was submitted on 26/09/2026 and remained in Submitted status at the reporting cut-off. Total pendency recorded was 20 working days. Recommended reporting action: obtain and insert the verified case chronology,

intervention taken, latest communication, present impediment and next follow-up date from the case file.

GRM-2026-6982

Issue recorded: Ship abandoned by the owner/manager under Employment (after joining Ship). The grievance was submitted on 12/09/2026 and remained in Submitted status at the reporting cut-off. Total pendency recorded was 4 working days. Recommended reporting action: obtain and insert the verified case chronology, intervention taken, latest communication, present impediment and next follow-up date from the case file.

GRM-2026-7253

Issue recorded: Others under Others. The grievance was submitted on 16/09/2026 and remained in Submitted status at the reporting cut-off. Total pendency recorded was 2 working days. Recommended reporting action: obtain and insert the verified case chronology, intervention taken, latest communication, present impediment and next follow-up date from the case file.

Total Grievances statistics

Key Statistics

As on 30.09.2026:

- 8,800 grievances received
- 7,420 resolved
- 9 pending
- 33 queried

Current Status

- The 24×7 grievance mechanism is operational, and grievances are being monitored through a structured review mechanism.
- 138th Crisis review Meeting and 141st weekly grievance review meetings till 142nd Crisis review meeting and 145th weekly grievance review meetings had been held as on September 2026.
- Reviews are conducted every Tuesday for monitoring pendency and resolution.
- Grievance monitoring also includes category-wise analysis and collection of user feedback.
- The existing framework is proposed to be broadened to include trade-facilitation issues alongside other stakeholder grievances.

Way Ahead

- Continue weekly monitoring of unresolved and queried grievances in weekly forum.

- Strengthen category-specific routing of complaints while retaining unified registration and tracking.
- Improve feedback monitoring and systematically address low-rating cases.
- Progress proposed expansion of the framework to trade-facilitation grievances.
- Continue awareness of the 24×7 grievance channels through RPSLs and stakeholder interfaces.

3.5 E Visa processes & immigration facilitation

During the reporting period, substantial progress was achieved in the implementation of amendments to the Visa Manual, 2019 issued by the Ministry of Home Affairs (MHA) vide Circular No. 663 dated 03 July 2026. The amendments introduced significant reforms aimed at simplifying immigration procedures, enhancing seafarer welfare, streamlining shore leave and crew change processes, promoting cruise tourism, and improving operational efficiency at Indian ports. The revised provisions cover amendments to Chapter 1 (General), Chapter 2 (e-Visa) and Chapter 23 (Seamen & Aircrew).

The amendments introduced a simplified framework for crew change by consolidating procedures into two broad categories, namely vessels operating within port limits and vessels outside port limits under exigency or emergency situations. New provisions were introduced for Shore Leave Passes (SLP) for Indian crew serving on foreign-run vessels, foreign crew serving on coastal-run vessels, and Indian and foreign supernumeraries. Additional facilitation measures include emergency shore leave provisions outside port limits, revised crew change procedures, coastal-run vessel provisions, and the introduction of e-Group Visit Visa (Cruise) for foreign tourists arriving through cruise vessels. The reforms have been designed to balance ease of doing business with immigration and security requirements.

To operationalize the amended provisions and further enhance seafarer facilitation, DGMA issued two significant circulars during the reporting period:

- DGMA Circular No. 38 of 2026 (15 July 2026): Rationalized and simplified immigration procedures for Shore Leave Passes and Crew Changes across various vessel categories, providing greater clarity and uniformity in implementation across ports.
- DGMA Circular No. 48 of 2026 (10 August 2026): Completely dispensed with immigration procedures and Shore Leave Pass requirements for Indian crew members and supernumeraries serving on Indian Flag Coastal Run Vessels, significantly reducing compliance requirements and improving crew mobility.

These measures have further strengthened the objectives of the Visa Manual amendments by reducing procedural constraints and improving access to shore leave and crew change facilities for seafarers.

DGMA continued engagement with the Ministry of Home Affairs (MHA), Ministry of Ports, Shipping and Waterways (MoPSW), Bureau of Immigration (BoI), FRROs and other stakeholders to address long-standing issues relating to shore leave, sign-on/sign-off operations and immigration clearances. Multiple submissions were made through MoPSW highlighting the operational difficulties faced by seafarers due to non-availability of Immigration Check Posts (ICPs), restrictions on shore leave at certain ports and challenges in crew movement. Proposals were submitted for restoration and notification of Immigration Check Posts at priority ports to ensure uninterrupted crew change, shore leave and immigration services.

In addition, DGMA actively participated in inter-ministerial consultations and coordinated with MHA, BoI and FRRO authorities on immigration-related issues. A comprehensive assessment of ports requiring ICP notification or restoration was undertaken and shared with the concerned authorities. Continuous follow-up was also carried out in case-specific matters involving crew sign-off and seafarer movement at affected ports.

To facilitate implementation of the amended Visa Manual provisions, stakeholder consultations were held on 10 July 2026 under the chairmanship of Advisor, MoPSW and on 17 July 2026 under the chairmanship of DGMA. The consultations included participation from shipping associations, ship managers, shipping agents, RPSL companies, Bureau of Immigration officials, Port Authorities and other maritime stakeholders. Discussions focused on operational challenges relating to crew change, shore leave, coastal-run vessel requirements, immigration procedures and implementation of the amended provisions. Feedback received from stakeholders has been compiled and is being examined for further engagement with concerned Ministries and agencies.

Several suggestions emerged during the consultations, including restoration of immigration facilities at additional ports, clarification of provisions concerning foreign technicians and supernumeraries, facilitation of crew changes outside port limits under specific circumstances, simplification of medical evacuation procedures, digital issuance of Shore Leave Passes and improved access to welfare facilities for seafarers. Positive feedback was also received from various ports and industry stakeholders, who acknowledged that the revised framework and DGMA circulars would significantly improve seafarer facilitation and reduce procedural bottlenecks.

Furthermore, as part of broader immigration reforms, DGMA supported the standardization of immigration documentation at seaports. Following consultations between MoPSW, MHA and the Bureau of Immigration, mandatory immigration documentation requirements were reduced from 22 documents to 7 mandatory documents, with only two additional documents required where applicable. This initiative is expected to simplify compliance requirements, improve efficiency and support future integration with the Maritime Single Window (MSW) system.

DGMA will continue coordinating with MHA, BoI, Port Authorities and industry stakeholders to address pending operational issues, pursue notification and restoration of Immigration Check Posts at strategic ports, seek necessary policy clarifications and further strengthen the framework for shore leave, crew change and seafarer welfare at Indian ports.

Infrastructure facilities for Seafarer immigration facilitation

The initiative seeks to strengthen shore-leave, crew-change and immigration facilitation arrangements at Indian ports by assessing Immigration Check Post (ICP) availability and infrastructure requirements across Major, EXIM and functional non-major ports. Port-

specific gaps are being identified so that appropriate coordination and infrastructure support can be undertaken.

Status of Immigration Check Post Facilities

Port Category	ICP Compliant	Covered by ICP Compliant Port	Notified as AIPs	Proposal dropped by MHA	ICP Not Available*	ICP Required	ICP Not Required	ICP Information Requested	Grand Total
Major Ports	11					1			12
Exim Ports	34	3	2	4	2		17		62
Functional Ports	1			2		4	32	1	40
Non-Functional Ports									137
Grand Total	**46**	**3**	**2**	**6**	**2**	**5**	**49**	**1**	**251**

A detailed assessment of the **62 EXIM ports** was undertaken to ascertain the status of Immigration Check Post (ICP) facilities and related operational requirements. The assessment revealed that the majority of ports are either **ICP-compliant**, **covered under nearby ICP-compliant ports**, or have been **notified as Authorized Immigration Posts**, thereby adequately catering to existing immigration clearance requirements. Several ports, including major private and captive port facilities across Gujarat, Maharashtra, Tamil Nadu, Kerala, Andhra Pradesh, Odisha, Andaman & Nicobar Islands and Goa, are already operating with functional immigration arrangements.

The review further identified two ports where **ICP facilities are not presently available**. Among these, **Chhara Port (Gujarat)** and **Okha Port (Gujarat)** have indicated that suitable infrastructure exists, however, a site inspection by the Bureau of Immigration (BoI) is required for further consideration. **Gujarat Pipavav Port Ltd.** has informed that construction of a dedicated ICP building is underway and is expected to be completed within one year, while immigration clearances are currently being facilitated from an existing Police Department building.

The assessment also noted that proposals for establishment of ICPs at **Navlakhi Port (Gujarat), Dighi Port (Maharashtra), Gopalpur Port (Odisha) and Adani Gangavaram Port (Andhra Pradesh)** were earlier dropped by MHA. In the case of Navlakhi Port, immigration functions have been assigned to the Superintendent of Police, Morbi. Dighi

Port reported negligible immigration demand, with only **0-1 crew members per month** requiring immigration clearance. Adani Gangavaram Port has indicated availability of approximately **1,728 sq. ft. space** for an ICP, while approval of the layout plan from BoI is awaited; immigration formalities are presently being undertaken through Visakhapatnam Port.

Further, 17 ports including captive and industrial ports, including facilities handling specialized cargo operations, have reported that **ICP facilities are not required at present** due to the absence of international crew movement or negligible immigration-related traffic. Overall, the assessment suggests that the existing immigration framework is largely adequate for the current pattern of vessel and crew movement at EXIM ports, with only a few locations requiring further examination, infrastructure augmentation, or review of earlier decisions to accommodate future growth in maritime traffic and crew mobility.

With respect to the **12 Major Ports**, ICP facilities are available or compliant at nearly all ports. However, **V. O. Chidambaranar Port Authority** has reported a requirement for approximately **4,000 sq. ft.** of space for establishment of an Immigration Office against the presently available space of approximately **400 sq. ft.**, necessitating further infrastructure support.

A detailed review of the **40 functional non-major ports** revealed that **three ports consisting of** Rameswaram and Pamban Port were dropped by MHA/recommendation, further, **Karwar Port is an ISPS-compliant minor port where the** Immigration formalities are presently undertaken through the office of the SP, Karwar. For the **remaining 37 functional non-major ports**, information regarding vessel traffic, crew traffic, existing immigration arrangements, infrastructure availability and ICP requirements has been sought from the concerned port authorities via email dated September 22, 2026, and subsequent follow up via email reminders and telephone. Their responses facilitated a comprehensive port-wise assessment and prioritization of future ICP requirements where in 32 ports conveyed non requirement of ICP and whereas four ports namely Simbhore **(Gujarat), Old Mangalore Port (Karnataka), Agatti and Minicoy (Lakshadweep)** have indicated a requirement for establishment of ICP facilities.

Simbhore Port reported that, although no dedicated immigration infrastructure is presently available, the proposed Phase-II expansion is expected to result in increased vessel traffic, necessitating the creation of an ICP facility. In respect of Old Mangalore Port, while detailed infrastructure information is awaited, the port authority has highlighted that a proposal for a Marine Check Post had earlier been considered by the Ministry of Home Affairs but was subsequently dropped due to limited passenger vessel traffic and operational feasibility concerns at the time. However, with the planned implementation of Sagarmala projects, including development of a coastal berth, capital dredging, and construction of a dedicated jetty for Lakshadweep services, the port anticipates a significant increase in coastal and foreign vessel movements, thereby warranting the establishment of an ICP facility. Similarly, Agatti and Minicoy Ports have

indicated a requirement for ICP facilities to support immigration-related clearances, although detailed information on the availability of supporting infrastructure is presently awaited from the concerned authorities.

Current Status

- Port-wise assessment has been undertaken covering **251 identified ports**.
- Revised Shore Leave Pass and crew-change provisions have been operationalised through DGMA Circulars 38 of 2026 and 48 of 2026.
- Port-wise infrastructure requirements have been sought for strengthening immigration facilitation and seafarer movement.
- Engagement with IPA has been initiated in relation to immigration infrastructure at ports.
- Note was shared with MoPSW on **06.10.2026** for taking up the matter with MHA.
- For ports requiring creation or augmentation of ICP infrastructure, the concerned port authorities will prepare costed proposals and submit them to DGMA and SWFS. DGMA will assess the operational justification and coordinate with the relevant authorities, following which SWFS will consider funding support for eligible infrastructure based on the approved proposal.

Way Ahead

- Complete remaining information/infrastructure details for identified ports.
- Coordinate BoI site assessments at Chhara and Okha.
- Prepare need-based infrastructure proposals for ports requiring ICP facilities.
- Identified ports to submit project scope and cost estimates to DGMA/SWFS for examination.
- Examine eligible SWFS support for creation/augmentation of ICP infrastructure.
- Continue monitoring ports where changing traffic patterns may justify reconsideration of earlier ICP requirements.
- MHA is preparing a Draft Visa manual where Shore leave and sign on sign off related rules will be streamlined.
- **Timeline:** Ongoing, with priority intervention on the identified port-specific gaps

3.6 E- Navik | RPSL Module

The enhanced e-Navik RPSL Module is being developed to provide an integrated digital framework for Recruitment and Placement Service Licence administration. It covers RPSL licensing, renewal, inspections, compliance, crew transactions, appeals, bank guarantees, sign-on/sign-off management, reporting and monitoring, with additional functionality for employment verification and other seafarer-related processes.

Current Status

- Three stakeholder consultations were held on the RPSL Module. Out of the three one was held on **30.09.2026**.
- Beta release of the enhanced RPSL Module is scheduled on **15.10.2026**. The e-Migrate consent for joining ship Module will be functional shortly.
- Stakeholder feedback/action items have been consolidated, and the consultation report was under submission to MoPSW.
- The enhanced system covers existing processes such as licensing, profiles, annual inspections, renewals, crew transactions, notifications, dashboards and reporting.
- New processes include suspension/withdrawal, appeal workflow, bank guarantee management, correction of sea-service records, multiple-login facility and Authentic Job Portal/offer-letter verification.

Key Statistics

The RPSL verification position reflected in the review is:

- 537 Valid RPSLs
- 397 Invalid RPSLs
- 66 Temporarily Suspended RPSLs
- 3 major stakeholder consultations completed before the final consultation/beta stage.
- M/s. Vqube Marine Services Private Limited was blocked in the month of September for violating Rules 5(1)(a) & 5(1)(s) of MS (RPS) Rules ,2016.

Way Ahead

- Operationalise the beta version of the enhanced RPSL Module.
- Undertake monitoring, issue resolution and incorporation of stakeholder feedback during the stabilisation phase.
- Progress integration of **e-Migrate** consent for Joining ship and associated authentication mechanisms.
- Operationalise the Authentic Job Portal/offer-letter verification functionality to strengthen protection against fraudulent recruitment.

- Continue regulatory monitoring through the MLC Compliance Board and digital compliance processes.
- **Timeline:** Beta release scheduled for **15.10.2026**, followed by a **three-month stabilisation period**

3.7 ILO E Visa paper submission

In pursuance of Maritime India Vision (MIV) 2030 Initiative 10.23, preparation of the White Paper for submission to the International Labour Organization (ILO) is at an advanced stage. The White Paper is being developed with the objective of promoting wider international recognition of the Indian Biometric Seafarers' Identity Document (B-SID) and facilitating Visa-on-Arrival/OK-to-Board or equivalent expedited entry arrangements for Indian seafarers.

The draft has been revised taking into account ILO Convention No. 185 – Seafarers' Identity Documents Convention (Revised), 2003, as amended, particularly the provisions relating to recognition of valid Seafarers' Identity Documents, shore leave, transit, transfer, ship joining and repatriation. The ILO ratification material has also been examined to appropriately distinguish between countries that have ratified Convention No. 185 and countries where recognition of B-SID and visa facilitation would need to be pursued through voluntary/bilateral arrangements. The available ILO record indicates 40 ratifications of Convention No. 185, including India and the Russian Federation.

The White Paper presently adopts a two-track approach:

1. to seek acceptance of the Indian B-SID as the recognised seafarer identity credential by countries already extending OKTB/Visa-on-Arrival or comparable facilitation to Indian seafarers; and
2. to seek Visa-on-Arrival or equivalent expedited crew-entry arrangements and/or recognition of Indian B-SID by the EU countries, Australia, Russia, Argentina, Canada, USA, New Zealand and Romania, in accordance with the applicable national and international legal framework.

The draft is presently being finalised, including validation of the country-wise position on existing OKTB/Visa-on-Arrival facilities and refinement of the proposed mechanism for recognition and verification of Indian B-SID. Inputs/validation from the concerned authorities, including MEA and MHA/Bureau of Immigration, may be obtained, as necessary, before external submission.

The White Paper is targeted for finalisation by the end of October 2026.

Current Status: Draft prepared and under final review/validation.

Target: Finalisation and submission to ILO by 31st October 2026.

3.8 MLC compliance Board proceedings

The MLC Compliance Board continues to monitor and review compliance with the provisions of the Maritime Labour Convention (MLC), 2006 through its periodic meetings

held on the 2nd and 4th Tuesday of every month. In the month of September, 49th and 50th meeting of the MLC Compliance Board have been conducted. Minutes of all 50 meetings have been prepared and issued to the Ministry for information, review, and necessary action. The Board has provided a structured platform for regular monitoring of MLC-related issues, review of compliance status, and timely resolution of matters concerning seafarer welfare and labour standards.

MLC Compliance Board: Institutional Mechanism The Maritime Labour Convention, 2006 places an obligation on member States to establish mechanisms that ensure effective oversight of recruitment and placement services, protection of seafarers' rights, and compliance with maritime labour standards. Within the recruitment ecosystem, regulatory decisions relating to licensing, inspections, compliance status, and corrective actions require a structured review process supported by technical, regulatory, welfare, and operational expertise. The MLC Compliance Board serves as an institutional mechanism for reviewing matters relating to compliance with MLC, 2006 requirements and applicable Merchant Shipping regulations governing Recruitment and Placement Service Licensees (RPSLs). The Board's functions encompass examination of compliance status, review of inspection findings, assessment of corrective actions, and consideration of approval-related matters affecting recruitment and placement activities. A significant feature of the Board is its multidisciplinary approach. The review process incorporates regulatory, technical, inspection, welfare, and stakeholder perspectives, enabling assessment of compliance matters from multiple dimensions. Such an approach supports consistent evaluation of applications, inspection findings, operational deficiencies, and compliance-related concerns

MLC Compliance Board Composition as per MS RPS Rules, 2026

S. No.	Members	Role
1	Director-General	Chairperson, ex officio
2	Additional Director-General	Co-Chairperson, ex officio
3	Nautical Advisor	Co-Chairperson, ex officio
4	Chief Surveyor	Co-Chairperson, ex officio
5	Chief Ship Surveyor	Member, ex officio
6	All Principal Officers and Surveyors-in-Charge of Mercantile Marine Departments	Members, ex officio
7	Deputy Director-General (Crew)	Member Secretary, ex officio
8	Shipping Masters, Directors and Seafarers' Welfare Officers of all Shipping Offices	Members, ex officio
9	Representative of Seafarers' Welfare Fund Society	Member

S. No.	Members	Role
10	Representative of Seamen's Provident Fund Organisation	Member
11	Three representatives of Shipowners' Organisations	Observers
12	Three representatives of Seafarers' Organisations	Observers

Note: Observer Members may participate in discussions and provide industry inputs to the Board; however, they shall not possess voting rights and shall not be involved in the final decision-making process.

Crew Branch (Welfare)

3.9 SWFS Fund Corpus position and welfare approval

Overview

This section provides a high-level summary of the financial and operational status of SWFS as on **30-September-2026**, including fund position, welfare assistance delivered, and key developments during the month.

Fund Corpus and Financial Position

Key Performance Indicators

Particulars	Current Month
Total Fund Corpus (₹ Cr)	1,833.83
Total Investment Portfolio (₹ Cr)	1,787.14
Bank Balances (₹ Cr)	46.69
Welfare Applications Received	141
Welfare Cases Approved	134
Welfare Assistance Disbursed (₹ Cr)	2.85
Grievances Resolved	2
Welfare Counsellor Cases	12

Overall Fund Position

Particulars	Amount (₹ Crore)
Total Investment Portfolio	1,787.14
Bank Balances	46.69
Net Fund Position	1,833.83

Welfare Assistance Delivered

Fund-wise Position

Fund	Investment Value (₹ Cr)	Bank Balance (₹ Cr)
Welfare Fund	902.61	19.98

Fund	Investment Value (₹ Cr)	Bank Balance (₹ Cr)
Gratuity Fund	840.57	22.91
Administrative Fund	43.96	3.8
Total	1,787.14	46.69

Case Status

Particulars	Number of Cases
Applications Received	141
Applications Approved	134
Assistance Disbursed	₹2.85 crore
Pending Cases	7

Scheme-wise Assistance

For the month of September

Scheme	Cases Approved	Amount Disbursed (₹ Lakh)
Survivor's Benefit Scheme (SBS)	16	86
Invalidity Benefit Scheme (IBS)	-	-
Maternity Benefit Scheme (MBS)	1	0.50
Old Age Benefit Scheme - 65 Yrs (OABS-65)	18	9
Old Age Benefit Scheme - 75 Yrs (OABS-75)	13	13
Family Benefit Scheme (FBS)	34	30
Death On Board Scheme (DBBS)	13	78
Ex-Gratia Support Benefit Scheme (ESBS)	-	-
Award To Meritorious Child Of Seafarers (AMCS)	-	-
Medical & Term Insurance Premium Assistance (MCITI)	13	0.56

Scheme	Cases Approved	Amount Disbursed (₹ Lakh)
Medical Support (Critical/Terminal Illness) (CTIS)	13	26
CoC Career Progression (COC)	11	22
Warlike/ High Risk Areas Assistance Scheme	2	20
Gratuity Disbursement	84	68.98

e-Navik Grievance Redressal and Welfare Counselling

1. e-Navik Grievance Status

Particulars	Number
Grievances Received	2
Grievances Resolved	2
Pending Grievances	0

2. Counselling Support

Particulars	Details
Counselling Sessions Conducted	12
Key Issues Addressed	12
Follow-up Cases	7

3.10 SPFO Fund Status

i. SPFO Fund Status

(Invested during the Month of Sept 2026)

Sr. No	Category	Amount (in crores)
1	State Govt Securities	24.48
2	PSU's	19.60
3	Mutual Funds	8.41
	Total	**52.49**

(Matured during the Month of Sept 2026)

Sr. No	Category	Amount (in crores)
1	Govt Securities	2.65
2	PSU's	0.69
	Total	**3.34**

Holding as on Sept 2026

Sr. No	Category	Amount (in crores)
1	Central Govt. Securities	149.42
2	State Govt. Securities	1,957.63
3	FI / PSU Bonds	1,358.36
4	Money Market Instrument	21.22
5	MUTUAL FUND	526.24
6	SDS in RBI	341.94
	Holding as on Sept 2026	**4,354.81**

Final Withdrawal (FW) and Non-Refundable Withdrawal (NRW) cases settled during the month of September 2026

Particular	No. of Cases	Amount (Cr)
FW	201	10.65
NRW	93	0.68

3.11 Seafarer Welfare Infrastructure Projects

Overview

Directorate General of Maritime Administration (DGMA), in coordination with the Seafarers' Welfare Fund Society (SWFS), is advancing a pan-India initiative to develop, upgrade and standardise shore-based welfare infrastructure for Merchant Navy seafarers. The portfolio spans Seafarers' Clubs, accommodation and recreation facilities, outreach centers, mobile welfare services and supporting infrastructure, delivered through Port Authorities, welfare institutions and public-sector agencies.

Objectives and Benefits to Seafarers

- Provide safe, accessible and dignified spaces for rest, recreation, communication, accommodation and welfare support during port calls, shore leave, transit and sign-on/sign-off.
- Improve facility availability and standards in line with the welfare objectives of MLC 2006, including Regulation 4.4, and applicable SWBAT requirements.
- Strengthen project delivery through defined scopes, technical scrutiny, milestone monitoring, quality assurance and financial oversight.

Digital Enablement

SWFS – Navik Kalyan Evam Seva Portal:

A centralized digital platform has been developed for consolidated project visibility, milestone and physical/financial progress tracking, digital documentation, vendor coordination, reporting and management review. It is intended to improve accountability, support timely intervention and maintain a reliable project record.

Unified Online Booking System (U-OBS):

A pan-India platform is being developed with the help of Indian Ports Association (IPA) connecting compliant seafarers' welfare clubs, enabling seafarers to search and compare facilities, view availability and tariffs, and reserve accommodation. It is intended to improve access, transparency, utilisation and service consistency across the welfare network.

Project Portfolio

Projects across the western coast of India.

S.N	Project / Location	Implementing Agency	Project Cost	Amount Disbursed to Club/Port	Target Completion	Status
1	Seafarers Club - Kandla, Gujarat	Kandla Port	TBD	-	TBD	In proposal stage
2	Seafarers' Welfare Centre - Mumbai, Maharashtra	Mumbai Port	₹5.75 Cr	-	TBD	In proposal stage
3	Royal Bombay Seamans Society - Mumbai, Maharashtra	Independent Club	₹7.50 Cr	₹ 83,39,354	Dec 2028	Execution in progress
4	Sailors Home - Mumbai, Maharashtra	Independent Club	TBD	-	TBD	In proposal stage
5	Seafarers Club - Nhava Sheva, Maharashtra	JNPA	₹2.66 Cr	₹ 2.66 Cr	Dec 2025*	In proposal stage
6	New Seafarers Club (Outside JNPA Port) - Nhava Sheva, Maharashtra	IPRCL through JNPA	TBD	-	TBD	In proposal stage
7	Seafarers Club - Mormugao, Goa	IPRCL through Goa Port	₹13.00 Cr	-	Dec 2028	In DPR stage
8	STP Plant, Merchant Navy Officers & Seamen's Society - Kochi, Kerala	Independent Club	₹0.50 Cr	₹ 0.50 Cr	Dec 2026	Execution in progress
9	Seafarers Club - Kochi, Kerala	MMD Kochi	₹4.76 Cr	-	TBD	In proposal stage
10	Mobile Seafarers Welfare Unit - Kochi, Kerala	Kochi Port	₹1.00 Cr	₹ 20,00,000	Jun 2027	Execution in progress
11	Seafarers Club - Vizhinjam, Kerala	Adani Port	₹3.05 Cr	-	May 2028	Execution in progress

Projects across the eastern coast of India.

SN	Project / Location	Implementing Agency	Project Cost	Amount Disbursed to Club/Port	Target Completion	Status
12	Outreach Centre - Patna, Bihar	IPRCL	₹0.42 Cr	₹ 40,91,056	May 2026	Work completed
13	MAI & Nabik Griha Samity - Taratala, West Bengal	IPRCL	₹13.76 Cr	-	Sep 2028	In tendering stage
14	Marine Club - Kolkata, West Bengal	IPRCL through Kolkata Port	₹7.75 Cr	-	Apr 2028	In DPR stage
15	Seafarers Club-cum-Hostel - Haldia, West Bengal	MMD Kolkata	₹1.00 Cr	₹1.00 Cr	Dec 2026	Execution in progress
16	Seafarers Club - Visakhapatnam, Andhra Pradesh	Visakhapatnam Port	TBD	-	TBD	In proposal stage
17	Seafarers Club - Tuticorin, Tamil Nadu	VOC Port	₹28.76 Cr	-	TBD	In proposal stage
18	Seafarers Club (Outside Port) - Chennai, Tamil Nadu	IPRCL	₹11.16 Cr	₹ 2,16,04,818	Dec 2027	Execution in progress
19	Seafarers Club (Inside Port) - Chennai, Tamil Nadu	Chennai Port	₹14.62 Cr	₹14.62 Cr	Jan 2027	Execution in progress
20	Seafarers Welfare Centre - Kamarajar, Tamil Nadu	Kamarajar Port	₹13.00 Cr	₹ 7,29,03,293	Dec 2026	Execution in progress

Intended Outcomes

The initiative envisages expanding annual beneficiaries from approximately 50,000 to 2,00,000, alongside improved MLC compliance and facility quality. The combined infrastructure and digital approach is intended to make welfare facilities more accessible, consistently managed and responsive to seafarers' needs.

3.12 SWFS and ERP implementation

Background

The ERP project for the Seafarers' Welfare Fund Society (SWFS) is being implemented for digitization and streamlining of key operational processes of the Society.

The ERP covers seven modules:

1. Scheme Management
2. Fund Management
3. Financial Accounting
4. Mobile Application
5. Web Portal
6. MIS & Dashboards
7. Technical Support Management.

The project has progressed through requirement gathering and design review and is currently under development, testing and UAT-related activities.

Overall Progress

The SWFS ERP project commenced with the Project Kick-off Meeting on 11 February 2026**,** followed by completion of the Project Charter on 26 February 2026**.** The project thereafter progressed through preparation and review of the Functional Requirement Specification (FRS) and Software Requirement Specification (SRS), followed by review of the High-Level Design Document (HLDD) and Software Design Documents (SDDs).

The FRS documentation for the seven core ERP modules progressed through successive versions during March–May 2026, with third versions submitted between 25 April and 27 May 2026. The SRS documentation subsequently progressed through successive review and revision cycles, with third versions for the seven core ERP modules submitted on 16 July 2026. The project thereafter progressed into detailed design-document review covering the HLDD and module-wise SDDs. The second version of the HLDD was submitted on 4 August 2026, and the HLDD was subsequently finalised. Review observations on the SDDs were shared by the PMC.

September 2026

During September 2026, activities covered ERP integration requirements, further Web Portal development/review and requirements for additional functional areas.

Coordination and requirement discussions were undertaken with e-Navik and KRAN teams on 4 September 2026 regarding integration of the SWFS and SPFO ERP systems.

Further Web Portal-related activities were undertaken during the month. The website and Web Module requirements were reviewed and discussed with KRAN on 21 September 2026.

The 20th ERP Implementation Review Meeting was undertaken on 22 September 2026, covering project progress and pending action items.

Process flows and requirement documentation for the Welfare Counsellor Module were prepared on 23 September 2026 and finalised on 24 September 2026.

The 21st ERP Implementation Review Meeting was undertaken on 29 September 2026 to review project progress, implementation status and pending action items, followed by preparation and circulation of the meeting minutes and action tracker on 30 September 2026.

Upcoming Project Milestones

The upcoming project milestones are as follows:

SWFS Public Web Portal Go-Live: 15th November 2026.

Overall ERP

- Beta Version of Software / UAT: 10th December 2026.
- Testing, Training and Security & Compliance Deliverables: 10th January 2027
- Final ERP Production & DR Deployment: 10th February 2027.

Current Focus and Way Forward

For the SWFS Public Web Portal, further validation and retesting will be undertaken with reference to the available system and test cases. Observations identified during testing and the UAT walkthrough will continue to be taken up with KRAN for necessary rectification.

For the overall ERP implementation, subsequent activities will include progression of UAT-related activities, testing and associated reports, training deliverables, security and compliance activities, and final production and DR deployment in accordance with the project schedule.

3.13 SPFO and ERP implementation

Background

The ERP project for the Seamen's Provident Fund Organization (SPFO) is being implemented to digitize and streamline provident fund administration, financial

operations, stakeholder services and reporting. SPFO administers provident fund benefits for Indian seafarers under the Seamen's Provident Fund Act, 1966.

The ERP covers six core modules, with Mobile Application and Grievance Management requirements documented separately:

1. Fund Management
2. Provident Fund Management
3. Financial Accounting
4. Web Portal
5. MIS & Dashboards
6. Technical Support Management.
7. Mobile Application and Grievance Management (separately documented functional areas)

Overall Progress

The SPFO ERP project commenced with the Project Kick-off Meeting on 11th February 2026**,** followed by submission of the Project Charter and setup of the PMIS tool on 26th February 2026**.** The project subsequently progressed through Functional Requirement Specification (FRS), Software Requirement Specification (SRS), High-Level Design Document (HLDD) and module-wise Software Design Document (SDD) preparation and review.

FRS documents for the six core modules progressed through three iterations, with third versions submitted between 4th and 16th May 2026. Final SRS versions for these modules were submitted on 10th August 2026 following four iterations. Mobile Application and Grievance Management SRS documents were separately submitted on 1st August 2026. The second HLDD version was submitted on 5th August 2026, and module-wise SDD feedback was recorded on 20th August 2026.

September 2026

The 19th SPFO ERP Review Meeting on 15 September 2026 documented module-wise development, test-case review, migration preparation and external integration planning.

Integration details with e-Samudra and e-Navik were being finalised. API compatibility and dependency risks were identified as high-impact concerns for PF and Fund Management.

The Web Portal requirements covered bilingual content, responsive design, accessibility, structured public information, searchable document archives and controlled publishing through Drupal CMS.

Test cases had been prepared and were under review. The next recorded action was approval and Requirements Traceability Matrix (RTM) tagging for end-to-end traceability.

A detailed existing-data study was in progress for PF Management. Finalisation of the migration cut-off date and preparation of a detailed migration plan remained next actions; data quality, integrity and completeness were identified as high-impact risks.

Integration and technical validation were being initiated for completed modules and their inter-module dependencies. Development monitoring, specification closure and resolution of technical issues remained ongoing actions.

Upcoming Project Milestones

The milestones below reflect the position recorded in the 19 October 2026 implementation review:

SPFO Public Web Portal Go-Live: targeted for 15 November 2026, subject to approval and availability of the temporary domain and completion of launch-readiness actions.

Overall ERP

- Go-live of the informative website: 15 November 2026
- Beta Version of Software: 10 December 2026.
- User Training and Documentation, and Security Audit: 10 January 2027.
- Final Version of Software with Source Code / ERP Go-Live: 10 February 2027.

The tracker provides for 12 months of warranty support through 10 February 2028, followed by 24 months of AMC support through 10 February 2030, based on the planned go-live date.

3.14 CoM Proceedings

Governance and Oversight of SWFS

The Committee of Management (CoM) is the governing body of the Seafarers' Welfare Fund Society (SWFS). Through its meetings, the CoM reviews the Society's welfare schemes and beneficiary support, seafarer welfare infrastructure, institutional partnerships, administration and staffing, digital and e-governance initiatives, procurement, audit, budgeting and management of the Society's funds. It considers proposals placed before it, records decisions and directions, and assigns matters for further examination. This process supports oversight of the Society's mandate, responsible use of funds, implementation progress and accountability.

106th Meeting of the Committee of Management

The 106th meeting of the CoM of SWFS was held on 1 June 2026 (Latest meeting of the committee of management of SWFS) at 1400 hours in hybrid mode, at the Directorate General of Shipping (DGS), Mumbai, with participation. The meeting was chaired by the governance framework of the Society and attended by senior DGS officials, CoM

members, SWFS officials, technical and management support personnel, port authorities, SWFS Staff and other stakeholders, as recorded in the approved minutes.

The Committee of Management members who attended the 106th CoM meeting included :

- Shri Shyam Jagannathan – Director General of Shipping
- Shri Sushil Mansingh Khopde – Additional Director General of Shipping
- Capt. Nitin Mukesh – DDG (Member Secretary)
- Shri Santosh Kumar – Shipping Master, Mumbai, Government Shipping Office
- Capt. Sujit Churi
- Capt. S. M. Halbe
- Capt. M. K. Patankar
- Capt. Som Raj
- Capt. Milind V. Kandalgaonkar
- Shri Sunil V. Nair
- Capt. Savio Ramos
- Capt. Rajesh Tandon
- Capt. Sankalp Shukla

Scope of Deliberations

The meeting considered matters under the Action Taken Report and minutes of previous CoM meetings, welfare initiatives, institutional partnerships, administration, IT and e-governance, and financial and budget management. The key proceedings and directions are summarised below; the approved minutes provide the agenda-wise record.

Thematic area	Matters considered
Action Taken Report	Confirmation of actions arising from the 104th and 105th CoM meetings.
Welfare initiatives	SWBAT infrastructure projects; insurance premium assistance; assistance for injured seafarers and families; individual assistance cases & discussions on other welfare aspects.
Institutional partnerships	Outreach programmes, ISWAN action plan, Sagar Mein Samman, Sagar Mein Yog and Sagar Milap 2026.
Administration and governance	Office modernisation, project management support, legal consultancy, welfare counselling, staffing, HR/recruitment frameworks, manuals and delegation of powers.
IT and e-governance	ERP implementation, hardware/software infrastructure, SWFS webpage, project monitoring software and digital/procurement systems.

Thematic area	Matters considered
Financial management	Internal and statutory audit, portfolio management and fund custody, FY 2026–27 budget & fund allocation

Overall Outcome and Follow-up

The 106th CoM meeting provided oversight across SWFS's core responsibilities: welfare delivery, infrastructure development, institutional partnerships, administrative strengthening, digital transformation and financial stewardship. The proceedings included approvals and in-principle approvals for selected projects and assistance matters, directions to strengthen verification and documentation, referrals to Sub-Committees/Finance Committee for detailed examination, and noting of progress on several institutional initiatives.

Implementation of the decisions requires continued coordination among SWFS, DGS, the relevant Sub-Committees, IPRCL, port authorities, service providers and other stakeholders. For infrastructure projects, the minutes emphasise milestone-linked releases and evidence of physical and financial progress. For welfare and assistance matters, the minutes emphasise clear eligibility, verification and process controls. For administrative and digital initiatives, further work is required to progress the frameworks and implementation milestones recorded in the meeting.

3.15 BoT proceedings

The matter is being pursued with the Dy. Chief Labour Commissioner, Mumbai by the Commissioner, SPFO, wherein he informed that the matter of recognition of seafarers' union shall be done through the secret ballot system.

Simultaneously, an e-file was submitted for reconstitution of the Board of Trustees with the existing union representative, wherein some details were sought by the Chairman, BoT & Director-General.

A detailed reply will be submitted at the earliest.

3.16 Crew Branch (Processes) - 6 Month Action Plan

E-Navik

The immediate six-month priority is to stabilise the E-NAVIK grievance redressal, crisis-response and seafarer-tracking services that went live on 15th August 2026, while establishing consistent procedures for case registration, assignment, escalation, resolution and closure. For the RPSL Module, stakeholder consultations held on 30th July, 27th August and 30th September 2026, followed by the final pre-release consultation and beta launch in October 2026, provide the basis for a controlled

stabilisation period. During this period, DGMA will monitor defects, user adoption, pending transactions and stakeholder feedback; issue operating manuals and standard workflows; and progressively enable Digital Seafarers' Employment Agreements, e-Migrate consent, offer-letter verification, crew transactions and regulatory reporting.

The final stakeholder consultation was scheduled for 13th October 2026, followed by the RPSL beta release on 15th October and a three-month stabilisation period.

RPSL Third-Party Audit: QCI

The Quality Council of India-led third-party audit programme is intended to provide an independent assessment of RPSL compliance and operating practices. Following the inception meeting held on 21st September 2026, the programme envisages an initial pilot covering 10 RPSLs, followed by inspection of the approved wider list. The six-month focus is to calibrate the inspection checklist, documentary evidence requirements, reporting format and corrective-action closure process; record deficiencies against the applicable RPSL and Maritime Labour Convention requirements; and establish a time-bound mechanism for submission, review and closure of corrective and preventive actions. Proposed coverage and completion dates will remain subject to the approved inspection schedule.

Third-party inspections by QCI were scheduled to commence on 15th October 2026. The pilot covering the first 10 RPSLs was scheduled to begin by mid-October 2026, followed by inspections of all RPSLs in the provided list over the next three months, with completion targeted for the end of December.

Social Media Campaigns: Zero Tolerance for Corrupt and Fraudulent Practices in Crewing

The zero-tolerance campaign is intended to support the enhanced RPSL regulatory framework by warning seafarers against fraudulent recruitment, unauthorised intermediaries, fake offer letters and illegal placement charges. The campaign will be aligned with the RPSL Module and Authentic Job Portal so that public awareness is supported by practical verification channels. The six-month programme will develop standard advisories, verified-agency guidance, reporting and escalation routes, and targeted content for seafarers, families, Maritime Training Institutes, unions and recruitment agencies. Campaign results should be monitored through reach, verification requests, complaints received, fraudulent offers identified and enforcement action initiated.

The campaign was planned to commence on 15th October 2026, alongside the beta release of the RPSL Module.

Addressing Abandonment of Seafarers

The six-month abandonment agenda will convert the existing case-by-case follow-up into a structured monitoring framework covering verification of affected seafarers, outstanding wages, provisions, repatriation, financial security and welfare assistance. DGMA's engagements with ILO, IMO, ITF, MoLE, MEA, Indian Missions and MoPSW will be supported by a common case tracker showing the responsible RPSL, shipowner, insurer, Flag State, Port State, latest intervention, impediment and next action. Resolved and legacy cases will be pursued for evidence-based updation of international records, while cases requiring overseas intervention will be escalated through the concerned Mission. Review outputs should distinguish cases submitted for resolution from cases formally closed and should retain a consistent as-on date and definition for all reported figures.

A meeting with ILO/IMO regarding abandonment cases was conducted on 3rd August 2026. A division-wise list was shared with MEA and the concerned embassy on 15th September 2026. A letter regarding seafarer abandonment and the labour welfare mechanism was sent to JS, MoLE on 3rd September 2026. A letter was sent to ITF and ILO/IMO on 17th August 2026 for updating the status of resolved cases and categorising legacy abandonment cases as inactive in the joint database. A detailed report was sent to the Ministry and MEA on 29th September 2026. A meeting with MEA was held on 6th October 2026.

A follow-up meeting with ILO/ITF was to be held in mid-October 2026. A meeting with MoPSW, MEA and all missions, division-wise, was to be conducted by November 2026 for continuous follow-up.

3.17 Crew Branch (Crew Welfare) - 6 Month Action Plan

Unified Online Booking System (U-OBS) for All Seafarer Welfare Infrastructure

The Unified Online Booking System is proposed as a common discovery and reservation platform for compliant seafarers' clubs, hostels and welfare centres. Following the shift of the proposed engagement from IPRCL to IPA and demonstration of a prototype on 30th September 2026, the six-month priority is to finalise the implementation roadmap, facility-onboarding criteria, data fields, tariff and availability workflows, payment and cancellation arrangements, user-support mechanism and integration requirements. A phased pilot should validate the operating model before wider onboarding, with reporting on participating facilities, available beds and services, bookings, utilisation, user feedback and unresolved service issues.

IPA is to provide the execution timelines, which will be communicated to the Ministry once received.

Website and ERP Solution for SWFS and SPFO

The SWFS and SPFO digital programme will provide separate statutory workflows on a common technology architecture. The public websites are intended to provide

accessible information and online entry points for welfare schemes, provident-fund services, grievances, counselling, notifications and stakeholder support. The ERP systems will digitise scheme administration, provident-fund accounts, claims and withdrawals, fund management, financial accounting, mobile services, management information and technical support. The six-month focus is to complete website launch-readiness, validate requirements and test cases, progress user-acceptance testing, resolve integration and data-migration dependencies, complete training and security deliverables, and prepare production and disaster-recovery deployment. Milestone dates will be treated as programme targets until completion is formally confirmed.

The website launch is scheduled for 15th November 2026, while the ERP go-live is targeted for the end of January 2027.

Life and Non-Life Insurance Coverage for All Indian Seafarers under SWFS

The proposed life and non-life insurance programme seeks to provide Indian seafarers and their families with wider protection beyond existing statutory, employment-agreement and collective-bargaining benefits. Following opening of the life-insurance bid and extension of the non-life bid-submission period, the six-month priority is to complete technical and financial evaluation, define eligibility and coverage conditions, avoid overlap with existing benefits, finalise enrolment and premium arrangements, establish claim-intimation and settlement workflows, and create a monitoring framework for coverage, claims, exclusions, turnaround time and beneficiary support. Contract award and rollout will remain subject to completion of the prescribed procurement and approval process.

The life insurance bid was opened on 27th October 2026. The last date for submission of non-life insurance bids has been extended to 2nd November 2026.

3.18 Crew Branch - 2 Year Action Plan

Grievance Redressal and Crisis Response

Institutionalise E-NAVIK as DGMA's single, round-the-clock mechanism for receiving, classifying, assigning, escalating and closing seafarer grievances and crisis cases. The two-year outcome should include approved service standards, severity-based escalation, integrated seafarer tracking, duty rosters, stakeholder directories, auditable communication and closure evidence, and regular analysis of pendency, repeat complaints and user feedback. Routine technical grievances, welfare-sensitive matters and emergencies should follow differentiated workflows while remaining visible through a common management dashboard.

Inter-Agency Coordination on Abandonment Cases

Establish a formal inter-agency mechanism for abandonment cases involving MoPSW, MEA, division-wise Indian Missions, ILO, IMO, ITF and other responsible authorities. Monthly operational reviews and periodic senior-level reviews should use a common dataset covering affected seafarers, wages, provisions, repatriation, insurer or financial-security status, responsible RPSL and shipowner, overseas intervention and closure evidence. The framework should link abandonment history with RPSL and vessel risk assessment, maintain separate treatment of active, disputed, resolved and legacy cases, and ensure that international database updates occur only after documentary closure is verified.

Quarterly review meetings with ILO, IMO and ITF will support the expedited resolution of legacy abandonment cases, reduction of the backlog in the Abandonment Database and strengthening of India's standing at the global level.

Death and Missing Seafarer Cases

Create a consolidated mechanism for monitoring death and missing-seafarer cases, with separate visibility of recent cases and unresolved legacy matters. Each case should capture the incident chronology, responsible RPSL and shipowner, Flag and Port State enquiries, communication with the next of kin, repatriation of mortal remains, investigation reports, provident-fund and welfare benefits, insurance and P&I compensation, and documentary closure. Defined follow-up responsibilities for RPSLs, MMDs, P&I Clubs, Indian Missions and welfare bodies should support timely settlement, family communication and escalation of disputed or delayed claims.

RPSL Module and Authentic Job Portal

Fully operationalise the RPSL Module as the digital regulatory backbone for licensing, renewals, inspections, bank guarantees, appeals, crew transactions, sea-service corrections, enforcement actions and management reporting. Integration with e-Migrate consent, Digital Seafarers' Employment Agreements and seafarer tracking should create a verifiable record from offer and engagement through sign-on, sign-off and repatriation. The Authentic Job Portal and offer-letter verification workflow should allow seafarers to validate employment opportunities against authorised RPSL records, while compliance, complaint and abandonment history should inform risk-based inspections and regulatory review.

Shore Leave and Immigration Infrastructure

Strengthen shore-leave, crew-change and immigration facilitation through a port-wise programme covering Major Ports, EXIM ports and functional non-major ports. Building on the revised Visa Manual provisions, DGMA Circulars 38 and 48 of 2026 and the assessment of 251 ports, the two-year programme should prioritise locations requiring new or augmented Immigration Check Post facilities, BoI inspection, restoration or

notification, and supporting welfare infrastructure. Port authorities should prepare need-based scopes and cost estimates, while DGMA coordinates with MHA, MoPSW, BoI, IPA and SWFS on approvals, operating arrangements and eligible funding support. The programme should also progress standard documentation, digital Shore Leave Pass processes and future integration with the Maritime Single Window.

Comprehensive Insurance Coverage

Roll out comprehensive life and non-life insurance protection through a clearly defined eligibility, enrolment, premium and claims framework. Coverage should complement rather than duplicate statutory compensation, P&I liability, provident-fund, gratuity, collective-bargaining and SWFS benefits. The two-year programme should provide assisted claim support for seafarers and families, establish service standards for intimation and settlement, and publish management information on coverage, claims, rejection reasons and turnaround time. Periodic review should test affordability, adequacy of benefits, insurer performance and coverage of high-risk or vulnerable categories.

Participation of Women Seafarers

Increase women's participation through interventions across the full employment cycle rather than through enrolment alone. The programme should address targeted outreach, access to approved training, sea-time and berth availability, verified placement, safe working conditions, onboard gender sensitisation, mentorship and buddy support, grievance channels, career progression and retention. Progress should be measured through active employment and continuity of deployment, with separate analysis by discipline, rank and vessel segment, while protecting the confidentiality of individual seafarers.

Seafarers' Clubs and Welfare Facilities

Develop and upgrade a network of MLC-compliant seafarers' clubs, hostels, welfare centres, outreach facilities and mobile welfare services across the east and west coasts. Prioritisation should consider crew movement, shore-leave demand, existing facility gaps and project readiness. Each project should have an approved scope, implementing agency, funding plan, milestone-linked release, completion schedule, quality assurance and arrangements for operations and maintenance. Common service standards should cover accommodation, recreation, connectivity, transport, counselling, emergency support and accessibility, with periodic physical and financial monitoring through the SWFS project-management framework.

Unified Online Booking System (U-OBS)

Stabilise the Unified Online Booking System (U-OBS) and progressively onboard compliant welfare facilities and priority ports. The platform should allow seafarers to

discover and compare services, view availability and tariffs, make and manage reservations, receive confirmations and submit feedback through a consistent user journey. Facility onboarding should be linked to verified service information and defined minimum standards. Management dashboards should track active facilities, inventory, bookings, cancellations, utilisation, complaints and service quality, while integration with the broader SWFS digital ecosystem should minimise duplicate records and fragmented reporting.

3.19 Crew Branch - 5 Year Action Plan

Globally Competitive Maritime Workforce

Build an equitable, inclusive and globally competitive Indian maritime workforce by linking training capacity with certification, sea-time access, verified placement, active deployment, career progression and retention. The five-year framework should align Mission 20% interventions with demonstrated employer demand and international workforce requirements, while strengthening officer and rating pipelines, emerging and specialised skills, participation of women and movement from sea-going to shore-based roles. Success should be measured through active employment and sustained deployment rather than training admissions alone.

Seafarer Protection and Welfare Ecosystem

Establish a globally benchmarked protection and welfare ecosystem covering safe recruitment, grievance redressal, crisis response, social security, insurance, counselling, family support, legal and consular coordination, and assistance in death, missing, detention and abandonment cases. The framework should combine enforceable regulatory controls with accessible services and independent assurance. Stable coordination among DGMA, ports, RPSLs, shipowners, insurers, unions, welfare bodies, Indian Missions and international organisations should be supported by common service standards, case data and outcome-based review.

Pan-India Welfare and Facilitation Infrastructure

Develop a pan-India network of MLC-compliant seafarer welfare and facilitation infrastructure at major ports and other locations with significant crew movement. The network should integrate clubs, hostels, outreach centres, transport and mobile welfare services with shore-leave and immigration support, including required Immigration Check Post infrastructure. A national asset and service plan should guide prioritisation, funding, construction, operations and maintenance, with defined standards for accommodation, recreation, connectivity, counselling, accessibility, emergency assistance and last-mile movement.

Seamless Digital Access

Enable seamless digital access across the seafarer employment and welfare lifecycle through mature interoperability among E-NAVIK, the RPSL Module, Authentic Job Portal, e-Migrate consent, seafarer identity and tracking services, SWFS and SPFO ERP systems, and the Unified Online Booking System. Seafarers and families should be able to verify employment, access benefits, track applications and claims, register grievances, obtain crisis assistance and use welfare facilities without repeated submission of the same verified information. The architecture should retain statutory separation of systems while enabling secure data exchange, audit trails, consent, privacy and management analytics.

Response Framework for Abandonment and Welfare Cases

Strengthen India's national response to abandonment and related welfare cases through an institutional framework for early warning, rapid verification, overseas coordination, wage and repatriation support, financial-security enforcement and documentary closure. Risk signals from complaints, inspections, crew transactions, unpaid wages, bank guarantees and prior cases should inform preventive regulatory action. A permanent coordination arrangement with MoPSW, MEA, Indian Missions, ILO, IMO, ITF, Flag and Port States, insurers, shipowners and RPSLs should support time-bound intervention, transparent family communication, international database updates and periodic review of systemic causes.

4. Finance, Accounts, Audit, and Public Procuremment (FAAPP) Branch

4.1 Budget Utilisation

Revenue Expenditure				
Code	**Description**	**BE 2026-27**	**EXPENDITURE AS ON DATE**	Expenditure Percentage
1	Salary	28,00,00,000	12,22,83,059	43.67%
2	Wages	7,60,000	2,91,035	38.29%
5	Rewards	24,70,000	33,708	1.36%
6	Medical Treatment	40,00,000	27,19,240	67.98%
7	Allowances	24,00,00,000	11,45,00,002	47.71%
8	Leave Travel Concession	35,00,000	8,94,265	25.55%
09	Training Expenses	82,32,000	5,99,181	7.28%
11	Domestic Travel Expenses	1,75,00,000	1,39,89,415	79.94%
12	Foreign Travel Expenses	1,30,00,000	69,95,220	53.81%
13	Office Expenses	18,00,00,000	9,59,03,106	53.28%
14	Rent, Rates & Taxes for Land & Building	9,85,81,000	4,45,66,095	45.21%
16	Printing & Publication	9,50,00,000	7,03,66,146	74.07%

18	Rent for others	22,00,00,000	6,64,69,777	30.21%
19	Digital equipment	1,00,00,000	27,67,125	27.67%
21	Material & Supplies	10,00,000	1,83,769	18.38%
24	Fuels & Lubricants	2,88,000	1,48,492	51.56%
26	Advertising & Publicity	10,00,000	4,38,252	43.83%
27	Minor Civil & Electrical works	4,00,00,000	46,00,547	11.50%
28	Professional Services	50,00,00,000	31,75,99,114	63.52%
29	Repair & Maintenance	55,00,000	19,94,623	36.27%
32	Contribution	25,00,000	0	0.00%
49	Other Revenue Expenditure	8,60,000	3,92,428	45.63%
	Total	**1,72,41,91,000**	**86,77,34,599**	**50.33%**

NSB				Percentage of Expenditure for F.Y. 2026-27
Code	**Object Head**	**BE 2026-27**	**EXPENDITURE AS ON DATE**	
02.00.11	Domestic Travel Expenses	1200000	2,17,044	15.89%
02.00.12	Foreign Travel Expenses	800000		0.00%

02.00.13	Office Expenses	4000000	10,70,466	21.69%
02.00.14	Rent, Rates & Taxes for Land & Building	1,000		0.00%
02.00.16	Printing & Publication	2,00,000		0.00%
02.00.18	Rent for others	1,000		0.00%
02.00.19	Digital equipment	1,000		0.00%
02.00.21	Material & Supplies	1,000		0.00%
02.00.24	Fuels & Lubricants	1,000		0.00%
02.00.26	Advertising & Publicity	1,000		0.00%
02.00.27	Minor Civil & Electrical works	1,000		0.00%
02.00.28	Professional Services	1,00,000		0.00%
02.00.29	Repair & Maintenance	1,000		0.00%
02.00.49	Other Revenue Expenditure	1,000		0.00%
	Total (B)	63,09,000	10,58,148	**16.77%**
	Total A+B	**1,73,05,00,000**	**79,08,88,578**	**45.70%**

CAPITAL EXPENDITURE				
Code	**Object Head**	**BE 2026-27**	**EXPENDITURE AS ON DATE**	Expenditure Percentage
01.00.52	Machinery & Equipment	32,00,000	17,70,880	55.34%
01.00.60	Other Capital Expenditure	0	0	0.00%
01.00.71	Information, Computer, Telecommunications/ (ICT) equipment	25,42,78,000	17,30,61,607	68.06%
01.00.72	Buildings & Structures	0	0	0.00%
01.00.73	Infrastructural Assets	1,88,00,000	0	0.00%
01.00.74	Furniture and Fixtures	31,00,000	19,63,230	63.33%
01.00.77	Other Fixed Assets	1,22,000	15,055	12.34%
	Total	**27,95,00,000**	**17,68,15,394**	**63.26%**
	Total (Revenue & Capital)	**2,01,00,00,000**	**96,77,03,972**	**48.14%**

4.2 Revenue and Capital Heads: Reappropriation and Supplementary Demands

Nil.

4.3 GeM Outstanding Payments and Pending Payment Position

Pending payment for DGMA Headquarters as on 28th October 2026

Category		Due (< 10 days)		Due (10–30 days)		Due (30–60 days)		Due (> 60 days)		Total	
		No of bills	Amount Pending	No of bills	Amount Pending	No of bills	Amount Pending	No of bills	Amount Pending	No of bills	Amount Pending
Products	Product CRAC issued	0	₹0	0	₹0	3	₹5,74,695	49	₹34,98,182	52	₹40,72,877
	Product Invoice Issued	1	₹11,909	0	₹0	2	₹44,600	28	₹7,29,203	31	₹7,85,712
	Product Invoice not issued	0	₹0	0	₹0	8	₹2,09,97,500	15	₹1,57,74,786.59	23	₹3,67,72,286.59
Services	Service SDAC Issued	0	₹0	0	₹0	5	₹8,23,249	7	₹10,85,018	12	₹19,08,267
	Service Invoice Issued	0	₹0	0	₹0	0	₹0	0	₹0	0	₹0
	Service Invoice not	0	₹0	0	₹0	0	₹0	0	₹0	0	₹0
Total		**1**	**₹11,909**	**0**	**₹0**	**18**	**₹2,24,40,044**	**99**	**₹2,10,87,189.59**	**118**	**₹4,35,39,142.59**

4.4 Branch Goals

Sr. No.	Activities / Initiatives under the Branch	6 Months Targets
1	Submission of Replies to CCA Audit	Submission by December 2026
2	Public Procurement Module on E-Samudra	Full Operationalization by November end
3	Contract Management Module	Full Operationalization by November end

5. Information Technology & E-Governance Branch

The following matrix presents DGMA's digital portfolio, status and controlling milestones. Planned dates are not shown as completed milestones. Where a source document contains an apparent inconsistency, the discrepancy is expressly flagged.

Digital initiative	Purpose and scope	Status
e-Samudra	Unified paperless platform for ship, seafarer and internal DGMA processes	Launched in August. Under stabilisation
Network Operation Centre/NMS	Centralized monitoring of applications, infrastructure, servers, network devices, incidents and SLAs	NMS live validation completed; device availability, server health, CPU, memory, disk and inventory visible
Integrated Command and Control Centre	Executive dashboards, BI, analytics and cross-system management visibility	Agency to be finalised for implementation. Multiple PSU routes were observed
Digital Record Room and DMS	Scanning, OCR, metadata, records management, retrieval and preservation	Iron Mountain categorization completed; FRS approved; UAT in progress; 9,816 files and 1,620,568 pages scanned
DGMA Website and social media	Official information, online access, campaigns and stakeholder engagement	Website operational since 7 August 2025; more than 3,500 daily visitors; social-media campaigns active
Cybersecurity and Compliance Setup	CISO governance, policies, risk, privacy, VAPT, continuity and awareness	CISO and ISSC established; policies and standards notified; assurance programme operational
Enterprise SOC	Common monitoring of endpoints, logs, threats and incidents	C-DOT TRINETRA PoC completed for 50 endpoints and one firewall
Contract Management and MTT Budget Modules	Contract lifecycle, milestones, approvals, budget and expenditure monitoring	SRS approved; training completed; UAT under progress
Unified Mobile Application	Common access layer across DGMA services	Phased roadmap prepared
ERP-SPFO	Provident-fund, finance, portal, mobile, MIS and technical support	Requirements/design stage; HLDD/SDD under review. Development under progress. Beta live by January 2027
ERP-SWFS	Scheme, fund, finance, portal, mobile, MIS and support	Requirements/design stage; HLDD/SDD under review. Development under progress. Beta live by January 2027

Digital initiative	Purpose and scope	Status
24×7 Grievance Redressal	Grievance registration, assignment, escalation and closure	UAT completed; beta released; Go live report submitted
Crisis Response and Seafarer Tracking	Crisis-case management and coordination	UAT completed; beta released; Go live report submitted
RPSL Module and Authentic Job Portal	RPSL regulation, inspections, compliance and jobs	Beta release by 30th Oct 2026
B-SID 2.0	End-to-end biometric seafarer identity	Operational
e-Pariksha	Complete examination, assessment and CoC lifecycle	Examination/evaluation live from April 2025; registration, eligibility, booking and result modules live since May 2026
MTI Module with Common Admission Portal	MTI approvals, courses, batches, faculty, inspections, INDoS and admission	Beta release by 30th Oct 2026
CAS 2.0	Trainee/faculty biometric attendance and analytics	Detailed SRS completed; migration, UAT and security requirements defined
Training Ecosystem	LMS, simulation, Digital TAR, attendance, faculty development and verification	Under procurement for onboarding System Integrator
IMO Strategic Engagement Platform	Committees, agendas, national positions, submissions, outcomes and knowledge	Under development, Beta release by January
SBFA Portal	Assistance applications, scrutiny, claims and approvals	Operational under E Samudra
NAUKOSH	National shipbuilding and ship-repair ecosystem	Requirements and architecture completed; UAT in progress, Beta release by November
Ship Recycling Programme and Portal	DPR, digital blueprint, regulatory framework and implementation support	Under procurement for onboarding System Integrator
Swachh Sagar Portal	Port-readiness assessment and ship-generated-waste management	Upgradation through EIL under progress, Assessment structure prepared; legacy details requested from IRS
National Database for Coastal Shipping	Statutory database of licences, routes, vessels and voyages	FRS, datasets, workshops and SRS iterations completed; onboarding/API collation continuing

Digital initiative	Purpose and scope	Status
IGMSP	Casualty investigation, anonymous reporting, safety content and analytics	Under development for approved modules
Maritime Knowledge Cluster	Maritime knowledge, research and collaboration	CDAC has been appointed as the SI for implementation
Geospatial Platform	Port geospatial framework, standards and layers	186-layer catalogue established; JNPA assessment completed; data awaited
MSW–Sagar Setu	Integrated port-call and IMO FAL reporting	MSW 2.0 live; enhanced Sagar Setu interface operational
LRIT Modernization	Upgrade of NDC Mumbai, DRC Gurugram, security and migration	Modernization proposal prepared; technical specifications and phased migration under finalization
Indian Maritime Compliance Code Platform	Compliance assessment and corrective-action monitoring	Under development/planning
Fleet Monitoring	Vehicle, trip, utilization and over-speed monitoring	Operational; September 2026 evidence available
Visitor Access Management	Digital visitor approval and entry/exit	Deployed
Asset Management Inventory System	Digital asset register with barcode/QR tagging	Assets deployed on the platform

5.1 Detailed Digital-Initiative Position

DGMA's digital initiatives collectively cover the full maritime-service lifecycle, including ship and seafarer regulation, examinations, training, biometric identity, welfare, grievance redressal, crisis management, shipbuilding, ship recycling, coastal shipping, maritime safety and institutional knowledge. Each initiative is presented below in terms of its scope, holistic benefits and current implementation status.

5.2 e-Samudra

Initiative and benefits:

e-Samudra is DGMA's principal transactional e-Governance platform for ship, seafarer and organizational services. It brings together Charter Permission, Multimodal Transport Operators, Sailing Vessel Seamen, shipping entities, survey and certification, ISM/ISPS/MLC audits, Recognized Organizations, service providers, ports, medical practitioners, seafarer services, FAAPP and common internal processes on a unified digital platform.

The initiative provides end-to-end online service delivery through web and mobile channels, digital workflows, online scrutiny and approvals, payments, notifications, certificates,

dashboards and audit trails. It also creates verified ship, seafarer and shipping-entity records that can be reused by other DGMA systems through secure APIs. This reduces repeated data entry, improves consistency, enables paperless processing and provides DGMA with a common regulatory and information backbone.

Progress and status:
e-Samudra has gone live and is under stabilization. DGMA and CMS Technology Ltd. are monitoring production performance, system integrations, migrated records, user support, defects and SLA compliance before transition to steady-state O&M. The contractual framework provides stabilization by month 14, followed by five years of O&M. The platform's service baseline includes at least 99.5% infrastructure availability, 99% API availability, a two-hour Recovery Time Objective and a 15-minute Recovery Point Objective.

5.3 ERP-SPFO and ERP-SWFS

Initiative and benefits:
DGMA is implementing centralized ERP solutions for the Seamen's Provident Fund Organisation and the Seafarers' Welfare Fund Society.

ERP-SPFO digitizes provident-fund contributions, member records, withdrawals, final settlements, fund management, financial accounting, member services, MIS, mobile access and technical support. ERP-SWFS digitizes welfare-scheme applications, beneficiary verification, fund management, financial accounting, benefit disbursement, web and mobile services, dashboards and technical support.

The two systems use a common cloud, integration, reporting, document and cybersecurity architecture but retain separate statutory and financial workflows. This arrangement avoids duplication of the technology platform while preserving the distinct legal, accounting and beneficiary-service requirements of SPFO and SWFS. The ERPs will improve processing time, reconciliation, contribution and benefit visibility, stakeholder communication, financial control and auditability.

Progress and status:
Both systems are in the design and development stage.

For ERP-SPFO, the principal requirement documents were completed through May 2026. The first four module-level SRS documents were submitted on 23 July 2026, while the Web Portal and Technical Support SRS documents were submitted on 28 July. The HLDD was shared on 27 May and the SDD on 28 July 2026. The Mobile Application draft was submitted on 31 July.

ERP-SWFS similarly progressed through the FRS, SRS, HLDD and SDD stages by July 2026. Design reviews have been conducted and development is continuing.

The controlling schedule for both ERPs is:

- design and development: June–October 2026;

- beta release and UAT: 10 December 2026; and
- deployment and go-live: 10 February 2027.

5.4 e-Navik

Initiative and benefits:
e-Navik is DGMA's integrated digital programme for 24×7 grievance redressal, crisis response and seafarer tracking, regulation of Maritime Training Institutes and regulation of Recruitment and Placement of Seafarers Licence agencies.

The four modules use common INDoS-based identity, notifications, document services, escalation mechanisms, audit trails, dashboards and secure integrations. However, each module retains its distinct regulatory and operational workflow. The programme provides DGMA with a common platform for seafarer protection, crisis intervention, training regulation and recruitment oversight while reducing dependence on manual records and fragmented communication.

5.5 24×7 Grievance Redressal and Crisis Response

Initiative and benefits:
The Grievance Redressal Module manages grievance registration, classification, assignment, communication, escalation, resolution, closure and feedback. It provides age-wise pendency and management dashboards and supports complaints received online or through assisted channels.

The Crisis Response Module, including the Seafarer Tracking Dashboard, manages maritime and seafarer emergencies through structured case registration, severity assessment, tracking of affected seafarers, coordination with relevant stakeholders, interventions, communication, escalation and closure.

Together, the two modules provide DGMA with round-the-clock visibility of grievances and crises, improve accountability for action and strengthen protection of seafarers and their families.

Progress and status:
Both modules have completed SRS, UAT, beta release and go-live.

- The Grievance Redressal SRS was finalized on 27 January 2026, UAT was completed on 2 April, beta was released on 15 May, and the module went live on 15 August 2026.
- The Crisis Response SRS was finalized on 3 February 2026, UAT was completed on 3 June, beta was released on 1 July, and the module went live on 15 August 2026.

5.6 MTI Module and Common Admission Portal

Initiative and benefits:
The MTI Module digitizes the complete regulatory lifecycle of Maritime Training Institutes. It

covers in-principal approval, course approval, MTI profiles, batches, faculty, inspections, annual fees, INDoS processing, certificate generation and verification, corrections, premises shifting, profile changes, approval extensions and revival.

The Common Admission Portal links candidates with approved MTIs, courses and batches. Integration with CAS 2.0, examinations and certification creates continuity from admission and attendance through training, assessment and certification.

The initiative improves transparency of MTI approvals and inspections, standardizes batch and faculty records, strengthens training-quality oversight and helps candidates verify approved institutions and courses.

Progress and current status:
The SRS was finalized on 6 February 2026. The programme is in the UAT and final development stage. Beta release is scheduled for 25 October 2026 and go-live for 1 December 2026. The UAT date range displayed in the source schedule is internally reversed and requires correction in the approved project plan.

5.7 RPSL Module and Authentic Job Portal

Initiative and benefits:
The RPSL Module digitizes licensing, renewal, inspections, compliance, suspension, withdrawal, profile changes, fees, bank guarantees, sign-on/sign-off, Form 1, Articles of Agreement, sea-service corrections and appeals.

The Authentic Job Portal provides an official, regulated channel for maritime employment opportunities. It supports DGMA's efforts to reduce fraudulent job offers, illegal placement fees and recruitment through unlicensed agents.

The combined initiative improves regulatory visibility, links recruitment activity with approved RPSLs, strengthens seafarer protection and supports transparent monitoring of recruitment and placement practices.

Progress and status:
The SRS was finalized on 9 February 2026. Phase I beta has been completed, and Phase II was scheduled for 30 October 2026. The source schedule shows beta on 15 October 2026 and go-live on 1 December 2027. The displayed go-live date and the reversed UAT date range require confirmation against the latest approved project schedule.

5.8 B-SID 2.0

Initiative and benefits:
B-SID 2.0 is DGMA's biometric seafarer-identity platform. It manages new, renewal, duplicate, replacement and correction applications; payments; appointments; document verification; biometric capture; approval; chip encoding; printing; dispatch; public verification; MIS and grievance redressal.

The platform integrates with INDoS and CDC and complies with the international biometric identity framework under ILO Convention C-185 and ICAO Document 9303. It provides a secure, traceable and internationally recognized identity mechanism for Indian seafarers while preventing duplication of basic seafarer identity records.

Progress and status:
B-SID 2.0 is operational through C-DAC. DGMA is using the platform for the complete identity-document lifecycle, supported by controlled biometric-capture and card-printing applications, public SID checking, audit trails and grievance escalation.

5.9 e-Pariksha

Initiative and benefits:
e-Pariksha is DGMA's end-to-end digital platform for maritime competency examinations, assessment and Certificate of Competency issuance. Its eight modules cover User Registration, Eligibility Assessment, Seat Booking, Question Bank Preparation, Conduct of Examination, Evaluation and Re-evaluation, Misconduct Management, and Result Publication and CoC issuance.

The platform uses barcoded answer scripts, secure scanning, encryption and digital evaluation. It improves examination integrity, reduces manual handling, provides traceability across the examination lifecycle and shortens the time required for evaluation, results and certification.

Progress and status:
Conduct of Examination and Evaluation/Re-evaluation went live through the MMD Noida pilot in April 2025. User Registration, Eligibility Assessment, Seat Booking and Result/CoC modules have been live since May 2026. DGMA has engaged IIT Bombay for an independent audit and assessment of the examination processes.

5.10 CAS 2.0 and Training Ecosystem

Initiative and benefits:
CAS 2.0 provides centralized face-biometric attendance for trainees and faculty at approved MTIs. It includes enrolment, attendance, offline synchronization, MIS, alerts and verification APIs for Exit Examination and e-Learning.

The e Navik Portal remains the authoritative source for INDoS, seafarer photographs, MTIs, courses and batches. CAS uses this verified information for attendance and reporting instead of creating separate master records.

The wider Training Ecosystem links CAS 2.0 with the Learning Management System, web-based simulators, Digital Training and Assessment Records, faculty development, e-Pariksha, certification and online verification. This creates a connected training pathway from admission and attendance through learning, assessment, examination and certification.

Progress and status:
The detailed CAS 2.0 SRS has been completed, including biometric, performance, migration, UAT, privacy and cybersecurity requirements. The system is progressing under the approved implementation plan, including migration from CAS 1.0, biometric enrolment, integrations, UAT, VAPT and Safe-to-Host certification.

5.11 NAUKOSH (Comprehensive Ship Building Portal) and Shipbuilding Financial Assistance Portal

Initiative and benefits:
NAUKOSH is DGMA's national digital platform for the shipbuilding and ship-repair ecosystem. It provides organizational profiles, capability mapping, search, dashboards, analytics, collaboration, scheme information, training and policy support.

The platform improves visibility of Indian shipyards, repair facilities, manufacturers, designers, ancillary industries, classification societies, financial institutions, training organizations and other stakeholders. It supports domestic capability discovery, collaboration, programme monitoring and evidence-based policy formulation.

The Shipbuilding Financial Assistance Portal operates separately for scheme-specific applications, scrutiny, milestone claims and approvals. The two platforms reuse approved shipyard, organization and project information while retaining their distinct purposes.

Progress and current status:
The contract was signed on 9 April 2026. The requirements, architecture, API framework and UI/UX stages have been completed. Beta/UAT was scheduled for 15 October, the security audit for 14–19 October and the stakeholder pilot for 22 October 2026. Deployment is scheduled for 12 November and production go-live for 16 November 2026.

5.12 Ship Recycling Programme and Portal

Initiative and benefits:
The Ship Recycling Programme combines regulatory and policy review, Digital Blueprint, DPR, National Action Plan, training and capacity-building framework, RFP preparation and implementation support.

The proposed digital platform will manage ship and project registration, statutory documents, approvals, inspections, compliance findings, corrective actions and reporting. It will strengthen regulatory traceability, support compliance with the Hong Kong Convention, improve monitoring of recycling facilities and provide DGMA with consolidated programme information.

Progress and status:
KPMG has been onboarded as consultancy firm for Digital Blueprint and REOI shall be published for Onboarding SI for the Portal.

5.13 Swachh Sagar Portal

Initiative and benefits:
Swachh Sagar addresses port readiness and digital monitoring of ship-generated waste. It begins with an assessment of the existing portal, port practices, data, infrastructure, integrations, hosting and security.

The assessment will provide the operational and technical basis for the upgraded portal. This prevents DGMA from replacing the existing system without understanding current gaps, migration requirements and port readiness.

Progress and status:
A 15-month readiness-assessment schedule has been prepared. Kick-off will take place within 10 days of award, data collection will continue up to month six, port visits and the draft report will be completed during months 7-12, and the final report during months 13 - 15. DGMA has requested the legacy portal's technical and database information from IRS.

5.14 National Database for Coastal Shipping

Initiative and benefits:
NDCS is being established under Section 9(2) of the Coastal Shipping Act, 2025. It covers licences, approved routes and services, vessel information, voyage data and monthly public updates.

The database will provide DGMA with a reliable national view of coastal-shipping activity and support policy, planning, performance monitoring and public information. It reuses vessel, voyage, route and cargo information from e-Samudra and MSW–Sagar Setu, avoiding another operator-reporting channel.

Progress and status:
The FRS was shared on 20 February 2026, datasets on 1 April, and stakeholder workshops were held during April. SRS iterations continued from June to August. Draft rules, KPIs and data fields were shared on 11 October 2026. System Integrator onboarding and API collation were in progress during October. Design, development and go-live are planned within five to six months of onboarding, with an indicative March–April 2027 go-live horizon.

5.15 Indian Global Maritime Safety Platform

Initiative and benefits:
IGMSP is DGMA's integrated maritime-safety platform. It combines casualty investigation, safety dashboards, safety circulars and documents, training content, anonymous reporting and predictive risk analytics.

The platform provides one traceable environment for case investigation, evidence, recommendations, action-taken monitoring, safety learning and management analytics. It

reduces fragmented casualty records, improves follow-up of safety recommendations and supports proactive identification of maritime risks.

Progress and status:
FRS documents have been signed off. SRS for Casualty Investigation and Anonymous Reporting have also been approved. Safety Circular and Training Module wireframes are approved; development has commenced for approved modules and TapRooT trial testing is underway. Requirements and SRS are complete, development is in progress and the implementation target is February 2027.

5.16 Geospatial Platform

Initiative and benefits:
The Geospatial Platform establishes common GIS standards and spatial layers for Indian ports. It integrates navigational, operational, infrastructure, environmental, security and compliance information.

The platform will improve data consistency across ports, support planning and ISPS/NSPC monitoring and provide a common geospatial foundation instead of separate GIS structures for every port or application.

Progress and status:
The revised catalogue contains 186 layers across 17 categories, including 100 critical-priority layers. JNPA is the PoC port. The site visit was completed on 24 September 2026 and the technical assessment on 29 September. Approximately 40 JNPA layers align with the revised catalogue, while 146 require sourcing or development. Source datasets remained awaited and the populated PoC was pending as of 16 October 2026.

5.17 MSW - Sagar Setu

Initiative and benefits:
MSW–Sagar Setu provides a single digital entry point for ship owners, operators and agents to submit port-call information and IMO FAL forms to authorized agencies.

The platform reduces repeated submissions, improves transparency of maritime formalities and provides a common exchange mechanism for ports, Port Health, Immigration, Customs and other authorities.

Progress and status:
MSW 2.0 has been live since 23 January 2026. The enhanced MSW–Sagar Setu interface went live on 15 August 2026. Improvements covering VCN amendment and cancellation, draft saving, PHO-stage editing, field corrections and cargo integration are in progress. Immigration onboarding was planned for October - November 2026, followed by priority upgrades in December. The headline and port-wise compliance figures for September require reconciliation before final reporting.

5.18 LRIT Modernization

Initiative and benefits:
The LRIT modernization programme upgrades the National Data Centre in Mumbai and Disaster Recovery Centre in Gurugram. It covers servers, storage, networks, connectivity, portal and GIS improvements, backup, WAF, SIEM, Database Activity Monitoring, video wall and end-user equipment.

The modernization will strengthen operational continuity, cybersecurity, disaster recovery and supportability of India's long-range vessel-tracking system.

Progress and status:
DGMA has prepared the modernization proposal and is finalizing technical specifications, quantities, techno-commercial evaluation and the phased migration plan. The work is being aligned with the expiry of the existing C-DAC Mumbai contract in January 2027.

5.19 Maritime Knowledge Cluster and Indian Maritime Compliance Code Platform

Initiative and benefits:
The Maritime Knowledge Cluster provides a common environment for maritime research, institutional knowledge and collaboration. The Indian Maritime Compliance Code Platform digitizes compliance requirements, assessments, evidence, observations, corrective actions and reporting.

Together, these initiatives strengthen institutional knowledge, compliance traceability and consistent access to maritime information.

Progress and status:
Both initiatives remain under development and planning within the Nautical Wing portfolio. The supplied project records do not contain a validated detailed implementation schedule.

The Maritime Knowledge Cluster has been awarded to CDAC Mumbai, Centre of Excellence.

5.20 IMO Strategic Engagement Platform

Initiative and benefits:
The platform digitizes India's complete engagement lifecycle with IMO and other international maritime bodies. It manages users, committees, meetings, agendas, working groups, tasks, technical documents, comments, national positions, submissions, outcomes and follow-up.

The platform replaces fragmented email and document coordination with one secure, role-based and traceable institutional repository. It preserves India's historical positions and improves deadline, task and submission monitoring.

Progress and status:
The inception meeting was completed on 18 May 2026. The second FRS/SRS draft was recorded on 17 July 2026, while architecture and cloud deliverables were under review. Currently the Platform is under development phase and shall be Beta live by January 2027. Post that Training, Security Testing shall be done.

5.21 Website and Social-Media Outreach

DGMA's beta website has operated since 7 August 2025 and records more than 3,500 visitors per day. The website serves as the authoritative source for circulars, advisories, regulatory information, branch content and links to digital services.

DGMA's official social-media channels collectively account for 2,05,840 followers. The available platform figures record reach above 7.08 lakh, engagements above 15,600 and views above 5.74 lakh.

Platform	Followers	Reach	Engagements	Views
Instagram	86,610	197,000+	4,100+	405,000+
LinkedIn	41,874	329,000+	5,900+	1,900+
X	34,939	59,000+	153+	--
Facebook	27,615	123,000+	5,400+	166,000+
YouTube	9,209	--	53+	1,300+
WhatsApp Channel	5,593	--	--	--

DGMA is implementing four focused campaigns:

- **24×7 Grievance Redressal:** principal video published on 15 July 2026;
- **Zero Tolerance in Maritime Crewing Fraud:** launched on 15 October 2026;
- **Zero Tolerance in Maritime Training Fraud:** scheduled for launch on 25 October 2026; and
- **Join Merchant Navy:** preparatory and campaign activity scheduled through November and December 2026.

The outreach programme operates through branch validation, weekly review, monthly analytics and quarterly strategy. It is directly linked to the adoption of DGMA's regulatory and e-Governance systems, rather than functioning as a standalone publicity assignment.

6. International Cooperation

6.1 Activities completed during the month

1. MoU between MoPSW and WMU has been signed on 6th October 2026.
2. Indian Pavillion Calendar with International, Domestic , ILO, IMO Events.
3. Proposal for India Hosting the Diplomatic Conference for Adoption of the Comprehensive Review of the STCW Convention and Code Amendments in 2029 – 30
4. IMO Regional Presence Office Proposal
5. Preparation in the India-Cyprus Maritime Engagement report and presentation.

6.2 Specific Updates:

1) International Maritime Organization (IMO)

DGMA is strengthening India's representation and participation at the International Maritime Organization (IMO) through dedicated representation in London, institutional linkages with the World Maritime University (WMU), digital tracking of IMO work and proposals to host IMO events and presence in India.

Current Status

- **Domain representative at HCI London:** A letter dated **06.10.2026** was received from MoPSW for deployment of Capt. Harinder Singh to the High Commission of India, London. International Cooperation is supporting Capt. Harinder Singh in preparing for the assignment.
- **C.P. Srivastava Chair at WMU:** The MoU between MoPSW and WMU was signed on **06.10.2026**. The draft advertisement for the Chair is to be sent to MoPSW by **23.10.2026**.
- **Deployment of SPO at IMO, London:** Queries from MoPSW on the roles and responsibilities of the SPO were received on **04.08.2026**, and a reply addressing them was sent on **10.08.2026**.
- **IMO Calendar 2027–28:** The draft calendar was shared with CS, NA and CSS for nominations.
- **Diplomatic Conference on the STCW Convention and Code:** The proposal for India to host the Diplomatic Conference for adoption of the comprehensive review of the STCW Convention and Code amendments was presented to JS (Ports) and a representative of MEA on **13.10.2026**. MEA will examine the proposal and convey its inputs and concurrence. An updated presentation is being prepared, covering: (a) key takeaways from the procedure followed by the Philippines for hosting the Manila Conference in 2010; (b) the process for obtaining formal IMO approval; (c) the strategic justification, including India's seafaring targets and long-term benefits; and (d) the steps, indicative timelines and approvals required. It will be submitted by October 2026.

- **IMO Regional Presence Office:** The proposal was submitted to MoPSW for review on **06.10.2026**.

2) International Labour Organization (ILO)

International Cooperation is supporting Crew Branch on the international and labour-policy aspects of abandonment, detention and criminalisation of Indian seafarers, including matters relating to the ILO. Case-wise statistics are reported under Crew Branch (Abandonment).

Current Status

- A report on abandonment was sent to MoLE on **03.09.2026**, seeking its inputs on the matter and clarification on whether MoLE deals with seafarer abandonment issues and issues relating to the ILO.
- Documents for the meeting with the Ministry of Labour on **07 - 08.09.2026** are being prepared in coordination with Crew Branch.
- An "Others + ILO" module is under development in Phase 2 of the IMO India Shadow Portal.

3) Bilateral Engagements

DGMA is updating country dossiers and identifying key areas of engagement with important maritime nations. Inputs are being coordinated for India's maritime and trade engagements with Russia, Israel, the UK, Greece, BRICS countries, Canada, Bulgaria, the Democratic Republic of the Congo, Japan, EFTA, Bangladesh, Poland, South Korea and Iran. These cover bilateral meetings, maritime dialogues, trade negotiations, market access, technical cooperation, capacity building, proposed MoUs, joint working groups and follow-up on agreed action points.

Current Status

Inputs were provided for the following bilateral engagements (JWG/JCM/JTC/JEC/JCEC):

- Approved agenda of the India–Bangladesh JWG meeting.
- Visit of the delegation led by the Hon'ble Minister of Ports, Shipping and Waterways to South Korea and Japan (October 2026).
- Incoming visit of the Prime Minister of Poland to India.
- India–Portugal Foreign Office Consultations.
- Proposed India–Bulgaria JCESTC.
- Proposed India–Iran MoU in the field of Fisheries and Aquaculture.
- 19th India–Vietnam Joint Commission Meeting.

Inputs were provided for the following trade negotiations and agreements:

- **India–Canada CEPA:** Mandate on Product Specific Rules of Origin for Chapter 84 and Chapter 89 tariff lines.
- **India–Israel FTA:** Market Access Offer for Maritime Transport Services.

India–Cyprus: Support was provided in preparing the India–Cyprus Maritime Engagement report and presentation. Preparations for the Indian Maritime Business Forum, scheduled for **23.11.2026**, are ongoing.

4) Multilateral Platforms

Current Status

- Inputs were provided for the Third Trade Policy Review of the Democratic Republic of the Congo.
- Inputs were provided for the presentation at the Opening Session of the India–EFTA Prosperity Summit 2026.
- Engagements with OCIMF, INTERTANKO, IOPC Funds, IIMCA, the International Group of P&I Clubs and other organisations: Previous reports and records are being collated to determine the way forward with each organisation.

5) India Pavillion

World Maritime Day (Busan, South Korea) – Brief note on the curated Pavilion strategy was prepared and Shri Ravi Moka, SS attended the Event along with Hon'ble Minister MoPSW

Brief note on the framework for selection of Strategic pillars/ themes for Unified India Pavilion for the prioritized events has been sent to MoPSW as part of the Oct'26 Weekly reports. The Strategy document for Posidonia 2027 is under preparation and shall be submitted.

Updated 3 year Annual Maritime Calendar comprising World Maritime Weeks, IMO events/ meetings, and domestic events has been prepared.

6.3 Branch Goals:

International Cooperation Branch

Sr. No.	Activities / Initiatives under the Branch	6 Months
1	Deployment of Permanent Domain Representative at HCI, London	November 2026
2	One Day Workshop in Delhi	December 2026
3	Establishment of Chair/Fellowship at WMU: Filling of post	May 2027
4	Development of the IMO Strategic Engagement Portal (Shadow Committee Module)	December 2026
5	Formation of Ocean-I	January 2027
6	Deployment of SPO at IMO	February 2027
7	Onboarding of CSR Aggregator through RFP	January 2027
8	Expansion of Shadow Committees	November 2027
9	Submission of Revised Proposal for India Hosting STCW Convention 2031	September 2026
10	IMO Regional Presence Office Proposal	November 2027

7. Maritime Environmental & Statutory Services Wing (Engineering Wing)

7.1 Flag State Inspection (FSI):

During the period January to September 2026, a total of 525 Flag State Inspections (FSI) were carried out, resulting in 21 detentions, corresponding to a detention rate of 4.0%. In September 2026, 51 FSI inspections were conducted, resulting in 6 detentions and a detention rate of 11.8%.

Category	Jan 2026 to Sept 2026	Sept 2026
Inspection	**525**	**51**
Detention	21	6
Detention Rate	**4%**	**11.8%**

7.2 Port State Control (PSC):

During the period January to September 2026, a total of 472 Port State Control (PSC) inspections of Indian-flagged ships were carried out by foreign administrations, resulting in 31 detentions, corresponding to a detention rate of 6.56%. In September 2026, 86 PSC inspections were conducted, leading to 3 detentions and a detention rate of 3.5%.

Category	Jan 2026 to Sept 2026	Sept 2026
Inspection	**472**	**86**
Detention	31	3
Detention Rate	**6.56%**	**3.5%**

7.3 PSC Abroad:

During the period January to September 2026, a total of 107 inspections of Indian-flagged ships were carried out by foreign Port State Control authorities, resulting in 3 detentions, corresponding to a detention rate of 2.8%. In September 2026, 3 inspections were

conducted and no detentions were recorded, resulting in a detention rate of 0% for the month.

Category	Jan 2026 to Sept 2026	Sept 2026
Inspection	**107**	**3**
Detention	3	0
Detention Rate	**2.8%**	**0%**

Tokyo MoU

During the period January to September 2026, a total of 67 inspections of Indian-flagged ships were carried out under the Tokyo MoU regime, resulting in 2 detentions, corresponding to a detention rate of 2.9%. In September 2026, 6 inspections were conducted and no detentions were recorded, resulting in a detention rate of 0% for the month.

Category	Jan 2026 to Sept 2026	Sept 2026
Inspection	**67**	**6**
Detention	2	0
Detention Rate	**2.9%**	**0%**

Paris MoU

During the period January to September 2026, a total of 15 inspections of Indian-flagged ships were carried out under the Paris MoU regime, with no detentions recorded, resulting in a detention rate of 0%. In September 2026, 2 inspections were conducted and no detentions were recorded, maintaining a detention rate of 0% for the month.

Category	Jan 2026 to Sept 2026	Sept 2026
Inspection	**15**	**2**
Detention	0	0

Category	Jan 2026 to Sept 2026	Sept 2026
Detention Rate	**0%**	**0%**

7.4 International Safety Management (ISM)

During the period January to September 2026, a total of 76 DOCs, 135 SMCs and 8 DDOCs were issued by DGMA under the provisions of the International Safety Management (ISM) Code. In September 2026, 9 DOCs, 13 SMCs and 1 DDOC were issued.

Category	Jan 2026 to Sept 2026	Sept 2026
DOC Issued	**76**	**9**
SMC Issued	135	13
DDOC Issued	**8**	**1**

7.5 Life Saving Appliances (LSA), Fire Fighting Appliances (FFA) & Bunker Suppliers certification

During the period January to September 2026, a total of 5 Life-Saving Appliances (LSA) approvals/certifications, 23 Fire-Fighting Appliances (FFA) approvals/certifications, and 39 Bunker Supplier Registrations were issued. In September 2026, 2 FFA approvals/certifications and 3 Bunker Supplier Registrations were issued, while no LSA approvals/certifications were issued during the month.

Category	Jan 2026 to Sept 2026	Sept 2026
LSA	**5**	**0**
FFA	23	2
Bunker	**39**	**3**

7.6 Issuance of Certificates of Proficiency (CoP)

During the period January to September 2026, a total of 14,866 Certificates of Proficiency (CoPs) were issued across various categories of ratings, including Able Seafarer Deck/Engine (Able CoP), Watchkeeping, IGF, Liquefied Gas, and Oil & Chemical Tanker Operations. The highest number of certificates were issued for Oil & Chemical Tanker Operations (4,500), followed by Watchkeeping (3,011), IGF (3,075), Liquefied Gas (2,673), and Able CoP (1,607).

In September 2026, a total of 1,516 CoPs were issued, comprising 162 Able CoPs, 363 Watchkeeping CoPs, 348 IGF CoPs, 230 Liquefied Gas CoPs, and 413 Oil & Chemical Tanker CoPs.

Category	Rating Certificate Issued from Jan 2026 to Sept 2026	Rating Certificate Issued in Sept 2026
Able COP	**1607**	**162**
Watchkeeping	**3011**	**363**
IGF	**3075**	**348**
Liquefied Gas	**2673**	**230**
Oil & Chemical	**4500**	**413**

7.7 STCW CERTIFICATES OF COMPETENCY (CoC) ISSUED

In the year 2026, a total of 3396 Certificates of Competency (CoCs) were issued across the various grades. In the month of September for foreign going, 72 MEO CL-I, 108 MEO CL-II, 159 MEO CL-IV and 34 ETO CoCs were issued.

S. No.	Grade/Category	Jan 2026 to Sept 2026	Sep-26
1	MEO CLASS - I	513	72
2	MEO CLASS - II	882	108
3	MEO CLASS - IV	1558	159
4	ELECTRO TECHNICAL OFFICER	388	34
5	MEO CLASS - I NCV (CEO)	2	2

S. No.	Grade/Category	Jan 2026 to Sept 2026	Sep-26
6	MEO CLASS - II NCV (SEO)	1	1
7	MEO CLASS - III (NCV-CEO)	17	4
8	MEO CLASS - III (NCV-SEO)	17	0
9	MEO CLASS - IV (NCV)	18	2
	Total CoCs Issued	**3396**	**382**

7.8 DGMA Circulars issued

Engineering EAC (Examination, Assessment and Certification) Branch Circular 65 of 2026, dated 29.09.2026, provides clarification on TEAP Manual Part A, Chapter III, regarding the issuance of steam or motor endorsements to existing MEO Class I and Class II CoC holders. It enables eligible candidates who complete an approved Steam/Motor Power Plant Simulator Course to be exempted from additional qualifying sea service and appear directly for the MEO Class IV oral examination. The circular establishes a streamlined pathway for marine engineers to acquire dual-propulsion qualifications while maintaining prescribed competency standards.

DGMA NT/ENG Circular 64 of 2026 – Extension of Validity of STCW Certificates

DGMA NT/ENG Circular 64 of 2026, dated 28.09.2026, extends the validity of specified STCW certificates by three months from their original expiry date, or until the seafarer signs off the vessel. The measure applies to eligible Indian seafarers serving on Indian- or foreign-flagged vessels who are unable to renew or revalidate their certificates because of the continuing security situation in the Red Sea, Gulf of Aden, Black Sea and Middle East/West Asia region.

7.9 Workshop on Safety First at Sea: Enhancing Safety & Compliance Standards across Indian Shipping

A workshop on Port State Control (PSC), Flag State Implementation (FSI), and the International Safety Management (ISM) Code was conducted by the Engineering Wing on 13 October 2026. The workshop was attended by Designated Persons Ashore (DPAs) from shipping companies, shipowners, Classification Societies, and other key maritime stakeholders.

During the workshop, the importance of maintaining zero detentions through the end of 2026 to secure India's entry into the Paris MoU White List in 2027 was emphasized. Discussions focused on the implementation of a nationwide PSC Readiness Programme, including the adoption of standardized inspection checklists, digital reporting mechanisms, and regular capacity-building and training initiatives.

The participants also deliberated on measures for targeted monitoring of high-risk and underperforming vessels to prevent detentions, analysis of recurring PSC deficiencies, and the implementation of appropriate corrective and preventive actions. Emphasis was placed on strengthening coordination among DGMA, shipowners, DPAs, and Classification Societies to enhance compliance, improve safety performance, and support India's White List objective.

7.10 National Maritime Decarbonisation Policy

The draft policy document was submitted to the MoPSW on 30 June 2026. Subsequently, the document was reviewed by the IPA Advisor and Director(MA), MoPSW, following which it was advised for a comprehensive revision to ensure that the framework is more practical, realistic, and implementable, taking into account current sectoral capabilities, regulatory requirements, and achievable decarbonisation pathways.

7.11 Ship Recycling

Ship Recycling Portal

Key Highlights

The architecture and framework of the modules are being restructured to enhance cross-functional coordination, clearly define roles and responsibilities, improve information sharing, and ensure consistent implementation across all relevant departments.

Sr. No.	Core Module Name	Internal Team Review	Review with Client
1	Digital Platform Governance, Cybersecurity, Open API and IoT Integration Module	Completed	Pending for Review
2	Data Intelligence, Analytics, Decision Support & ESG Governance	Completed	Pending for Review
3	Laws, Rules, Guidelines and Policies	Completed	Pending for Review
4	Recycling Upstream	In Progress	In progress
5	Recycling Midstream	In Progress	In progress
6	Recycling Downstream	In Progress	In progress
7	Business Development / E-Marketplace	In Progress	In progress

8	Stakeholder Registry, Roles and Institutional Interfaces	In Progress	In progress

We are in the process of finalising the EOI document. Upon completion, it will be submitted to KPMG's internal expert teams for review and validation.

Monthly Plan

The REOI will be submitted shortly to DGMA for review and approval, with publication scheduled by 31 October 2026

Regulatory & Compliance Framework

S No	Metric	Status	Remarks
1	Understanding of Relevant Conventions and Legislation	WIP	The Ship Recycling Act, 2019, Rules, 2021, and Regulations, 2026 are being reviewed with reference to the Hong Kong Convention Plus framework and relevant ISO standards.
2	Preparation of Comparative Assessment Checklist	WIP	A comprehensive checklist is currently being prepared.
3	Stakeholder Engagement	WIP	The checklist is under preparation, the RO's meeting has been scheduled, and engagement with GMB, SRIA and GEPIL is ongoing to coordinate the proposed visit.

Key Highlights

The checklist for the As-Is and Gap Assessment was shared with GMB on 16 October 2026. A follow-up communication was sent on 19 October 2026, and GMB's response is currently awaited.

Monthly Plan

Continue engagement with GMB to facilitate the receipt of the pending information and supporting documents required to complete the As-Is and Gap Assessment.

The analysis and assessment of the findings against the HKC+ framework, encompassing applicable Indian regulations mapped with relevant ISO standards and HKC requirements, is currently underway. Upon completion, the assessment will be shared with the relevant stakeholders for their review and consideration.

East Coast Visit

Key Highlights

S No	Metric	Status	Remarks
1	Odisha	Completed	A stakeholder visit to Kendrapara was undertaken to explore potential ship-recycling opportunities and relevant local considerations.
2	Tamil Nadu	Completed	The Tamil Nadu Maritime Board, through its letter No. 2991/S4/2025 dated 8 September 2026, indicated that the proposal is not feasible at this stage
3	West Bengal	In Progress	Coordination with the relevant stakeholders is in progress.

Monthly Plan

Following the West Bengal visit, the inputs gathered from Odisha, Tamil Nadu and West Bengal will be analysed, consolidated and presented in a report

Institute for Ship Recycling and BIS Laboratory/Testing Facility at Alang

Key Highlights

Discussions with the Alang Institute regarding the proposed visit and the pre-feasibility questionnaire are in progress.

Monthly Plan

The visit has been scheduled, and the pre-feasibility questionnaire is being finalised.

EUSRR Compliance for Ship Recycling Yards in Alang

Of the 35 Indian ship-recycling plots assessed by DGMA for inclusion in the European List, three plots across two facilities have been included in the draft List, while the remaining applicants await EU assessment and intend to progress their compliance processes following this inclusion, as discussed during the Alang visit .

Key Highlights

Coordination with GMB for further details.

Monthly Plan

Continue coordination with GMB, GPCB, GEPIL, and the concerned ship recycling facilities to facilitate the timely completion of the assessment process.

7.12 Action Plan for 6 months/2 Year/5 Year

Activity	6 Month	2 Year	5 Year
Ship Recycling	Complete DSAR for all HKC SoC yards by December 2026 and strengthen monitoring of continued HKC compliance Classify and benchmark all licensed ship-recycling facilities based on compliance, safety, environmental and sustainability parameters. Initiate the National Ship Recycling Portal and digital IHM framework. Undertake capacity building for relevant ISO/environmental standards, facilitate eligible FSDF support, and provide targeted assistance to yards for HKC compliance and upgrading.	Facilitate EU Ship Recycling Regulation (EU SRR) readiness of Indian yards, with an initial target of at least 25% of HKC-compliant yards progressing towards EU SRR approval/listing . Operationalise the National Ship Recycling Portal and proposed National Ship Recycling Institution at Alang. Move towards 100%HKC compliance across licensed yards and implement a structured EU SRR readiness/upgradation programme.	Develop EU SRR-compliant ship recycling capacity beyond Alang, including establishment of compliant recycling facilities on the Eastern Coast, supporting geographically diversified ship-recycling capability Position India as a global centre for safe, environmentally sound and circular ship recycling. Progressively integrate lifecycle MRV, carbon-footprint and resource-recovery metrics Facilitate BIS-certified green/recycled steel from ship recycling.
Ship Recycling Portal	Finalise Functional Requirement Specification(FRS)/Business Requirement Specification (BRS) and onboard the System Integrator. Develop integration architecture for yard registration, approvals,	Portal Go-Live by Sep 2027 as a single window for yard registration,IHM, inspections, audits, compliance and FSDF monitoring	Regular upgrades of the Portal, including digital IHM, data analytics and sustainability monitoring

	surveys, IHM and FSDF-related processes.		
National Maritime Decarbonization Policy Framework	Draft policy document Submitted to MoPSW on 24.06.2026. All pillars are being mapped against MS act and MS rules along with IMO references. A comprehensive document to be submitted to MoPSW.	Operationalise all 8 NMDP pillars with Ministry/agency-wise actions, KPIs and biannual progress monitoring.	Full institutionalisation of all 8 NMDP pillars with KPI/MRV-based monitoring, biannual/annual reporting and completion of the first 5-year NMDP implementation review by 2031
Alternative Fuel Lines	Methanol Bunkering guidelines - Draft Methanol bunkering guidelines submitted to ministry, awaiting approval. Ammonia Bunkering Guidelines to be developed by Dec 2026.	Develop national marine Green certification standard; Initiate Green Fuel Development Zones	Achieve 10% of energy consumed by Indian-registered shipping from zero/near-zero GHG fuels; Establish multi-fuel green bunkering ecosystem and operational international Green Maritime Corridors.
Shore Power Supply	Deliberations on the Policy Framework for Mandatory Shore Power for Coastal Vessels. Ministry issued a draft ADVISORY ON SHORE-TO-SHIP POWER SUPPLY AT INDIAN PORTS and deliberation on the same is in progress.	Phased implementation of Shore Power Supply at Major Ports in line with Harit Sagar Guidelines, with necessary grid and tariff support.	Shore Power Supply coverage across major-port terminal categories, supported by renewable electricity, grid augmentation and appropriate tariff/financing mechanisms.

8. Maritime Operations, Safety and Security Wing (Nautical Wing)

8.1 Ship Operational Safety and Security Division

Maritime Security Branch

The Maritime Security Branch (MSB) of the Nautical Wing (now the Maritime Operations, Safety and Security Wing), Directorate General of Maritime Administration (formerly, Directorate General of Shipping), is the designated institutional authority for the protection of Indian seafarers, Indian-flagged vessels, and foreign-flagged vessels carrying Indian crew against maritime security threats. Originally developed from the Anti-Piracy Branch, it was formally constituted through DGS Order No. 2 of 2023 dated 25 January 2023. The Branch coordinates with the Indian Navy, the Ministry of External Affairs (MEA), the Indian Coast Guard (ICG), different High Commissions, International Maritime Organisation (IMO) and other relevant stakeholders to prevent, monitor and respond to maritime security incidents.

Core Functions

- **Maritime Security Monitoring**: Monitoring piracy, armed robbery, hijackings, geopolitical conflicts and other security threats affecting commercial shipping, particularly in high-risk maritime regions.
- **Incident Coordination and Response**: Coordinating with the Indian Navy, Information Fusion Centre–Indian Ocean Region (IFC-IOR), Indian Coast Guard, MEA, shipowners and other stakeholders during maritime security incidents. The Mercantile Marine Domain Awareness Centre (MMDAC) and DG Communication Centre (DGComm Centre) support continuous monitoring and incident coordination.
- **Issuance of Advisories and Circulars**: Issuing maritime security advisories, circulars and Standard Operating Procedures (SOPs) to inform shipowners, operators, Masters and seafarers of emerging threats and recommended precautionary measures.
- **Seafarer Safety and Preparedness**: Promoting security awareness and training, piracy-awareness measures, emergency response preparedness and compliance with applicable Best Management Practices (BMP) and ship security procedures.
- **Regulatory Compliance and Reporting**: Prescribing and communicating ship-reporting procedures and security-related requirements, including reporting of incidents and coordination with designated maritime security authorities.
- **National and International Cooperation**: Facilitating information-sharing and engagement with government agencies, international maritime organisations, foreign authorities and shipping industry stakeholders to strengthen maritime security cooperation.

8.1.1. Security Data - 2026

Data of Indian-Flagged Vessels and Foreign-Flagged Vessels with Indian Crew Onboard (Data Since: 01.03.2026 to 18.10.2026)

A. SECURITY INCIDENTS

- **Geopolitical Developments and Maritime Security Incidents in 2026**

The maritime security environment in 2026 has been increasingly influenced by geopolitical conflicts, sanctions regimes and disruptions to international shipping. The continuing resurgence of the Russia–Ukraine conflict since February 2022 has led the United States (US), European Union (EU) and United Kingdom (UK) to impose extensive sanctions on Russian energy exports, shipping companies, vessel owners, marine insurers, financial institutions and associated entities. Similarly, longstanding US sanctions against Iran have been expanded, particularly targeting its petroleum and petrochemical sectors, tanker operators and maritime services. These measures have complicated vessel availability, marine insurance, financial transactions and access to shipping-related services, while contributing to the expansion of shadow fleets operating under complex ownership structures and different flags. Concurrently, insecurity around strategic maritime chokepoints like Strait of Hormuz and conflict-affected regions has exposed commercial vessels and seafarers to heightened risks, including attacks, detention and disruption of shipping routes. These developments have significant implications for India, given its dependence on uninterrupted maritime transportation for energy imports and other essential commodities.

During the period from 1 March 2026 to 18 October 2026, a total of 127 vessels were reported to have been affected by maritime security incidents across three key regions: the Strait of Hormuz/Persian Gulf/Gulf of Oman, the Red Sea/Gulf of Aden/Bab-el-Mandeb, and the Black Sea. These incidents resulted in 16 fatalities, 5 missing crew members and 24 injuries. The Strait of Hormuz/Persian Gulf/Gulf of Oman region accounted for 86 affected vessels, including 5 Indian-flagged and 81 foreign-flagged vessels, with 1 fatality, 1 missing crew member and 18 injuries reported. In the Red Sea/Gulf of Aden/Bab-el-Mandeb region, 5 vessels were affected, while the Black Sea recorded incidents involving 36 foreign-flagged vessels, resulting in 5 fatalities, 4 missing crew members and 6 injuries. Overall, the data highlights the significant impact of geopolitical tensions and maritime security threats on commercial shipping and the safety of Indian and foreign seafarers. Below is the data in tabular form:

SECURITY INCIDENTS (Data Since: 01.03.2026 to 18.10.2026)							
Region	**Casualty (Fatality/ Missing) – Crew**		**Injury – Crew**		**Total Incidents – Vessels**		Total (Vessels)
	Crew onboard Indian Flagged Vessels	**Crew onboard Foreign Flagged Vessels**	**Crew onboard Indian Flagged Vessels**	**Crew onboard Foreign Flagged Vessels**	**Indian Flagged Vessels**	**Foreign Flagged Vessels**	
1. Strait of Hormuz/ Persian Gulf / Gulf of Oman	01 Fatality (01 MSV)	10 Fatalities (07 vessels) + 03 Missing (02 vessels)	01 Injury (01 vessel)	17 Injuries (09 vessels)	**05** vessels	**81** vessels	**86** vessels

SECURITY INCIDENTS (Data Since: 01.03.2026 to 18.10.2026)							
Region	Casualty (Fatality/ Missing) – Crew		Injury – Crew		Total Incidents – Vessels		Total (Vessels)
	Crew onboard Indian Flagged Vessels	Crew onboard Foreign Flagged Vessels	Crew onboard Indian Flagged Vessels	Crew onboard Foreign Flagged Vessels	Indian Flagged Vessels	Foreign Flagged Vessels	
2. Red Sea / Gulf of Aden / Bab-el-Mandeb	Nil	Nil	Nil	Nil	**01** (MSV)	**04** vessels	**05** vessels
3. Black Sea	Nil	05 Fatalities (02 vessels) + 02 Missing (01 vessel)	Nil	06 Injuries (04 vessels)	Nil	**36** vessels	**36** vessels
Total (Crew)	**01** Fatality	**15** Fatalities **+ 05** Missing	**01** Injury	**23** Injuries	**06** vessels	**121** vessels	**127** vessels
	16 Fatalities **+ 05 Missing**		**24 Injuries**		**127 vessels**		

1. Strait of Hormuz/ Persian Gulf / Gulf of Oman

A total of 86 vessel-related security incidents were recorded in the Strait of Hormuz, Persian Gulf and Gulf of Oman, resulting in 11 fatalities, 18 injuries and 03 missing Indian seafarers.

Casualty Category	Total Indian Seafarers	No. of Vessels Involved / Details
Fatalities	11	(08 INCIDENTS): SKY LIGHT (2); MKD VYOM (1); SAFESEA VISHNU (1); MSV AL FAIZE NOORE SULEMANI-I (1); MT SETTEBELLO (3); GFS GALAXY (1); AL BAHYAH (1); CAPE DAO (1)
Injuries	18	(10 INCIDENTS): SKY LIGHT (1); LCT AYEH (1); Chiron 7 (2); AL BAHYAH (1); MOMBASA B (2); KAIFAN (1); SENEGAL PROSPERITY (2); CAPE DAO (1); ONE PIECE (6); DP WORLD KAVERI (1)
Missing	03	(02 INCIDENTS): EL GAIA (1); PETRO DOLPHIN (2)

2. Red Sea / Gulf of Aden / Bab-el-Mandeb

A total of 05 vessel-related security incidents were recorded in the Red Sea region, including 01 Indian-flagged MSV. No fatalities, injuries or missing Indian seafarers were reported.

Region	Total Incidents	Total Indian crew onboard	Fatalities	Injuries	Missing
Red Sea	05	39	Nil	Nil	Nil

3. Black Sea

A total of 36 security incidents on foreign flagged vessels in the Black Sea area have been recorded with 05 fatalities, 06 injuries and 02 missing Indian seafarer(s), with details as below:

Casualty Category	Total Indian Seafarers	No. of Vessels Involved
Fatalities	05	2 vessels – GOLDEN LEO (4), OMORFI (1)
Injuries	06	4 vessels – VOLGA 4007 (3), INVICTA (1), ROYAD MAMMADOV (1), ABLE (1)
Missing	02	1 vessel – AGN RAGNAR (2)

PIRACY, HIJACKING & ARMED ROBBERY – SINCE JANUARY 2026

Total Incidents (since January 2026): 07 | Total No. of Vessels Released: 06

Vessel with Indian Crew Currently Hijacked: 01 | Indian Crew Onboard: 11

A total of 7 piracy, hijacking and armed robbery related incidents involving vessels with Indian crew are reflected in the data. As of the latest update, 1 vessel, MT ASANA, remains under captivity, with 11 Indian seafarers onboard. The remaining vessels have been released, have resumed their voyages, or have reported the safe release of their crew. The details of the incidents are as below:

Sr. No.	Vessel	Date of Hijacking	Total Crew	Indian Crew	Release Date
1.	**MT HONOUR 25**	24.04.2026	17	1	29.09.2026 (5 crew deceased incl. 1 Indian; 4 injured)
2.	**MT EUREKA**	02.05.2026	12	4	29.09.2026 (all crew safe)
3.	**MV GOLDEN ARSENAL**	NA (Incident date - 01.07.2026)	21	1	NA (Piracy attack foiled; vessel resumed voyage)
4.	**MT ASANA**	17.07.2026	22	11	Under Captivity

Sr. No.	Vessel	Date of Hijacking	Total Crew	Indian Crew	Release Date
5.	**MV LUTUF**	17.08.2026	10	6	29.08.2026 (all crew safe)
6.	**MT SIBU 1 / SEAMULLET**	20.08.2026	20	16	25.09.2026 (all crew safe)
7.	**MT M REGINA**	27.08.2026	15	07	27.08.2026 (all crew safe)

8.1.2. Safety of Navigation and Radio Communications

Safety of Navigation

The Safety of Navigation Department of DGMA deals with matters relating to safe navigation of ships, including implementation of SOLAS Chapter V, navigational equipment and systems, and voyage planning. It also handles permissions for single voyages and matters relating to safe manning requirements. The department examines technical and regulatory issues, issues guidelines and circulars, and coordinates with ports and other maritime authorities on navigational safety.

Planned Activity

A policy on the deployment of foreign crew on Indian-flagged vessels is also under process.

8.1.3. Safety in Carriage of Cargoes & Dangerous Goods

Cargo Branch, Nautical Wing

The Cargo Branch of DGMA is responsible for regulatory oversight of the safe carriage of cargo by sea in accordance with SOLAS Chapters VI and VII, the IMDG Code, IMSBC Code and MARPOL Annex III. Its functions include approval and authorisation of dangerous goods packaging test centres under the IMDG Code and marine laboratories for testing solid bulk cargoes under the IMSBC Code; implementation of Verified Gross Mass (VGM) requirements for containers; and issuance of circulars, advisories and guidelines on cargo safety. The Branch also undertakes periodic scrutiny, inspection and compliance monitoring of approved laboratories, testing centres and other authorised entities to ensure adherence to prescribed standards and statutory requirements.

1. **Paper submitted to IMO on mandatory underdeck stowage of plastic pellets.** A paper has been submitted to the International Maritime Organization (IMO) proposing a mandatory requirement for the underdeck stowage of plastic pellets carried in freight containers, as already provided for in DGS Circular No. 19 of 2026. The Circular, issued on 03.04.2026 in response to recent incidents of

container loss and pellet pollution along the Indian coastline, requires such containers to be stowed under deck only, prohibits their carriage on deck, and requires packaging at least equivalent to the standards prescribed for dangerous goods under the IMDG Code. Compliance is verified through Flag State and Port State inspections. The submission places India's national experience before the IMO to support the mandatory measures being developed internationally for the maritime transport of plastic pellets, with the aim of reducing the risk of pellet spillage and marine pollution.

Planned Activities

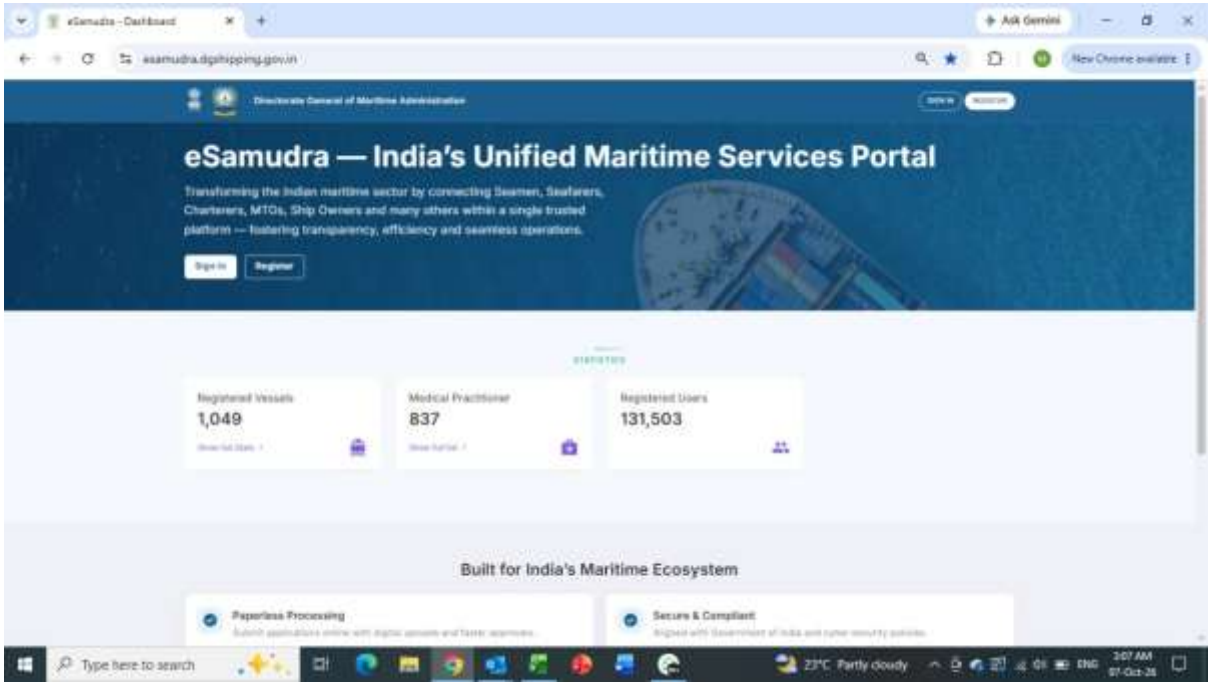
1. **Draft Circular on carriage and packaging of Lithium-ion batteries.** The draft Circular on the carriage and packaging of Lithium-ion batteries is under preparation and is in the pipeline for issue.
2. **Draft Circular for TML laboratories.** A draft Circular for Transportable Moisture Limit (TML) laboratories, on laboratory testing after rain, is under preparation.
3. **IMSBC Code Workshop.** A workshop, the IG P&I DG IMSBC Code Workshop, is scheduled to be held on 7–8 December 2026 at Bhubaneswar, Odisha.

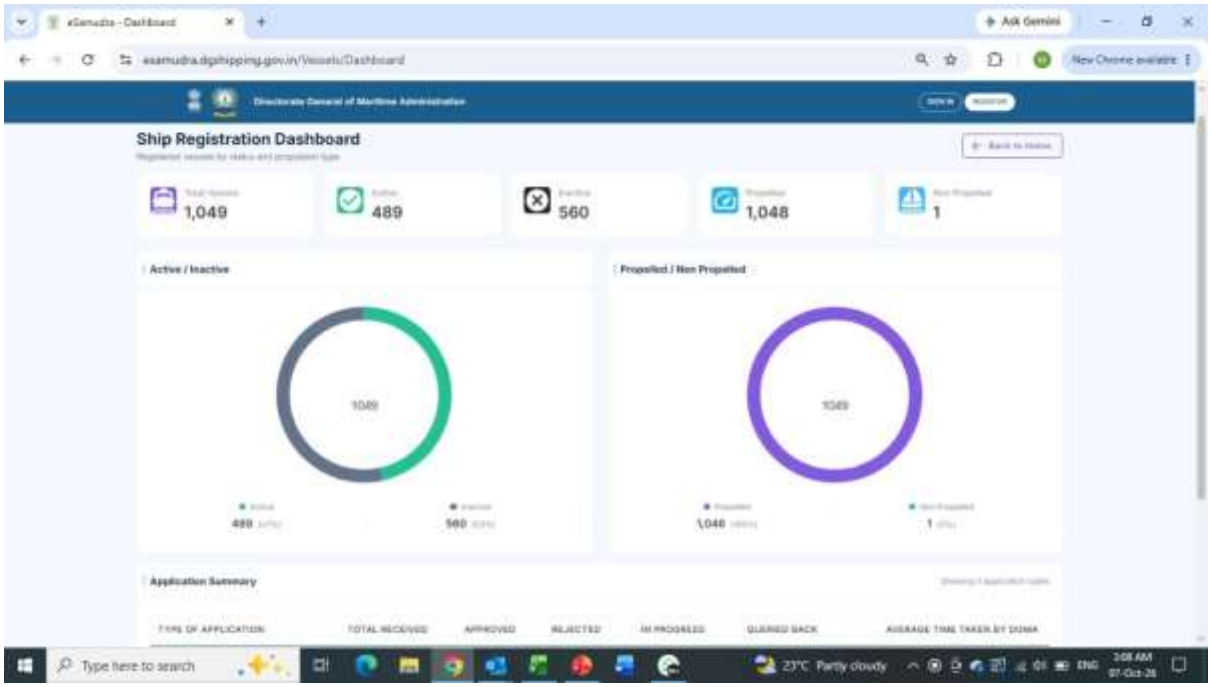
8.1.3. Ship Registration, Ports and Ship Security

Ship Registration Data – As on 30th Sept 2026

- Indian Ships and Tonnage as on 30th September 2026–1616 ships & 14.37 million GT and 23.6 million DWT.
- Total 3 ships with 44,647 GT and 80,257 DWT added & 4 ships with 78,469 GT and 1,18,574 DWT deleted in theIndian Registry during September 2026 (Net addition -1ship & -33,822 GT and -38,317 DWT).
- Under Gift City IFSC tonnage, 1ship registered in September 2026. Total 24 Ships with 9,33,286 GT and15,32,136 DWT are registered under Gift City IFSC Tonnage
- Under Indian Controlled Tonnage (ICT), 2 vessels have been added in September 2026. Total 17 ships 4,16,416GT and 7,28,838 DWT are registered under ICT.
- All ship registration activities done on a same day as per Citizen Charter using e-Samudra portal.
- E-Samudra dashboard for ship registration has been prepared. It will be made live by 20th Oct 2026.

E-Samudra Dashboard





8.1.3.1 Ports and Ship Security

Introduction

DGMA is undertaking activities to strengthen ship and port security through implementation of the International Ship and Port Facility Security (ISPS) Code, coordination with the Central Industrial Security Force (CISF), and coordination on matters relating to the Navigational Safety at Port Committee (NSPC).

Functions

- Implementation and monitoring of ISPS Code compliance at applicable port facilities.
- Coordination with CISF and port authorities for Port Facility Security Assessments (PFSAs), preparation of Port Facility Security Plans (PFSPs), and security inspections.
- Coordination on NSPC-related matters and implementation of decisions concerning navigational safety at ports.
- Capacity-building, training and coordination with stakeholders to strengthen port security.

Key Activities Performed During August–September 2026

a) ISPS and CISF

- Reviewed the PFSA templates for Major Ports and Non-Major Ports shared by CISF and communicated the need for further improvement.
- Directed CISF to submit security assessment reports for Paradip Port and Jawaharlal Nehru Port Authority (JNPA).
- Reviewed the status of port facility security assessments and compliance activities in coordination with CISF
- The 2nd National Port Security Conference 2026 was held on 06.08.2026 at New Delhi, focusing on ISPS compliance, port security arrangements, capacity-building and the proposed BoPS framework.

Activities in Progress

a) ISPS/CISF — Progress at Functional Ports

- The first phase of implementation focuses on 42 functional ports handling coastal cargo and passenger operations, which require security documentation and compliance under the ISPS framework.

The current status of the 10 functional ports for which details are available is as follows:

- **ISPS compliance in progress:** Kakinada Anchorage Port has received PFSA approval, with ISPS compliance expected within two months. At Karwar Port, the NSPC audit is in progress, after which ISPS compliance will be taken up. ISPS

compliance is also in progress at Ulwe-Belapur Port, Indo Energy Port, Ultra Tech Jetty, Infrastructure Logistics Pvt. Ltd., and Old Port, Mundra (GMB), Kutch.

- **Security documentation prepared:** PFSA and PFSP have been prepared for Rameswaram Port, Pamban Port (Ramanathapuram), and Kanyakumari Port (Kanyakumari).

8.2 Casualty Investigation & Emergency Response Division

8.2.1 Marine Safety Investigation & Analysis

The Marine Safety Investigation & Analysis Branch conducts preliminary inquiries and marine safety investigations under Part XI of the Merchant Shipping Act, 2025, in accordance with the IMO Casualty Investigation Code. These investigations aim to identify causal factors and prevent recurrence, not to apportion blame. The Branch also represents India as a Substantially Interested State in investigations led by other States, reports findings to IMO GISIS, and analyses casualty data to share safety lessons with the industry.

Updates for the month of September 2026:

- **Preliminary Investigation (PI) Reports**: Four PI reports of safety investigations have been received from the MMDs for:
  a. MT DAWAN MANSAROVAR (IMO 918776)
  b. MT DHT PANTHER (IMO 9722900)
  c. MV KOTA RUKUN
  d. MV VIENNA (IMO 9222625)
- **OCEAN WINNER Incident**: A draft circular is proposed to be issued for TML Laboratories on cargo testing during rain.
- **IMO Submission, Mandatory CCTV on Ships**: An IMO paper on mandatory CCTV on ships is to be submitted, in view of the growing cases of Man Overboard incidents, as per MSN 02 of 2025.
- **Enclosed Space Entry**: A draft circular on enclosed space entry and requirements for ships is proposed to be issued, with the formal approval of MoPSW.
- **Indian Maritime Casualty Investigation Cell, Permanent Posts**: The proposal for creation of permanent posts was partly approved by the Department of Expenditure on 11.09.2026, with 02 of the 07 posts sought approved. The Personnel Branch will further take up creation of the approved posts.

Major Projects:

- **Indian Global Maritime Safety Platform (IGMSP)**: The Indian Global Maritime Safety Platform is a unified digital platform being developed by the Directorate,

through the Casualty Branch, to strengthen maritime safety management under a "Zero Incident" vision. It will bring together casualty reporting and case management, integrated with DG Comm Centre for emergency coordination; an AI-driven incident database with predictive risk analytics; real-time dashboards tracking 20–25 safety KPIs; a multilingual repository of safety circulars and IMO guidance; and a training module of 30–40 animated safety videos to be hosted over three years.

8.2.2 LRIT & Emergency Response

The LRIT & Emergency Response Branch administers the Mercantile Marine Domain Awareness Centre, comprising the LRIT National Data Centre (NDC) and DGCOMMCENTRE. The NDC has operated since 2009 under SOLAS regulation V/19-1. It tracks Indian ships, shares data with the Indian Navy, Coast Guard and MRCCs, and serves Sri Lanka and Maldives. DGCOMMCENTRE is India's Maritime Assistance Service under IMO Resolution A.950(23) and the 24x7 single point for casualty, distress and SSAS reporting. The Branch supports the Directorate's role as nodal authority for marine incident and emergency response under Part X of the Act.

Updates for the month of September 2026:

- **Engine Failure - M.T. Sea Gull 9**
  On 27 September 2026, the Directorate received information from the Master of M.T. Sea Gull 9 (IMO 9175092, flag Belize). The vessel is a chemical tanker laden with approximately 9,000 MT of crude palm oil and was bound for Paradip. The Master reported loss of propulsion due to main engine failure and a progressive list of 7–10 degrees to port, caused by water ingress into the ballast tanks, at a position approximately 35–40 NM from the Paradip Pilot Station. The Directorate monitored the casualty in liaison with the Indian Coast Guard/MRCC, which retained primary SAR responsibility, and with COMCEN Vizag. ICGS Vishwast remained on scene to evacuate the crew if a distress alert was raised. Concurrently, the Directorate took the following steps:
  - requested the Owners/Managers and the P&I Club (London P&I) to expedite commercial salvage and tug assistance;
  - informed the Flag State; and
  - requested Paradip Port Control to deploy a suitable tug with the Port Pilot on board.

  Tug DOLPHIN No. 25 departed Paradip at 1340 hrs with the Harbour Master on board and reached the site at 1724 hrs. After an external damage assessment and boarding, the tow was connected at 1754 hrs. The initial towline parted, and the tow was re-established at 1830 hrs. Dewatering brought the ingress into the ballast tanks under control. The vessel arrived at Paradip Port at 1300

hrs on 28 September 2026, with the Harbour Master on board and Tug DOLPHIN No. 25 in attendance. The Directorate issued three situation reports during the response, the last of which was the final report of 28 September 2026.

- **IMSO Audit – LRIT System**
  The IMSO Audit of the LRIT NDC, conducted for the period of 01 July 2025 to 30 June 2026, was completed and the audit report was submitted on 30 September 2026.

8.2.3 Insurance, Liability and Compensation

The Insurance, Liability and Compensation Branch oversees compliance with shipowners' liability insurance requirements and the international liability conventions. It coordinates with the International Group of P&I Clubs. It also approves and regulates non-IG insurers and P&I Clubs under the Port Entry Rules, 2012, including the requirement that certificate validity be verifiable online. The Branch supports national initiatives to build domestic marine insurance capacity, including the Bharat Maritime Insurance Pool launched in May 2026 and the proposed domestic P&I Club.

Updates for the month of September 2026:

- The Merchant Shipping (Regulation of Entry of Ships into Coastal waters) Rules, 2026 was notified on 16.09.2026. The rules prescribe criteria for approval of Non-IG P&I entities for vessels to hold a valid insurance certificate while navigating in Indian Coastal Waters.
- A single source procurement note for hiring of 02 Maritime Insurance Experts for Maritime Insurance Support by DGMA though M/s. iCare Insurance Broking Services Private Limited has been prepared and is being pursued actively.
- Meeting held with NIA and GIC Re to seek updates on the progress made with the BMIP policy issuance. As on 30.09.2026, 09 P&I policies have been issued to IV vessels under the BMIP scheme. Total policies issued including Cargo-War and Hull-War is 4,390.

In furtherance of the initiative to strengthen domestic marine insurance capacity, the Bharat Maritime Insurance Pool (BMIP) provides War Risk cover for Cargo and Hull & Machinery (H&M), along with Protection & Indemnity (P&I) cover. As on 28.08.2026, the policy issuance under BMIP was as follows:

Table 1: Policies Issued under BMIP as on 28.08.2026

Sr. No.	Type of Cover	No. of Policies
1	War Risk Cover for Cargo	2,537

Sr. No.	Type of Cover	No. of Policies
2	War Risk Cover for Hull & Machinery (H&M)	55
3	Protection & Indemnity (P&I)	3
	Total: All Covers	2,595

Under BMIP,

- **War Risk Cargo cover** is available up to ₹3,059.43 crore for cargo owned by Indian entities or in which an Indian entity has an insurable interest, where such cargo is destined for or originates from India.
- **War Risk Hull & Machinery (H&M) cover** is available up to ₹2,039.62 crore for Indian-flag vessels or vessels owned, managed and controlled by Indian entities.
- **Full-suite Protection & Indemnity (P&I) cover** is available up to ₹13,906.50 crore for coastal Indian-flag vessels or vessels owned, managed or controlled by Indian entities.

8.2.4 Salvage and Wreck Removal

The Salvage and Wreck Removal Branch administers Part XII of the MS Act, 2025, which gives effect to the Nairobi Wreck Removal Convention, 2007 and the International Convention on Salvage, 1989. It oversees the reporting, marking and removal of hazardous wrecks, with liability resting on the owner. It also empanels salvors and Marine Pollution Response Operators under section 255. The Branch is developing national salvage capacity, including Salvage Hubs with Emergency Towing Vessels, a Places of Refuge framework and a proposed National Salvage and Emergency Response Fund.

Updates for the month of September 2026:

- **Collision Incident - MV True Mariner & KMAX Emperor - Salvage Operation onboard Kmax Emperor**
  On 11 September 2026, at approximately 1100 hrs IST, the Liberia-flagged bulk carrier M.V. Kmax Emperor (IMO 9477426) was in collision with the Barbados-flagged bulk carrier M.V. True Mariner (IMO 9599822) at the outer anchorage (OTB), Kandla.
  Kmax Emperor was laden with approximately 85,968 MT of Indonesian steam coal. Her engine room flooded and she was left a dead ship. Her crew were taken off, with the help of a tug from Tuna Tekra, to True Mariner and a lighterage barge. No oil pollution was reported. The Owners engaged Five Oceans Salvage under Lloyd's Open Form dated 11 September 2026 and appointed MERC as the Oil Spill Response Operator. The salvage team boarded the casualty on 12 September, with the Directorate coordinated the response and Indian Coast Guard on standby. This coordination was among

the Indian Coast Guard, Deendayal Port Authority, MMD Kandla, the salvors, the Owners' and P&I representatives, and the cargo receivers.

The salvage operation has been completed as on date, and the salvors had completed the operation under LOF and demobilized on 13 October 2026.

Major Projects:

- **Progress on creation of Salvage Hub Creation:**
  a. **Merchant Shipping (Wreck & Salvage) Rules**

     The rules have been finalized in consultation with the Legislative Department and submitted for notification to MoPSW. The rule should be notified in the month of October 2026.

     The rules include the qualification and procedure for empanelment of salvors and Marine Pollution Response Operators under Section 255 of the Act.

  b. **Empanelment of Salvors**

     Application received from Resolve Marine for the purpose of empanelment/retention as a salvor.

     Expression of interest from SMIT Salvors and Marine Masters received with inquired and clarification regarding certain criteria sought.

  c. **Empanelment of Marine Pollution Response Operator**

     Sea Care Marine Services and MERC/Sadhav have expressed interest in empanelment/retention as a Marine Pollution Response Operator (MPRO).

  d. **Nomination of Sea-going Tugs by Ports**

     A total of 20 Nominated ETVs (Sea-going Tugs nominated by ports for emergency response) and 02 Designated ETVs (hired by DGMA for emergency response) are available for deployment. 04 nominations for Nominated ETVs received during the month of September.

Status update on agendas related to legal, procedural and organizational measures for operationalizing salvage facilities and finalizing SOP/Plan, aligning the system with international conventions.

Timeline Legend:

Completed	Short Term (up to 6 months)	Mid Term (6 months- 2 years)	Long Term (2 – 5 years)

Sr. No.	Initiative Name	Current Status	Timeline
1	Merchant Shipping (Marine Incident & Emergency Response) Rules	Rules notified on 12 May 2026	**Completed**
2	Merchant Shipping (Wreck & Salvage) Rules	Draft rules finalized and submitted for notification.	**October 2026**
3	Issuance of Coastal State Advisory on Marine Incident Response, Liability & Compensation Frameworks	Advisory finalized and circulated to Coastal States, MoPSW and stakeholders	**Completed**
4	Creation of Posts for Emergency Response Framework / Long-Range Identification and Tracking (LRIT) Vertical	05 out of 10 posts sought for the LRIT Vertical have been approved by DoE, as intimated vide D/o Expenditure ID No. 11(1)-P/Shipping/2025/E.Coord.I dated 19.08.2026. The above is in addition to the 03 posts approved earlier by DoE.	**Completed**
5	Creation of an Independent Indian Maritime Casualty Investigation Cell (IMCIC)	02 posts for the IMCIC Vertical have been approved by DoE, as intimated vide D/o Expenditure ID No.11(2)-P/Shipping/2026/E.Coord.I. dated 10.09.2026.	**Partly Completed**
6	Development of Plan/SOP for Marine Incident & Emergency Response As per section 227 of MS Act 2025	Final comments are being assessed and incorporated. DGMA shall submit the revised plan to MoPSW by October 2026.	**October 2026**
7	Deployment of Sea-going Tugs for Emergency Response and Emergency Towing Vessel (ETV)	2 ETVS have been hired by DGMA since 2019; 16 other sea going Tugs are available for deployment through ports.	**Partly Completed**

Sr. No.	Initiative Name	Current Status	Timeline
8	Technical Study on Development of Salvage and Emergency Response Framework in India	Data Collection for baseline study completed. Report submission by M/s Brand Marine in 2nd Week of October2026.	**February 2027**
9	Retention of Salvors	The provisions for retention and enforcement of Salvage/MPRO contracts has been included in the final draft of the MS (Wreck & Salvage) Rules. and shall be made mandatory after notification of the rules. 01 application and 04 inquiries for salvor empanelment have been received. 02 inquiries for MPRO empanelment have been received.	**November/ December 2026**
10	Retention of Marine Pollution Response Operators (MPROs)		November/ December 2026
11	Applicability of Mandatory Contracts for Salvors and MPROs	Shall be applicable after notification of MS (Wreck & Salvage) Rules, and empanelment of salvors and MPROs.	**April 2027**
12	Creation of an Emergency Response Fund	Proposal initiated internally within DGMA; study in progress.	**Ongoing**
13	Place of Refuge (Not Mandatory- IMO Regulations)	Pilot tripartite MOU signed by Adani Ports and Special Economic Zone Ltd. (APSEZ), SMIT Salvage and the Maritime Emergency	**Ongoing**

Sr. No.	Initiative Name	Current Status	Timeline
		Response Centre (MERC) for Dighi and Gopalpur sites.	

8.3 Nautical- Examination Assessment & Certification Division

8.3.1 STCW Policy & Curriculum Standards

DGMA CIRCULARS ISSUED

DGMA Circular 53 of 2026 – Alternative/Dual Certification for Seafarers

DGMA Circular 53 of 2026, dated 31.08.2026, sets out the pathways for alternative/dual certification of ratings and able seafarers. It enables the required combination of training, seagoing service and duties in both navigational and engine-room functions, along with the use of a combined Training and Assessment Record (TAR) Book. The circular provides a clear certification route while maintaining the prescribed competency and service requirements.

DGMA NT/ENG Circular 64 of 2026 – Extension of Validity of STCW Certificates

DGMA NT/ENG Circular 64 of 2026, dated 28.09.2026, extends the validity of specified STCW certificates by three months from their original expiry date, or until the seafarer signs off the vessel. The measure applies to eligible Indian seafarers serving on Indian- or foreign-flagged vessels who are unable to renew or revalidate their certificates because of the continuing security situation in the Red Sea, Gulf of Aden, Black Sea and Middle East/West Asia region.

PAPER SUBMITTED FOR AMENDMENT TO STCW FOR HTW 13

A paper has been submitted for consideration at the forthcoming 13th session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW 13), proposing amendments to the STCW Convention and Code to address the issue of fraudulent certificates issued by unregulated training institutes. The proposal seeks to mandate that all training institutes operating within the territory of a State be regulated and approved by the concerned maritime administration.

8.3.2 Examination & Certification of Seafarers- Nautical

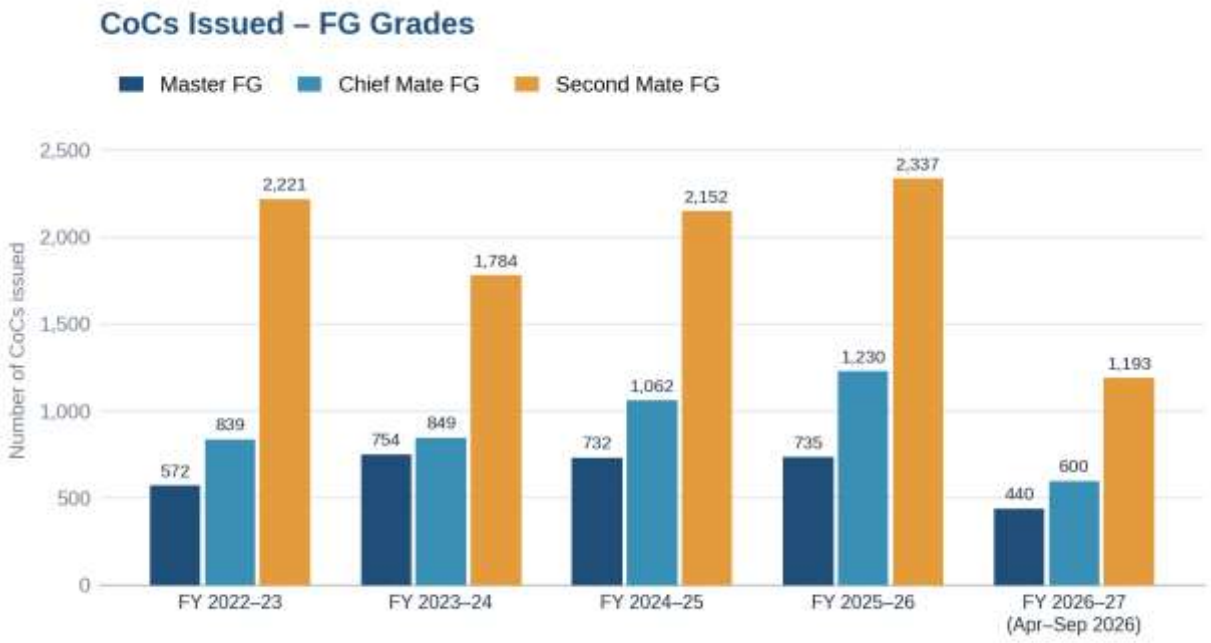
STCW CERTIFICATES OF COMPETENCY (CoC) ISSUED

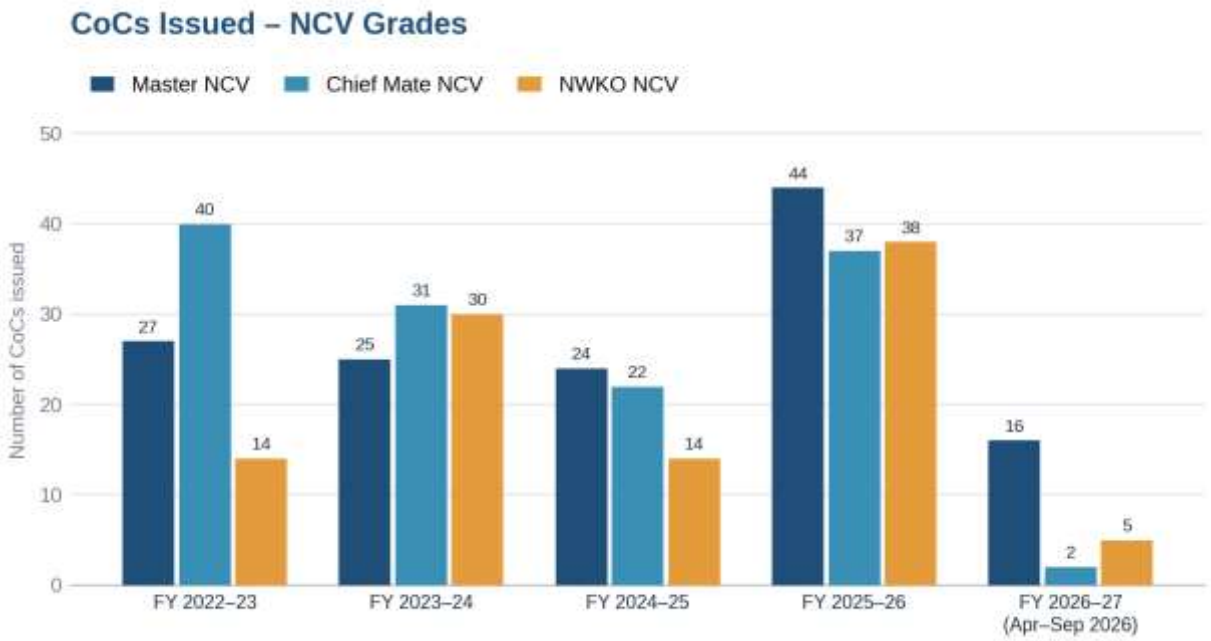
During April–September 2026, a total of **2,263 Certificates of Competency (CoCs)** were issued across the various grades. In the month of September for foreign going, 82 Master, 109 Chief Mate and 230 Second Mate CoC Were issued. The month-wise details are given below.

S. No.	Grade/Category	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Total
1	Master FG	71	99	32	60	96	82	**440**
2	Chief Mate FG	113	122	34	121	101	109	**600**
3	Second Mate FG	186	291	76	218	192	230	**1,193**
4	Master NCV	5	1	4	0	3	3	**16**
5	Chief Mate NCV	1	1	0	0	0	0	**2**
6	NWKO NCV	0	2	3	0	0	0	**5**
7	Dredge Mate Grade I	0	0	0	0	0	0	**0**
8	Dredge Mate Grade II	0	0	0	0	0	0	**0**
9	Dredge Master Grade I	0	2	0	1	0	0	**3**
10	Dredge Master Grade II	0	0	1	0	0	0	**1**
11	Second Mate FG Ltd. to Dredger	0	0	1	0	0	0	**1**
12	Skipper Grade I	0	0	2	0	0	0	**2**
13	Skipper Grade II	0	0	0	0	0	0	**0**
	Total CoCs Issued	**376**	**518**	**153**	**400**	**392**	**424**	**2,263**

Annual CoC Issuance by Financial Year (for past 5 years)

The following graphs show the number of Certificates of Competency (CoCs) issued for the selected grades from FY 2022–23 to FY 2026–27 (April–September 2026).





COP Issued

Category	Rating Certificate Issued from Jan 2026 to Sept 2026	Rating Certificate Issued in Sept 2026
Able COP	**2,627**	**326**
Watchkeeping	**4,203**	**521**

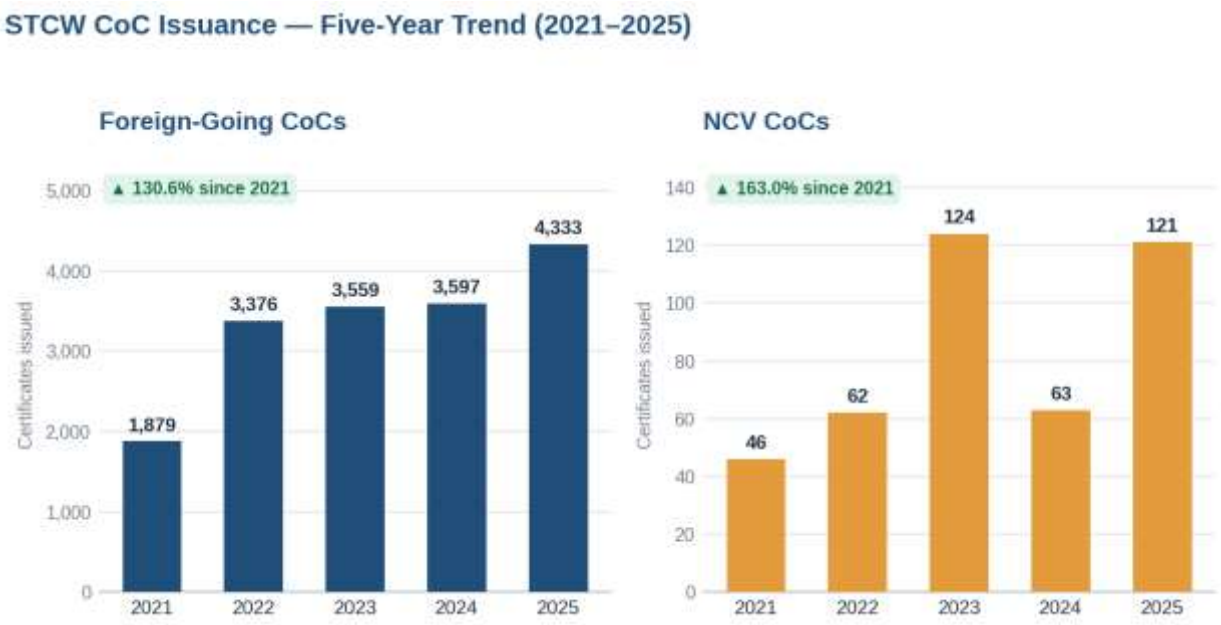
STCW REPORT PUBLISHED ON 15.10.2026

The Annual STCW Report 2025, issued on 15.10.2026, presents a comprehensive review of seafarer certification activities and the performance of maritime training institutes. Foreign-Going Certificates of Competency recorded a 20.5% increase, rising from 3,597 in 2024 to 4,333 in 2025, while NCV CoCs increased by approximately 92%.

Five-Year Trend in Certificates of Competency (2021–2025)

Over the five-year period, Foreign-Going CoC issuance increased from 1,879 in 2021 to 4,333 in 2025 (approximately 130.6%). NCV CoC issuance increased from 46 to 121 (approximately 163%). The year-wise trends are shown in the accompanying graph.

Calendar Year	Foreign-Going CoCs	NCV CoCs
2021	1,879	46
2022	3,376	62
2023	3,559	124
2024	3,597	63
2025	4,333	121



Source: Annual STCW Report 2025, Nautical Wing, pages 12–13.

8.3.3 Seafarer's Medical Standards and Examiners

Following is the required details pertaining to Medical Practitioner Module for the month of September 2026.

Medical Practitioner's Details for the Month of September 2026		
Sr No	**Description**	**Count**
1	No of Medical Practitioner's Registered in month of September 2026	7
2	No of Medical Practitioner's applied for Renewal in the month of September 2026	4
3	No of Seafarer who received Medical Certificates in month of September 2026	570

8.4 Port facilities and Offshore safety and Logistics Division

8.4.1 NSPC (Navigational Safety in Ports Committee)

- Follow-up on relevant committee matters and coordination with concerned stakeholders, subject to the decisions and directions recorded in the relevant proceedings.

8.4.2. Offshore Safety Standards

The Offshore Safety Standards Branch is progressing the development of Indian standards for offshore safety training and certification standards for personnel deployed on offshore vessels and installations. The branch aims to establish a unified national framework covering minimum training, competency, certification, refresher and revalidation, assessment and training for personnel engaged in offshore operations. The Branch coordinates with relevant authorities and industry stakeholders. The overall objective is to develop, notify and institutionalise India-specific offshore safety training and certification standards aligned with relevant international practices.

Activities completed during the month

- Review of techno-commercial proposal submitted by M/s Engineers India Limited (EIL) for development of Indian Standards for Offshore Safety Training and Certification and conducting subsequent techno-commercial negotiation meetings
- Meeting with FODAG on offshore safety and security aspects.
- Meeting with British High Commission, OPITO and BSI regarding offshore competency standards and training framework.

Activities in progress

- Finalization of techno-commercial proposal of M/s Engineers India Limited (EIL) for development of Indian Standards for Offshore Safety Training and Certification

8.4.3. FAL Convention (MSW) and Logistics

Maritime Single Window

The Maritime Single Window (MSW), renamed MSW–Sagar Setu with an enhanced user interface from 15.08.2026, facilitates electronic submission of IMO FAL Forms by shipping agents and other stakeholders. DGMA is coordinating with the Indian Ports Association (IPA), port authorities, shipping agents and other concerned agencies to improve compliance, address system-related issues and stabilise the platform.

Key Activities Performed During August–September 2026

- A review meeting on submission of IMO FAL Forms through MSW was held on 01.09.2026 through video conference, chaired by Capt. Nitin Mukesh, Dy. Nautical Advisor, with participation from shipping agents, liner representatives, port authorities and DGS/IPA officials.
- IPA issued individual e-mails to approximately 452 registered users identified as non-compliant, following a notice to agents with a history of non-submission of FAL Forms.
- The September 2026 compliance report recorded 3,040 submissions against 3,878 approved VCNs, indicating 78% overall compliance as reported by IPA.

Activities in Progress

a) **Compliance Monitoring**
- Monitoring of FAL Form submission compliance across onboarded ports and terminals.
- Follow-up with non-compliant shipping agents and port stakeholders to improve submission rates.
- Review of the compliance benchmark, including examination of the use of sailing/berthing dates or IceGate manifest data instead of VCN generation date.

b) **Stakeholder Coordination**

- Coordination with IPA and the concerned agencies on Immigration onboarding, port IT/API access, Customs/IceGate data exchange and other operational dependencies.
- Follow-up on the issues raised by shipping agents and port authorities during stakeholder consultations.

Expected Outcomes

- Improved compliance with mandatory submission of IMO FAL Forms through MSW.
- Greater stability and usability of the MSW–Sagar Setu platform.
- Timely resolution of technical and operational issues affecting stakeholders.
- Improved integration and coordination among IPA, port authorities, Immigration, Customs/IceGate and other concerned agencies.
- Effective monitoring of compliance and time-bound follow-up on pending action points.

8.5 Indian Maritime Compliance Manual (IMCM):

India's maritime growth strategy under MIV 2030 and MAKV 2047 calls for safe and sustainable growth. To support it, the Director General of Maritime Administration is building the Indian Maritime Compliance Manual (IMCM), a single, voluntary national reference for Health, Safety, Security, Disaster Management and Environment (HSSE). It covers six sectors: ports, merchant shipping, shipyards, ship recycling, inland waterways (specific to river-sea vessels, RSVs) and offshore (specific to floating vessels).

The operating backbone of the IMCM will be a digital platform. It will give one-stop access to applicable regulations, voluntary best practices and voluntary KPI reporting which will help to drive better HSSE standards across the industry.

IMCM is currently being developed through site visits, stakeholder consultations, learnings from past incidents and global benchmarks.

Activities Completed

- **Baseline completed:** A five-step as-is assessment across maritime sectors, covering identification of baseline existing compliances, identify the relevant compliance authorities, India specific incidents, detailing of existing best practices, governance & training as well as emerging areas there is a need to introduce voluntary guidelines to bridge gaps
- **Stakeholders:** 14+ sites visited, with more in progress and 100+ industry stakeholders in scope. Visits include JNPA, Mumbai Port, SCI, MMD, CSL, Chowgule, Alang yards,

GMB and ONGC. 30+ stakeholders engaged across DGMA, industry experts and HSE leads.

- **Data:** Analyzed 70+ DG COMM incident reports, annual reports of major maritime entities, port administration reports and DNV reports
- **Formulation of key Hypothesis:** Initial visits validate potential areas for improvement of HSSE practices across ports, yards, operators. They show good practices alongside gaps, which are included in draft key interventions for IMCM

Activities in Progress

The next is in progress; this phase covers benchmarking, site visits and stakeholder consultations, all to refine and add to initial hypotheses:

1. **Continue site visits** across maritime sectors to identify best practices and gaps within HSSEC and the IMCM intervention areas, over the next 20 weeks (Benchmarking and Blueprinting phases).
2. **Draw sector-specific best practices from leading global authorities and organizations across all six sectors:**
    - **Shipbuilding and repair:** Singapore's WSH Council for worker health and safety regulations, and HD Hyundai Heavy Industries.
    - **Ports and harbours:** Maritime New Zealand and the Port of Singapore Authority (PSA).
    - **Merchant shipping:** the UK Maritime & Coastguard Agency's code of safe practices for seafarers, and Maersk.
    - **Ship recycling:** the European Commission (EU SRR-compliant yards) and the Aliaga yards in Turkey.
    - **Offshore operations:** Offshore Norge and the Guidelines for Offshore Marine Operations (GOMO).
    - **Inland waterways:** the Central Commission for the Navigation of the Rhine (CCNR) and Kirby (US).

3. **Benchmark learnings from relevant sectors in India**, including Railways and Aviation
4. **Identify gaps** between the current state and NAVIC 2.0 (HSSDM) interventions and international standards
5. **Stakeholder coverage:** A quantitative stakeholder survey will identify further gaps and ensure the IMCM reflects user needs

Activities Planned

1. **Codify the standards:** Consolidate existing regulations in one place, and split outcomes into must-haves (operationalized through existing rules) and good-to-haves (voluntary guidelines and identified best practices) using the benchmarking and gap analysis.
2. **Define the voluntary adherence mechanism:** This includes a structured HSSEC voluntary monitoring framework, with assessment, reporting and ranking. Explore the recognition and rewards scheme and how it would be funded.
3. **Design the digital platform framework and vendor onboarding journey:** The platform requirements and vendor onboarding requirements, covering platform requirements
4. **Stakeholder Discussions:** Further strengthen blue printing with Stakeholder discussions across sectors for detailed inputs
5. **Finalize the implementation plan:** Include the capability and organization required to maintain and update the manual going forward

September | Monthly Highlights:



Team met multiple stakeholders overseeing HSSE and worker training

a. Deputy conservator, Harbour Master, Safety & Welfare Dept., Fire Dept, Security Dept. at Ports, Contract workers (JNPA, JNPA Terminals, Mumbai Port)

b. GM (Shipbuilding), CGM (Ship Repair), HSE head, Safety officers, GM (IT), Fire officer at shipyards, Contractor Welfare head (CSL, Chowgule)

c. Recycling Yard HSE Supervisors, GM (Operations), GMB Port officer, GMB Training institute head at Alang

d. Ex-CMD (Major Shipping line), GM (HSE) at Great Eastern, Dy. Chief Surveyor (MMD) for Merchant Shipping

e. Asset Manager, CGM (HSE), Offshore HSE, Marine Logistics at ONGC for offshore, Former HSE (IWAI), Chief Consultant at IWAI (Present)

8.6 Bureau of Port Security (BoPS)

The Bureau of Port Security (BoPS), constituted under Section 13(1) of the Merchant Shipping Act, 2025, serves as the regulatory and oversight authority for the security of port facilities and the vessel-port interface in India. It supports implementation of the maritime security framework under SOLAS Chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code, including oversight of port facility security plans, security audits and certification. BoPS also facilitates security-information exchange and

inter-agency coordination, while strengthening port security through appropriate standards, technology-enabled measures and compliance oversight.

Key Activities Performed During the month

- The Department of Expenditure approved 35 posts for the proposed BoPS establishment at the present stage, vide approval dated 10.09.2026.
- Work was undertaken on the proposed organisational structure, functional responsibilities and consultancy requirements for BoPS.

Key Activities Planned for October 2026

- Take forward the organisational and administrative arrangements for operationalisation of BoPS in accordance with the approvals obtained.
- Process staffing, functional responsibilities and consultancy requirements.
- Develop an appropriate framework for monitoring port security compliance, inspections, coordination and reporting.

8.7 Maritime Operations, Safety and Security Wing Six Monthly Plan

Sr. No	Initiative	6 Months	2 years	Status
1	India's Acceptance to the 2007 amendments of the IMSO Convention.	October 2026		Revised Draft cabinet note submitted to the ministry.
2	Roll Out of Geospatial platform Standards by NTCPWC.	December 2026		Draft Guidelines for Indian Ports has been shared by NTCPWC. POC will be done in JNPT.
3	Creation of an Independent Indian Maritime Casualty Investigation Cell (IMCIC)	Partly completed		02 Posts for IMCIC have been approved by DoE dated Expenditure ID No. 11(2)-P/<oPSW/2026/E.Coord. I dated 10.9.2026 Out of 07 posts 02 of Dy. NA and Ship Surveyor cum DDG (Tech) have been approved.
4	Merchant Shipping (Wreck & Salvage) Rules:	October 2026		The LD Consultation for the Draft MS Rules for Wreck & Salvage has been completed on 20th August 2026. The Rules have finalized for submission to MoPSW.
5	Development of Plan/SOP for Marine Incident & Emergency Response: An inter-agency Plan for Emergency Response as	October 2026		In progress. To be completed by Oct 2026. Second draft circulated for consultation and comments received are being incorporated.

Sr. No	Initiative	6 Months	2 years	Status
	provided under Section 225 of the MS Act is being prepared in consultation with Indian Coast Guard, Indian Navy, Port Authorities, Coastal State Authorities and other relevant agencies. The Plan is under consultation.			
6	Retention of Salvors: Empanelment Criteria scheduled to the MS (Wreck & Salvage) Rules 2026	December 2026		The empanelment criteria for salvors and MPROs have been scheduled to the Wreck & Salvage rules and the procedure for empanelment has been prescribed in the rules. Resolve Marine and SMIT Salvage has submitted application for empanelment in India as per MS Act 2025.
7	Retention of MPROs: Empanelment Criteria scheduled to the MS (Wreck & Salvage) Rules 2026	December 2026		
8	INCOIS Study on wave height around Indian Coast		February 2027	Project in progress
9	India Maritime Compliance Manual (IMCM)		April 2027	Project in progress

9. Mercantile Marine Law Branch

9.1 Notification of Rules under the Merchant Shipping Act, 2025:

The following rules were notified in the month of September 2026: -

Sl. No.	Name of the Rule	Summary and Expected Benefit
1.	Merchant Shipping (Carriage of Cargoes and Oil Fuels) Rules, 2026 Date of issue: 02.09.2026 Date of Publication on e-gazette: 09.09.2026	The Rules prescribe safety requirements for the carriage, loading, unloading, stowage and securing of cargoes and oil fuels. They cover hazardous cargoes, solid bulk cargoes, grain, containers and cargo transport units, with specific requirements under relevant IMO Codes. The rules also assign responsibilities to shippers, shipowners, masters and ports for safe cargo operations. They also provide for cargo-securing manuals, stability information, certification, inspection and approval requirements. The rules are intended to reduce cargo-related accidents, vessel damage and risks to crew, cargo and the marine environment.
2.	Merchant Shipping (Medicines Medical Stores Appliances and Medical Officers) Rules 2026 Date of issue: 16.09.2026 Date of Publication on e-gazette: 26.09.2026	The Rules provide the requirements for medicines, medical stores, appliances and medical equipment to be carried on Indian ships. They prescribe differentiated scales based on crew/passenger strength, voyage duration and nature of cargo. The Rules also prescribe requirements for medical officers, storage, labelling, controlled medicines, records and inspection. They align onboard medical preparedness with current Ministry of Health/AYUSH standards and the Ship Captain's Medical Guide. The Rules intend to enhance seafarer safety and access to timely medical care during voyages.
3.	Merchant Shipping (Medical Examination) Rules 2026 Date of issue: 16.09.2026 Date of Publication on e-gazette: 26.09.2026	The Rules establish a comprehensive framework for medical examination and certification of seafarers. They prescribe eligibility and approval requirements for medical examiners and standards for assessing physical and mental fitness. The Rules provide procedures for examination, certification, medical records and electronic uploading/maintenance of records. They also prescribe requirements for clinics, laboratories, equipment and periodic oversight of medical examiners.

		The rule intend to promote medically fit crews, safer navigation and greater reliability of seafarer medical certification.
4.	Merchant Shipping (Sailing Vessels) Rules 2026 Date of issue: 16.09.2026 Date of Publication on e-gazette: 25.09.2026	The Rules comprehensively regulate the registration, measurement, inspection and operation of sailing vessels. They prescribe certificates of registration and inspection, annual surveys and requirements relating to manning and vessel safety. The Rules also provide for trading limits, identification of seafarers and regulatory requirements for sailing vessels, including mechanised sailing vessels. The Rules enhances safety, regulatory oversight and formal registration of sailing vessels.
5.	Merchant Shipping (Regulation of Entry of Ships into coastal waters) Rules 2026 Date of issue: 16.09.2026 Date of Publication on e-gazette: 24.09.2026	The Rules regulate the entry and operation of Indian and foreign ships in Indian coastal waters. They prescribe requirements relating to insurance/financial security and certificates to ensure coverage of maritime liabilities. The Rules establish eligibility and authorisation requirements for insurers providing the prescribed financial security. They replace the earlier regime governing entry of ships into ports, anchorages and offshore facilities and extend the framework across Indian coastal waters. The Rules strengthens maritime liability protection and safeguards persons, property and public interests affected by shipping operations.
6.	Merchant Shipping (Control of Discharge of Noxious Liquid Substances) Rules 2026 Date of issue: 09.09.2026 Date of Publication on e-gazette: 22.09.2026	The Rules regulate the carriage, handling and discharge of noxious liquid substances from ships. They classify substances into Categories X, Y and Z and prescribe conditions and restrictions for their discharge. The Rules incorporate the requirements of MARPOL Annex II, including procedures for cargo-tank washing, residues, ballast and associated operations. They also provide for certification, record-keeping and monitoring of discharges. The Rules are intended to reduce marine pollution risks and strengthens protection of the marine environment.
7.	Merchant Shipping (Carriage of Dangerous Goods) Rules 2026	The Rules regulate the carriage of dangerous goods by Indian and foreign ships within the statutory scope. They require classification, packing, marking, labelling, documentation, stowage, segregation and securing in accordance with the

	Date of issue: 07.09.2026 Date of Publication on e-gazette: 21.09.2026	IMDG Code. The Rules prescribe transport information, dangerous-goods declarations, manifests and stowage plans. They also establish training requirements for shore-side personnel involved in handling and transportation of dangerous goods. The Rules ensure safe carriage and handling of dangerous goods by sea.
8.	Merchant Shipping (Prevention of Pollution by oil from Vessels) Rules 2026 Date of issue: 03.09.2026 Date of Publication on e-gazette: 22.09.2026	The Rules establish measures for preventing pollution of the marine environment by oil from ships. They implement the requirements of MARPOL Annex I, including controls on oily-water discharge, oil residues, ballast and tank-cleaning operations. The Rules prescribe oil pollution prevention equipment, certificates, monitoring and record-keeping requirements. They replace the earlier 2010 framework and provide an updated statutory regime under the Merchant Shipping Act, 2025. The Rules intend to reduce oil pollution incidents and strengthens environmental compliance by ships.
9.	Merchant Shipping (Recruitment and Placement of Seafarers) Rules 2026 under MS Act 2025 Date of issue: 03.09.2026 Date of Publication on e-gazette: 22.09.2026	The Rules comprehensively regulate recruitment and placement services for seafarers through a licensing and inspection framework. They prescribe eligibility, licensing, management, infrastructure, documentation and operational requirements for RPSLs. The Rules also regulate agreements between RPSLs and employers/shipowners and strengthen transparency and ethical recruitment requirements. They incorporates seafarer welfare, grievance redressal, repatriation and MLC-related safeguards. The Rules intend to protect seafarers from exploitative recruitment practices while improving the quality and accountability of crew-placement services.

10. Multimodal Transport Operations & Ease of Doing Business Branch

Market Trends Analysis: Freight trends, Trade Routes

10.1 Freight Market Trends (Sept 2026)

The India-linked freight market exhibited divergent movements across the container, tanker and dry-bulk segments during September 2026. While tanker routes experienced the sharpest increases during the month, container and dry-bulk markets displayed route-specific movements rather than a uniform trend. The assessment is based on observed market assessments and not on model forecasts or averaged freight indices. Freight rates across different units including FEU, TEU, USD/mt, USD/day and Worldscale should not be directly compared. Source: S&P Global.

Freight Performance by Segment

Segment	Route and Assessment	Sept. 1	Sept. 30	Change
Container	PCR3300 – West Coast India–Middle East	USD 4,000/FEU	USD 5,000/FEU	+25.0%
Container	PCR8100 – Southeast Asia–West Coast India	USD 1,500/FEU	USD 2,100/FEU	+40.0%
Container	PCR3900 – Indian Subcontinent–East Coast North America	USD 11,000/FEU	USD 10,800/FEU	-1.8%
Tanker	TDAFH00 – Arabian Gulf–West Coast India, 265 kt VLCC	USD 55.90/mt	USD 88.94/mt	+59.1%
Tanker	TCAAG00 – Arabian Gulf–India, 55 kt LR	USD 41.72/mt	USD 76.95/mt	+84.4%
Dry Bulk	CSAKR00 – Kalimantan–Paradip, Panamax	USD 11.55/mt	USD 12.50/mt	+8.2%
Dry Bulk	CSAKN00 – Richards Bay–Paradip, Panamax	USD 20.10/mt	USD 23.45/mt	+16.7%
Dry Bulk	CIIEM00 – Richards Bay–Paradip, 55 kt Supramax	USD 21.95/mt	USD 25.00/mt	+13.9%

Source: S&P Global.

Market Assessment

The strongest rate escalation was recorded in tanker markets. The Arabian Gulf–West Coast India VLCC route rose by 59.1%, while the Arabian Gulf–India clean tanker route increased by 84.4% during the month. This increase coincided with stronger cargo movement and tighter vessel availability.

Container markets displayed a more differentiated pattern. Freight rates increased significantly on India–Middle East and Southeast Asia–West Coast India routes but softened marginally on the Indian Subcontinent–East Coast North America route. The divergence indicates that container pricing continued to be influenced by corridor-specific demand and vessel deployment decisions rather than broad-based market conditions.

Dry-bulk markets generally remained firm, particularly on coal-import routes into India. However, movements were not uniformly positive across all vessel classes and corridors, indicating commodity-specific demand patterns and localised market conditions.

Key Drivers

Three principal developments influenced freight movements during September:

1. **Container Markets:** West Coast India–Middle East cargo demand remained strong, while Southeast Asia–West Coast India trades experienced tightening capacity and higher pricing. Conversely, the Indian Subcontinent–East Coast North America route experienced marginal easing.
2. **Tanker Markets:** Tight vessel availability and longer turnaround times contributed to substantial increases in tanker freight. Arabian Gulf–West Coast India VLCC cargo volume increased by approximately **147% month-on-month to 10.12 million mt**, reinforcing freight demand on the route.
3. **Dry-Bulk Markets:** Indian thermal coal imports increased by approximately **43% month-on-month to 14.8 million mt**, supporting demand for Panamax and Supramax movements from key coal-exporting regions.

Overall Assessment

September 2026 was characterised by a strong tanker market, selective strengthening of container freight on India-linked routes and firm support for coal-import related dry-bulk movements. Freight increases were concentrated on energy and regional trade corridors rather than distributed evenly across all shipping segments. The data suggests that tanker logistics remained the most constrained component of India's maritime trade ecosystem during the month, while container and dry-bulk markets continued to respond primarily to route-specific supply-demand dynamics.

10.2 Container and Liner Availability Assessment

India-linked container markets displayed mixed pricing trends during September 2026 while operational evidence pointed to continued constraints in usable vessel space, feeder capacity and equipment availability across several trade corridors. Freight-rate movements alone did not fully capture market conditions, as several routes experienced cargo rollovers, equipment shortages and vessel delays despite the continued availability of quoted freight rates.

Route-Level Assessment

Route	Assessment	Sept. 1	Sept. 30	Change	Availability Assessment
West Coast India → Middle East	PCR3300	USD 4,000/FEU	USD 5,000/FEU	+25.0%	Vessel-space constraints, feeder shortages and delays at Middle East ports
Southeast Asia → West Coast India	PCR8100	USD 1,500/FEU	USD 2,100/FEU	+40.0%	Restricted allocations and cargo backlog reported
Indian Subcontinent → East Coast North America	PCR3900	USD 11,000/FEU	USD 10,800/FEU	-1.8%	Availability improved on selected sailings
Middle East → West Coast India	PCR3400	USD 3,000/FEU	USD 3,000/FEU	Unchanged	Continued equipment repositioning difficulties

Source: S&P Global.

The route-level assessment indicates that the sharpest operational constraints during September were concentrated on the India–Middle East corridor. Freight rates on the West Coast India–Middle East route increased by 25%, alongside difficulty in securing vessel slots and feeder connections, delays of 7–10 days at several Middle East locations and delays exceeding 10 days at Khorfakkan later in the month. Slow equipment-return cycles from the Gulf also affected container availability at Indian ports, with shortages of 20-foot containers reported at Mundra.

The Southeast Asia–West Coast India corridor recorded the strongest rate increase among the assessed routes, rising by 40.0%. This increase coincided with restricted carrier allocations, cargo backlogs and continuing difficulty in securing vessel space on Malaysia–India services; some cargo owners reportedly obtained space for only three to five containers per booking request, while selected sailings had no available September capacity.

In contrast, the Indian Subcontinent–East Coast North America assessment declined marginally by 1.8%, reflecting improved vessel availability on selected long-haul services and some easing in demand at elevated freight levels. Overall,

pricing and effective availability did not move uniformly across corridors: regional Asian trades remained constrained by vessel space, feeder capacity and equipment imbalances, while selected North America services showed improved availability later in the month. The Indian Subcontinent assessment remains a regional benchmark and should not be interpreted as an India-only freight assessment.

10.3 Bunkering Market Trends

India's bunker fuel market remained broadly aligned with global fuel-price movements during September 2026, although the magnitude of price changes differed significantly across Indian ports and fuel grades. Available market evidence suggests that bunker prices generally finished the month above opening levels across both Indian and major international bunkering hubs. However, prompt fuel availability, barge scheduling and supply-chain bottlenecks varied materially across ports and fuel types.

Across the assessed market series, the median first-to-last price change during September was approximately **+6.2% across 30 Indian port-fuel series** and **+9.1% across 25 international benchmark port-fuel series**. Importantly, these figures represent the median movement of individual assessments and should not be interpreted as a consolidated bunker fuel index.

Key Bunker Fuel Assessments

Port	Assessment	Sept. 1	Sept. 30	Change
Mumbai	Marine Fuel 0.5% Delivered	USD 910/mt	USD 970/mt	+6.6%
Kochi	Bunker FO 380 CST Delivered	USD 665/mt	USD 790/mt	+18.8%
New Mangalore	VLSFO Delivered	USD 889/mt	USD 974/mt	+9.6%
Singapore	Bunker FO 380 CST Delivered	USD 639/mt	USD 725/mt	+13.5%
Fujairah	Marine Fuel 0.5% Delivered	USD 845/mt	USD 940/mt	+11.2%
Rotterdam	Marine Fuel 0.5% Delivered	USD 682/mt	USD 680/mt	-0.3%

Source: S&P Global.

Indian Market Developments

Price movements within India were far from uniform. Although the majority of bunker fuel assessments recorded increases during the month, the magnitude varied significantly by port and fuel type.

The sharpest price movement was observed at Mundra, where **Marine Fuel 0.5%** increased from **USD 762/mt to USD 1,022.5/mt**, representing an increase of approximately **34.2%** during September. In contrast, assessments for Marine Gasoil delivered at Chennai declined marginally by approximately **1.4%**, indicating diverging regional supply-demand dynamics within the Indian market. Source: S&P Global.

Mumbai, India's principal bunkering location, recorded a more moderate increase of 6.6%, while New Mangalore rose by 9.6%. Kochi recorded one of the strongest increases amongst assessed Indian ports, with bunker prices increasing nearly 19% during the reporting period. Source: S&P Global.

These differences indicate that local bunkering conditions, fuel availability, supply logistics and fuel-grade specific factors continued to influence regional market outcomes beyond broader international oil-market movements.

Benchmark Port Comparison

International benchmark ports similarly experienced upward pricing pressure during September.

Singapore, the world's largest bunkering hub, recorded a 13.5% increase during the month, while Fujairah registered an increase of 11.2%. Rotterdam remained comparatively stable and was the only major benchmark port among the selected assessments to record a marginal decrease over the period. Source: S&P Global.

The relative strength of Singapore and Fujairah bunker prices reflects both regional fuel-market developments and operational supply constraints reported during the month.

Availability and Supply Conditions

Beyond headline prices, market commentary highlighted several operational factors influencing bunker availability.

In Singapore, prompt fuel deliveries were affected by:

- Fully committed bunker barge schedules;
- Limited blending flexibility;
- Tighter availability for prompt requirements; and
- Reduced flexibility in meeting short-notice fuel demand.

Similarly, Fujairah reported constrained availability of low-sulphur fuel products, even during periods when demand conditions appeared relatively subdued. Source: S&P Global.

Within India, market reports indicated the presence of localized supply and barge constraints at selected ports. However, much of the supporting volume information relates to August market conditions and therefore should not be treated as representative of September bunker-sales volumes.

Fuel Grade Considerations

The available assessments span multiple fuel categories including:

- Very Low Sulphur Fuel Oil (VLSFO);
- Marine Fuel 0.5%;
- Bunker Fuel Oil 380 CST;
- Marine Gasoil; and
- Other location-specific delivered fuel grades.

Accordingly, direct comparison of bunker assessments should only be undertaken after considering:

- Fuel specification;
- Sulphur content;
- Delivery basis;
- Port location; and
- Assessment methodology.

Similarly, container freight-related bunker surcharges expressed on a per-container basis should not be interpreted as physical bunker fuel prices or compared directly with bunker fuel assessments quoted in USD/mt.

Key Assessment

September 2026 witnessed a broadly firm bunker fuel market across both Indian and international hubs. Indian ports largely followed global pricing trends, although substantial variability persisted across locations and fuel grades. Kochi and Mundra emerged as the strongest-performing Indian fuel markets during the month, while Mumbai and New Mangalore recorded more moderate increases.

The market evidence suggests that operational factors such as bunker-barge availability, supply-chain constraints and fuel-grade specific dynamics continued to influence delivered bunker prices alongside underlying oil-market fundamentals.

Overall, the Indian bunker market remained adequately supplied, but the variation in regional price performance demonstrates the importance of localized logistics, storage and delivery arrangements in determining the effective cost of fuel supply at individual ports.

10.4 Trade Route Analysis and Strategic Commodity Flows

India's LPG, LNG and Crude Oil Import Routes – September 2026

India's maritime trade routes for energy commodities during September 2026 reflected a combination of geographic proximity, supply-chain resilience considerations and evolving geopolitical conditions. The movement of LPG, LNG and crude oil cargoes continued to be heavily influenced by developments around the Strait of Hormuz, Bab al-Mandab and Gulf-origin supply chains. Available

evidence indicates that India continued to rely substantially on Middle Eastern energy flows, although routing strategies, cargo visibility and offshore transfer arrangements increasingly shaped the operational characteristics of these trades.

The available data supports varying levels of confidence across commodities. LPG imports are supported by country-level import estimates; LNG analysis is based primarily on vessel movement observations; and crude-oil analysis combines discharge information, export assignments and cargo-tracking observations. Consequently, results should be interpreted within the limitations of the underlying datasets.

Commodity-Level Route Assessment

Commodity	September Import Picture	Principal Trade Route Observation
LPG	Approximately 1.4 million mt imported; down about 13% from August	UAE became India's largest LPG supplier; Qatari cargoes continued moving towards India's west coast
LNG	No verified national September discharge total available	Ras Laffan–Hormuz–India west coast corridor remained active
Crude Oil	Russian crude discharge estimated at 1.64 million b/d; Middle East-origin cargoes completed or in-transit estimated at 2.16 million b/d	Continued strengthening of Gulf-origin trade routes and increasing use of offshore ship-to-ship logistics

Source: S&P Global.

UAE Replaces the United States as India's Largest LPG Supplier

India imported approximately **1.4 million metric tonnes of LPG** during September 2026. This represented a decline of approximately 13% compared with August levels. However, the composition of imports changed significantly during the month. Source:
Approximately **548,000 mt**, equivalent to nearly **39% of total imports**, originated from the United Arab Emirates. By comparison, imports from the United States declined to approximately **418,000 mt**, representing about **30% of total imports** and reflecting a month-on-month reduction of approximately 46%.
This marked the first occasion in seven months that the UAE emerged as India's largest LPG supplier.

Implications for Maritime Logistics
The growing share of UAE-origin LPG altered shipping patterns by increasing the importance of short-haul Gulf-to-India voyages relative to longer transoceanic shipments from North America.
The UAE–India corridor offered substantially shorter voyage durations than US-origin movements, reducing transit uncertainty and exposure to route disruptions. Available analysis indicates that a UAE-to-Kamarajar voyage requires approximately six days under normal operating conditions, whereas North American cargoes face considerably longer transit routes.

Qatar-Origin LPG Movements
Vessel-tracking evidence confirms continued movement of Qatari LPG cargoes toward India's west coast during September.
Notable movements included:

- The VLGC **MONARCH**, which discharged Qatari LPG at Mundra during mid-September.
- The LPG carriers **GAS MARAKUA** and **OLYMPIOS GAS**, which loaded cargoes at Ras Laffan and subsequently showed intended movement toward Vadinar after exiting Hormuz.

While Mundra represented a confirmed discharge location, Vadinar represented an indicated destination and not a confirmed discharge.

Assessment
The LPG market experienced a clear strengthening of Gulf-linked supply chains during September. While total imports declined modestly, the UAE emerged as India's principal LPG supplier and Qatar-linked cargo flows towards western India remained active. These developments reinforced the strategic importance of Gulf-origin short-haul energy corridors for India's LPG supply security.

LNG Route Assessment

Continued Activity on the Qatar–India LNG Corridor

The principal LNG corridor identified during September remained the route linking Qatar's Ras Laffan export hub with India's west coast import terminals through the Strait of Hormuz.

The LNG carrier **AL GHASHAMIYA** was observed exiting Hormuz around 21 September and subsequently appearing off India's west coast with Dahej identified as its next intended port.

Similarly, the Q-Flex LNG carrier **MESAIMEER** departed Ras Laffan and exited Hormuz during September, although the available information did not establish its final destination.

Hormuz Transit Activity

Operational conditions in the Strait of Hormuz remained an important factor shaping LNG trade.

Market intelligence recorded approximately **10 LNG vessel transits through Hormuz by 24 September**, approximately double the volume observed in August. However, this figure represents total LNG vessel transits through the Strait and should not be interpreted as LNG imports into India.

Market participants additionally reported that Indian buyers had purchased at least seven LNG cargoes during September, although cargo purchases cannot be directly equated with vessel arrivals or physical discharges.

Assessment

The available evidence confirms continued operation of the Qatar–India LNG corridor and indicates sustained LNG movement toward India's west coast. However, vessel-tracking observations do not provide sufficient evidence to establish a verified national LNG import balance or terminal-wise discharge matrix for September 2026.

Crude Oil Trade Routes

Strengthening Middle East-Origin Corridor

The most significant route development during September was the strengthening of Middle East-origin crude flows toward India.

As of 25 September, cargoes completed or still in transit from the Middle East to India were estimated at approximately **2.16 million barrels per day**, compared with 1.66 million b/d in August and 1.50 million b/d in July.

Although these figures include cargoes still in transit and should not be interpreted as final discharge volumes, they indicate a significant strengthening of India's Gulf-linked supply corridor.

Key Cargo Movements

Representative cargo observations included:

Route	Observation
Oman → New Mangalore	Approximately 1 million barrels of Oman Blend discharged for MRPL
Oman → Visakhapatnam	Approximately 1 million barrels scheduled for HPCL
Qatar → Sikka	Suezmax OCEAN THUNDER reportedly proceeding towards Sikka
Iraq → Sikka	Basrah Medium VLCC moving toward Sikka
Saudi Arabia → Offshore Vadinar	Multiple ship-to-ship transfers observed

Source: S&P Global

Increasing Role of Ship-to-Ship Transfers

September witnessed increasing reliance on ship-to-ship (STS) logistics for movement of Gulf-origin crude.

Several Saudi cargoes undertook offshore transfers near India's west coast. One notable example involved the transfer of Saudi Arab Medium crude from **PORTUGAL PROSPERITY** to **FRONT FORTH** off Vadinar on 24 September.

Importantly, offshore transfer activity near India should not be automatically interpreted as Indian crude imports, as the final destination of transferred cargoes may lie outside India.

Across Middle Eastern crude exports as a whole, approximately:

- 15.1 million b/d were exported during September;
- 2.7 million b/d moved directly through Hormuz; and
- 7.1 million b/d moved through Gulf-of-Oman ship-to-ship arrangements.

Russian Crude

Russian crude flows followed a different route structure and logistics profile.

Estimates indicate that physical Russian crude discharges into India averaged approximately **1.64 million b/d during September**, compared with 1.98 million b/d during August.

A separate export-tracking assessment assigned approximately **918,000 b/d of Russian seaborne exports to India**, including around **236,000 b/d still in transit toward Vadinar** at the time of assessment.

These measurements are based on different methodologies and capture different points in the supply chain. Consequently, they should not be treated as conflicting estimates.

Assessment

Russian crude continued to remain an important component of India's import basket. However, September data suggests a gradual strengthening of Gulf-origin crude flows and increased reliance on complex routing arrangements involving offshore transfers and intermediate logistics mechanisms.

Overall Trade Movement Assessment

The September 2026 trade pattern does not indicate a broad shift away from Middle Eastern supply chains. On the contrary, several indicators point toward growing dependence on Gulf-origin energy routes.

Key observations include:

- UAE became India's largest recorded LPG supplier.
- Qatar-linked LPG and LNG cargoes continued moving toward India's west coast.
- Middle East-origin crude cargoes assigned to India increased compared with previous months.
- Offshore ship-to-ship logistics became increasingly important in crude-oil routing.
- Hormuz continued to function as the critical transit corridor supporting India's energy-security requirements.

While geopolitical disruption continued to influence routing decisions, the available evidence indicates that Gulf-linked trade flows remained resilient and continued to serve as the foundation of India's LPG, LNG and crude-oil import system during September 2026.

Alternate Trade Corridors

India–Middle East–Europe Economic Corridor (IMEC)

Announced at the G20 Summit in September 2023, with the India–UAE framework signed in February 2024, IMEC envisages an India–UAE maritime leg, an overland UAE–Saudi Arabia–Jordan–Israel rail bridge, and a further maritime leg from Israel to Europe. Rail gaps, port–rail linkages, financing, and cross-border transit and customs procedures remain to be completed. IMEC represents a long-term diversification option whose viability depends on regional stability, infrastructure completion and the facilitation of participating countries, and should not be regarded as an operating end-to-end freight route or a substitute for India's existing seaborne energy imports.



Source: European Commission; PIB; map is a strategic schematic; exact ports, rail alignment and terminal status require confirmation with implementing partners.

International North–South Transport Corridor (INSTC)

Conceived by India, Iran and Russia in 2000, INSTC connects India, Iran, Central Asia, Russia and Europe by sea, rail and land. Indian ports feed Bandar Abbas (an established gateway), with Chabahar providing an alternative gateway with an onward Afghanistan connection; further branches extend west through Azerbaijan and the Caspian Sea, and east through Turkmenistan and Kazakhstan. The corridor moves India–Eurasia freight north through Iran and the Caspian, avoiding the Suez Canal and Bab-el-Mandeb, and complements rather than replaces India's ocean freight routes. It remains partially operational, with end-to-end connectivity incomplete and development continuing.



Source: UNECE; Ministry of External Affairs, India; map is a strategic schematic; exact route selection and operating conditions require confirmation for each movement.

Northern Sea Route and Eastern Maritime Corridor (NSR–EMC)

The Northern Sea Route (NSR) runs approximately 5,900 nautical miles from the Barents and Kara Seas to the Bering Strait, north of Russia, carrying a traffic mix dominated by LNG/gas condensate (60%) and petroleum/crude (24%), with the balance comprising general cargo, bulk and coal. Selected Arctic and Russian Far East cargoes can move east via the Bering Strait to Vladivostok for onward carriage to India via the Eastern Maritime Corridor (EMC), a separate Chennai–Vladivostok sea route of approximately 5,600 nautical miles. The combined Arctic–Far East–India option avoids the Suez Canal, Bab-el-Mandeb and the Strait of Hormuz altogether. The EMC is operational and carrying commercial cargo; India's participation in Arctic (NSR) shipping is under active assessment as a longer-term strategic alternative, subject to seasonal ice conditions, ice-class vessel and icebreaker availability, trained crew and applicable permits.



Source: PM India (23rd India–Russia Annual Summit, Dec 2025); MoPSW (24 Jan 2024); PIB (13 Sep 2023); map is a strategic schematic.

11. Personnel Branch

11.1 Vacancy Status

Wing	Name of Post	No. of Post to be filled	Mode of Recruitment	Remarks
Engineering Wing	Dy. Chief Surveyor – cum - Senior DDGMA (Tech)	02	Promotion	DPC proposal has been submitted to UPSC on 03.09.2026. DPC conducted on 23.10.2026
	Engineer & Ship Surveyor (E&SS)	09	Direct Recruitment	•Proposal has been submitted to UPSC on 27.01.2026. •UPSC Advertisement has also been published on Employment News vide Advertisement No. 07 of 2026.
Nautical Wing	Nautical Advisor – cum – Addl DGMA (Tech)	01	Promotion	DPC proposal has been submitted to UPSC on 03.09.2026. DPC conducted on 23.10.2026
	Dy. Nautical Advisor – cum - Senior DDGMA (Tech)	03	Promotion	DPC proposal submitted to MoPSW on 15.09.2026, uploaded on the DPC portal on 19.10.2026

	Nautical Surveyor (NS)	06	Direct Recruitment	06 Posts proposal is to be submitted by the next Recruitment Cycle (January – March, 2027).
Naval Architecture Wing	Ship Surveyor (SS)	03	02 (Direct Recruitment) + 01 (Deputation)	**Direct Recruitment:** i. 01 Post has already been submitted to UPSC on 30.04.2026 ii. 01 post's proposal is to be submitted by the next recruitment cycle (January – March 2027) **Deputation:** •Advertisement has been published in Employment News twice •No Application could be received. •Re-advertisement shall be published by October 2026

11.2 Status of Recruitment Rules

Sr. No	VERTICAL/#	POST WITH PAY LEVEL	S.S.	Filled	Vacant	Method of Recruitment	Status
1	**Bureau of Port Security (BoPS)**	Total sanctioned posts - **35**					The Consolidated Draft RR will be submitted to the MoPSW by 1st week of November 2026.
2	**FINANCE**	Director (Finance & Accounts) (13)	1	0	1	Tentative: Promotion failing which by Deputation (including short term contract)	Currently Pending with DoPT
3		Deputy Director (Finance & Accounts) (11)	1	0	1	Tentative: Promotion failing which by Direct Recruitment	Pending with DoPT
	VIGILANCE						
4		Chief Vigilance Officer (13)	1	1	0	Deputation	Shri Amit Mohan Mittal, IRS(IT/2008) has joined on 06th February 2026
	LEGAL						
5		Director (Legal) (13)	1	0	1	Tentative: Promotion	Currently Pending with DoPT

						failing which by Deputation (including short term contract)	
IT & E-GOVERNANCE							
6	Scientist D (12)	1	0	1		Tentative: Deputation (including short term contract) / Promotion	Currently Pending with DoPT
7	Scientist C (11)	1	0	1		Deputation / Absorption	

11.3 DGS to DGMA Transition

1	**Action Taken**	A comprehensive cadre restructuring proposal has been initiated for the DGS-to-DGMA transition. The study will define the cadre structure, competency framework, roles, skills and capacity required for DGMA's expanded mandate.
2	**Legal Framework**	Section 7 of the Merchant Shipping Act, 2025
3	**Current Situation**	The proposal is under preparation. The detailed report is scheduled for submission by 15 December 2026.
4	**MIV 2030 & MAKV 2047**	MIV Chapter 4, MAKV Theme 7
5	**DGMA's Position**	DGMA considers the transition essential because its mandate now extends beyond mercantile marine to integrated oversight across seven sectors: ports, shipyards, ship recycling centers, offshore, inland waterways and river–sea navigation, coastal and fisheries, and mercantile marine.

11.4 Branch Targets

Sr. No	Activities / Initiatives under the Branch	6 Months	2 years	5 year

1	Cadre Restructuring - Transition from DGS to DGMA	LoA issued on 04.09.2026. Final report shall be submitted by 15th December 2026		
2	Annual Training & Capacity building Plan	Implementation in process. Completion expected by March 2027		
3	Wing /Branch Wise Training Manuals	First draft is uploaded on the DGMA Website		
4	Direct Recruitment through UPSC (1 Year Cycle)	Previously submitted proposals to UPSC: Expected TTF - by Jan 2027		
6	EDCIL Engagement	Work order issued on 25.08.2026, Timeline for merit list submission: December 31st.		
7	Naval Architecture – Shipbuilding Cell Proposal	Proposal submitted on 19.08.2026. The same has been shared with DoE for post creation.		
8	Recruitment Rules	Pending RR notification expected by January 2027		
9	Sagar Manthan Portal Updation	Monthly updation ongoing		

12. Shipping Development Branch

12.1 National Shipping Policy (NSP)

Current Status

- The National Shipping Policy is under formulation as an overarching policy framework covering 12 strategic areas across the maritime value chain, aligned with Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047.
- The broad approach is to retain existing relaxations, exemptions and operational flexibility available to foreign-flag vessels for ease of doing business, while identifying measures required to improve the competitiveness of Indian-flag vessels.
- Detailed recommendations under the National Shipping Policy are proposed to be submitted to the Ministry by December 2026.

Activities Undertaken During the Month

- The taxation framework and IISR were deliberated under the chairmanship of Secretary, MoPSW on 21.10.2026, following which both aspects were further examined as key measures for improving the competitiveness of Indian shipping.
- Detailed reports on the taxation ecosystem and IISR were finalised and submitted for consideration, covering taxation-related measures, international benchmarking, commercial implications and the proposed regulatory framework for IISR on 27.10.2026.

Way Ahead

- Progress the taxation reforms as a preceding measure to IISR and other related policy reforms, with a view to improving the competitiveness of Indian-flag shipping.
- Submit the detailed recommendations on the National Shipping Policy to the Ministry by December 2026.

12.2 India International Ship Registry (IISR)

Current Status

- The proposed India International Ship Registry (IISR) is being examined as a mechanism for attracting additional foreign-going tonnage to the Indian flag.
- The proposed framework is being examined with reference to ownership requirements, manning, Recognised Organisations, survey/certification requirements and the statutory changes required.
- International benchmarking of selected international/secondary registries has been undertaken to understand the regulatory and fiscal measures adopted for attracting tonnage.

Activities Undertaken During the Month

- The proposed IISR framework was further examined covering its scope, eligibility, ownership structure, manning requirements, Recognised Organisation flexibility, survey/certification requirements and the statutory framework required for establishing a separate registry.
- The IISR proposal, along with the broader taxation and Indian tonnage competitiveness framework, was deliberated under the chairmanship of the Secretary, MoPSW on 21.10.2026.
- International benchmarking and comparative assessment of the proposed IISR framework were undertaken, including comparison with the Marshall Islands and examination of the existing DTA and GIFT IFSC frameworks.
- The final IISR report was submitted to the Ministry on 27.10.2026, along with the detailed report on taxation reforms, for consideration and further deliberation.

Way Ahead

- Rework the IISR proposal, clearly bringing out the statutory amendments and regulatory relaxations proposed.

- Undertake targeted stakeholder consultations with identified shipowners/operators.
- Prepare a cost-to-cost comparison of operations under the proposed IISR vis-à-vis selected competing foreign registries.

12.3 Age Norms for Vessels

Current Status

- Age Norms and associated qualitative parameters presently regulate the acquisition, registration and operation of specified Indian-flag vessels and their applicability to foreign-flag vessels requiring a licence under the Coastal Shipping Act, 2025.
- Pursuant to the directions of the Ministry, the framework has been revised to remove exit-age restrictions, permit existing Indian-flag vessels to continue operating subject to prescribed safety and qualitative requirements, and increase the entry-age limit for container vessels to 25 years.
- The draft revised Order has been submitted to the Ministry on 14.10.2026 for consideration and approval.

Activities Undertaken During the Month

- The draft revised Age Norms Order was reviewed in consultation with industry stakeholders, and the representations received were examined and compiled vessel-category-wise.
- The revised framework, stakeholder inputs and a comparative statement of the proposed changes were submitted to the Ministry on 14.10.2026.
- The draft was further revised in discussion with Ministry and resubmitted.

Way Ahead

- Obtain the Ministry’s approval and notify the revised Age Norms Order.

- Operationalise the Standing Technical Committee mechanism for examination of vessel-specific relaxation requests.

13. Training Branch

13.1 Operational MTIs

Status of MTIs	No. of MTIs
No. Of DGS Approved Maritime Training Institute (MTI's)	176
DGS Approved Operational Maritime Training Institute (MTI's)	162
No. Of Operational Pre-Sea MTIs	36
No. Of Operational Post-Sea MTIs	81
No. Of Operational Pre Sea & Post Sea	35
No. Of MTIs Not Conducting Any Course In 2025	10
No. Of MTIs Suspended/Closed	14

13.2 Comprehensive Inspection Programme Status

- As on September 2026, 66 out of 162 operational MTIs have undergone CIP during 2026, representing 40.7% of the operational MTIs.
- The CIP assesses and grades MTIs from A1 to C2, with A1 representing a score of 90% and above, A2 80–89.9%, B1 70–79.9%, B2 60–69.9%, C1 50–59.9%, and C2 below 50%.
- For the preceding 2025 inspection cycle, 112 MTIs underwent CIP. Of these, 69 MTIs (61.6%) were graded A1, 20 (17.9%) A2, 8 (7.1%) B1, 4 (3.6%) B2, 8 (7.1%) C1 and 3 (2.7%) C2. Thus, 89 of 112 MTIs (79.5%) secured A1 or A2 grades.
- The CIP framework was further strengthened through DGS Order No. 3 of 2026 dated 20 March 2026, which consolidated the earlier separate inspection regimes for Pre-Sea, Competency and Modular/STCW courses into a unified CIP framework.

Comprehensive Inspection Programme Grading Weightage

A. Post-Sea Courses

Sl. No.	CIP Assessment Section	Maximum Credit Points	Share of Total
1	Infrastructure Set-up & Maintenance	950	31.67%
2	Faculty & Human Resource Development	1,000	33.33%
3	Student Performance and Sustainability of Institute	500	16.67%
4	Overall Performance & Management	550	18.33%
	Total	**3,000**	**100.00%**

B. Pre-Sea Courses

Sl. No.	CIP Assessment Section	Maximum Credit Points	Share of Total
1	Infrastructure Facility Maintenance & Ambience	1,500	13.64%
2	Student Intake Quality	500	4.55%
3	Faculty & Human Resource Development	1,500	13.64%
4	Student Development Programmes (Personality & Academic)	1,000	9.09%
5	Placement Records	6,000	54.55%
6	Overall Performance & Management	500	4.55%
	Total	**11,000**	**100.00%**

13.3 Number of New Enrolment in 2026 as on 30th September

S.No	Course Name	Total Admissions
1	B.Sc Nautical Science	1475

2	BE / B-Tech Marine Engineering	1496
3	Certificate Course In Maritime Catering	1427
4	Diploma In Nautical Science	1800
5	Graduate Marine Engineering	987
6	Training for General Purpose Ratings	9590
	Total	**16775**

13.4 CIP 3rd Party Audit – NABET

The Directorate General of Maritime Administration (DGMA) has initiated an independent third-party assessment mechanism for Maritime Training Institutes (MTIs) through QCI-NABET. The initiative is intended to strengthen the existing framework for monitoring maritime training by introducing an additional, independent assessment of institutional quality and performance.

The third-party assessment has been conceived to complement, rather than replace, the existing Comprehensive Inspection Programme (CIP). While CIP primarily examines regulatory compliance, the NABET assessment takes a broader view of an MTI's institutional quality, including training effectiveness, governance, quality-assurance processes and continuous improvement.

This distinction is important. CIP continues to provide the regulatory inspection framework, whereas third-party assessment adds an independent quality-benchmarking layer to identify not only whether prescribed requirements are being met but also institutional strengths, gaps and areas for improvement.

Purpose of Third-Party Inspection

The principal objectives of the initiative are to:

- strengthen objectivity and independence in MTI evaluation;
- improve transparency in the assessment of maritime training institutions;
- create a framework for quality benchmarking of MTIs;

- supplement the compliance-oriented CIP inspection with a broader institutional quality assessment; and
- promote continuous quality enhancement within the maritime training ecosystem.

Assessment Methodology

The framework provides for a multi-stage assessment process comprising the following elements:

Step 1: Evaluation of Submitted Documents

The assessment begins with examination of the documents submitted by the concerned MTI.

Step 2: On-Site Physical Verification

Documentary examination is followed by physical verification at the institute so that the assessment is supported by direct institutional verification.

Step 3: Structured Scoring and Reporting

Findings are evaluated against structured assessment criteria and converted into a systematic scoring and reporting framework.

Step 4: MTI Self-Assessment

Self-assessment by the MTI forms part of the assessment process, allowing the institution's own assessment of its systems and performance to form an input into the broader evaluation.

Step 5: Comprehensive Assessment Report

Following consolidation of the assessment, a comprehensive report is to be provided to both the concerned MTI and DGMA.

MTI Selection Process

A total of 25 MTIs will be covered under the third-party assessment. The selection is designed to provide a representative cross-section of the maritime training sector and will take into account:

- CIP performance/grade of MTIs, with institutes selected across higher-, medium- and lower-performing categories, so that the assessment covers institutions with varying levels of performance.
- Geographical representation, with the selected MTIs distributed across different regions of India to ensure broad national coverage.

Different institutional performance profiles, enabling the assessment framework to identify strengths, gaps and areas requiring quality improvement across a diverse set of MTIs.

This selection approach will allow the third-party assessment to evaluate institutional quality across a balanced and geographically diverse group of 25 MTIs, rather than limiting the exercise to institutes within a particular performance category or region.

Current Status

The pilot visits have been completed at the following MTIs.

- International Maritime Institute (IMI), Noida
- Applied Research International (ARI)
- Sriram Institute of Maritime Studies

13.5 Training Eco System

The Maritime Training Ecosystem has been conceived by the Directorate General of Maritime Administration as a unified, cloud-based digital platform intended to bring the major elements of maritime education, training, monitoring, assessment and certification into one integrated environment. The stated objectives are to strengthen training delivery and assessment integrity, replace paper-based processes with secure digital workflows, improve transparency in certification and verification, and support technology-ready Indian seafarers. The vision is also linked in the presentation material to the objectives of MIV 2030 and AKAM 2027.

The procurement document subsequently framed the project around a Single Master Integrator, responsible for designing, developing, deploying, operating and maintaining the overall ecosystem. The proposed model entails no budgetary commitment from Government, with revenue envisaged through stakeholder participation.

It is intended to establish an integrated digital infrastructure spanning institution-based learning, faculty capacity, onboard training records, attendance, simulation, certification verification and immersive learning.

Components of Training Ecosystem

1. Learning Management System

The LMS is intended to provide standardised e-learning with learner tracking, assessment controls and completion-linked access.

2. Faculty Development Programme

The Faculty Development Programme provides for continuous up-skilling of maritime faculty through structured learning, assessment and professional development.

3. Digital TAR Book

The Digital TAR Book is envisaged as a digital training record supporting structured onboard training and practical competency verification.

4. Centralised Attendance System

The Centralised Attendance System provides for facial-biometric attendance for candidates, faculty and administrators across MTIs.

5. Web-Based Simulator

This component envisages online simulation of real maritime scenarios for interactive learning and assessment.

6. Online Marine Certificate Validation

The platform provides for the secure upload, verification and digital stamping of maritime certificates, placing verification within the wider training ecosystem rather than treating certificates as an isolated downstream process.

7. AR/VR/Mixed Reality Training

The seventh component covers immersive practical training for complex shipboard and port-operation scenarios using AR/VR or Mixed Reality technologies.

I. Stakeholder Consultation and Concept Development

Before issuance of the tender, DGMA undertook consultation with Maritime Training Institutes.

Two consultation meetings were specifically recorded:

1. 31 January 2026
2. 6 March 2026

II. RFP Publication and Pre-Bid Stage

1. 2 April 2026 - RFP Published
2. 13 April 2026 the Pre-Bid Clarification Date
3. 15 April 2026 Commencement of Bid Submission

DGMA issued the Request for Proposals for Selection of Service Provider for the Development of a Maritime Training Ecosystem, Tender Reference 20-19/12/2025-TRG-DGS.

Records show bidder queries being received from entities including Virtual Guru, Mintra and ADU Academy during April. Questions covered eligibility, CMMI and ISO requirements, legal status, consortium arrangements, commercial structure, user adoption, existing systems, intellectual property, implementation schedules and the different ecosystem components.

III - Corrigendum

A subsequent corrigendum dated 7 May 2026 introduced, among other matters, CMMI Level 3 into the certification-related eligibility requirements and required the certification to be valid on the bid-submission date.

IV - Bid Opening and Qualification

The three participating proposals were from:

1. Appentus Technologies Private Limited
2. ARI-led consortium comprising Applied Research International, ADU Academy India and HIMT
3. Virtual Guru Edu Private Limited

All three passed the recorded eligibility stage. Appentus subsequently failed the qualification stage and therefore did not proceed to detailed technical evaluation. The ARI-ADU-HIMT Consortium and Virtual Guru remained eligible.

V - Extension and Closure of Bidding

Milestone	Date
Initial Bid Submission End Date	15 May 2026
First Extended Date	6 June 2026
Second/Final Extended Date	19 June 2026
Bid Opening	22 June 2026

VI - Technical Evaluation

16 July 2026: Technical Presentations

Technical presentations were conducted on 16 July 2026 for the two qualifying bidders.

The RFP evaluation methodology used a 70% technical and 30% financial weighting.

The eventual technical scores were:

- Virtual Guru: 76/100
- ARI-ADU-HIMT Consortium: 71.3/100

Thus, Virtual Guru's technical score was 4.7 marks higher than that of the consortium.

24 August 2026: Technical Evaluation Report

Following technical evaluation and inputs from legal and procurement experts associated with DGMA, the Technical Evaluation Report was published on 24 August 2026.

VII - Financial Evaluation and QCBS

The financial bids of the technically qualified bidders were opened on 31 August 2026.

The formal October communication records approximate quotations of:

- Virtual Guru: ₹67 crore
- ARI-ADU-HIMT Consortium: ₹24 crore

After application of the prescribed QCBS formula, the ARI-ADU-HIMT Consortium emerged H1, while Virtual Guru was H2.

The approximate figures should not be treated as substitutes for the internally approved Financial Evaluation Report, since the CVC-response presentation advises use of that report/calculation sheet for exact quotation and combined QCBS figures.

IX - Representation

Before publication of the financial evaluation report, Virtual Guru submitted a representation dated 3 September 2026. A related complaint was registered on the CVC portal on 4 September 2026 as Complaint No. 166859/2026.

The complaint principally raised four issues relating to the ARI-ADU-HIMT Consortium:

1. Validity of CMMI Level 3 certification
2. Classification Society approval for the proposed LMS
3. ADU legal status and eligibility
4. Performance of ADU's earlier LMS.

X – Current Status

1. H1 status has not translated into award of the contract.

2. Evaluation committee is proceeding with cancellation of tender

13.6 Sagar Prashikshan-2026

Background

Sagar Prashikshan – National Maritime Training and Skilling Conclave has been conceptualised as a national-level platform focused on strengthening maritime education, training, competency development and skilling in India. The conclave is intended to bring together the maritime administration, Maritime Training Institutes (MTIs), industry stakeholders, academic experts, technology providers and other members of the maritime ecosystem on a common platform for focused deliberations on the development of maritime training in India. The initiative envisages a transparent, technology-enabled and industry-responsive maritime training ecosystem aligned with evolving international standards and industry requirements. The internal concept note also identifies alignment with the objectives of the STCW Convention and Digital India.

The initiative seeks to provide a structured forum for considering the complete maritime-training lifecycle, including institutional training, quality assurance, faculty capability, examinations and certification, digital systems, practical shipboard training and alignment of training outcomes with actual industry requirements

Objectives

The principal objectives envisaged under Sagar Prashikshan include:

- identifying and addressing gaps between maritime training outcomes and industry skill requirements;
- facilitating structured stakeholder consultation on regulatory, academic and digital reforms;
- strengthening faculty development and continuous upskilling;
- encouraging technology-enabled training, including Learning Management Systems and simulation-based learning; and

- developing actionable recommendations towards a standardised, transparent and industry-aligned maritime training ecosystem.

Accordingly, Sagar Prashikshan is envisaged not merely as a conference, but as a wider stakeholder engagement platform through which key aspects of the maritime training ecosystem can be discussed together.

Stakeholder Participation

The proposed conclave envisages participation from a broad cross-section of the maritime sector, including the DGMA, Maritime Training Institutes, shipping companies and shipowners, classification societies, P&I Clubs, maritime professional bodies, academic experts, technology providers, faculty members, trainers, cadets and other maritime professionals and subject-matter experts.

The planning material envisaged an audience of approximately 400 participants, demonstrating the proposed national scale of stakeholder participation. This figure represents a planning estimate and should not be treated as actual attendance.

Cultural and Maritime Community Engagement

In addition to its substantive technical and policy sessions, the proposed programme includes a cultural component. The programme envisaged three cultural performances of ten minutes each.

Separate stakeholder communication invited interested MTIs to nominate participants and submit short videos of proposed performances, with the cultural programme being positioned as an opportunity to showcase talent from within the maritime fraternity.

This component complements the technical programme by providing a broader platform for participation and engagement among members of the maritime-training community.

Expected Outcomes

The proposed design of Sagar Prashikshan envisages the following broad outcomes:

- improved understanding of gaps between maritime training and industry skill requirements;

- greater structured interaction between the maritime administration, MTIs and industry stakeholders;
- deliberation on regulatory, academic and digital reforms affecting maritime training;
- increased focus on training quality and quality assurance;
- strengthening of faculty development and continuous upskilling;
- greater adoption of technology-enabled training approaches;
- consideration of reforms in examination, assessment and certification;
- focused discussion on shipboard training and practical competency development; and
- development of actionable recommendations towards a more standardised, transparent and industry-aligned maritime training ecosystem.

Current Status

- Concept Note Submitted

13.7 Mission 20%

Mission 20% has 45 major interventions under six categories., three priority intervention concept notes were prepared, one cruise training concept note was submitted, international and domestic industry engagements were undertaken, and a candidate employability assessment was initiated.

Mission Structure

The 45 interventions are divided into action agendas. Each action agenda is mapped to a Deputy Director General of Maritime Administration. The six categories are Competent and Qualified Seafarers, Technology Interventions, Welfare and Facilitation, Policy, Regulatory, and Institutional Changes.

Portfolio item	September 2026 position
Major interventions	45
Intervention categories	6
Deputy Directors General aligned with Mission 20%	5
Industry Engagements	Maersk, Anglo Eastern, Great Eastern, Seven Islands, Adani, Carnival, MSC, MOL and Fleet Management

Action-Agenda owners

Owner	Role in monthly monitoring
Mr. Deependra Singh Bisen, Deputy Director General	Mission 20% overall ownership
Mr. Mugilrajan D, Deputy Director General	Training Operations and Implementation
Mr. Praveen Nair, Deputy Director General	Examination Reforms
Capt. Nitin Mukesh, Deputy Director General	Welfare and Facilitation
Capt. Bipin Kumar, Deputy Director General	Crew Process
Mr. Dinesh Mate, Deputy Director General	STCW

Concept Notes Prepared

Three priority interventions moved from the idea stage to documented concept design. A concept note records the proposal and proposed pathway; it does not by itself mean that the intervention has been approved or implemented.

Intervention	Output	Next step
National Council for Vocational Education and Training alignment	Concept note prepared to examine alignment of relevant maritime qualifications with the national vocational education and skills framework.	Internal review, identification of qualifications, consultation with the Council, and preparation of an implementation pathway.

Sea-to-Shore Career Transition	Concept note prepared for a structured pathway to support Indian seafarers moving to suitable shore-based maritime roles.	Consult employers, finalize job roles and training requirements, and prepare the detailed scheme document.
Shipboard Training Revision	Concept note prepared to examine shorter shipboard training for General Purpose Ratings and Certificate Course in Maritime Catering trainees, supported by simulator, laboratory and safety training and an incentive for additional berths.	Complete regulatory review, stakeholder consultation, curriculum design, simulator-hub planning and validation of the berth-incentive model.

Costa Cruise Training Proposal

A concept note on a Costa-supported cruise Maritime Training Institute in India was submitted to the Secretary. The proposal sets out an institutional framework for cruise-sector training.

Output	Next milestone
Costa Cruise Maritime Training Institute concept note	Record feedback and prepare the detailed design and partnership structure.

Industry Engagement and Employment Partnerships

The month included targeted engagement with cruise, shipping and ship-management companies. These engagements should be treated as leads under follow-up until written commitments, employment numbers, training capacity or investment proposals are received.

Company or activity	Progress during the month	Follow-up required
Carnival	Carnival expressed interest in cruise-focused Maritime Training Institutes. Potential locations identified for examination are Goa, Mumbai, Delhi, Assam, Chennai and Kolkata. Visa facilitation and ease-of-doing-business measures were also discussed.	Obtain a written proposal covering priority locations, number of institutes, job roles, annual capacity, investment, implementation schedule and recruitment commitment. The six locations are options and are not finalised sites.
MSC	Engagement covered cruise-focused Maritime Training Institutes, visa facilitation and business-enabling policy measures. MSC also expressed interest following the maritime pitch presented during the Cyprus visit.	Hold a structured follow-up and obtain written details on workforce demand, training standards, potential institute collaboration, investment, and employment commitment.

MOL	Ease-of-doing-business initiatives, tanker employment opportunities, the Philippines model and potential Maritime Training Institute collaboration were discussed.	Quantify rank-wise tanker jobs, required qualifications, possible training partners and elements of the Philippines model that may be adapted for India.
Fleet Management	Visa-processing challenges affecting seafarer mobility and measures to improve ease of doing business were discussed.	Provide country-wise visa cases, processing delays, seafarers affected and proposed solutions for the ongoing visa study.
Cyprus visit pitch	A pitch deck was prepared for the visit of the Joint Secretary, Ministry of Ports, Shipping and Waterways, and Mr. Deependra Singh Bisen, Deputy Director General. The pitch was presented to maritime companies.	Prepare a company-wise follow-up matrix and convert initial interest into written proposals or expressions of interest.

Candidate Employability Assessment

A preliminary assessment was facilitated with the Wadhwani Foundation at BP Marine Institute, Panvel. The assessment examined English proficiency and employability readiness. The next report should state the number and course profile of candidates assessed, key gaps identified, recommended training, number selected for support and the outcome of reassessment.

Study On Visa-Processing Challenges

A study is underway to understand the visa-processing problems faced by companies while deploying Indian seafarers. The study should produce a country-wise issue matrix covering visa category, appointment waiting time, normal and actual processing time, documentation problems, seafarers and joining opportunities affected, cost impact, existing escalation route and proposed government intervention.

Study status	Expected output	Next monthly milestone	Output	Next milestone
Data collection and company consultation underway	Country-wise visa challenge report with quantified impact and proposed facilitation measures	Complete the company survey and prepare the first issue-and-recommendation matrix.	Costa Cruise Maritime Training Institute concept note	Record feedback and prepare the detailed design and partnership structure.

Items To Be Closed in the Next Reporting Cycle

Priority	Output required for November 2026	Responsible level	Company or activity	Progress during the month	Follow-up required
Maritime Training Institute Module	Users and institutes onboarded, services processed, defects raised and resolved, and full-rollout date.	Assigned Deputy Director General and technology team	Carnival	Carnival expressed interest in cruise-focused Maritime Training Institutes. Potential locations identified for examination are Goa, Mumbai, Delhi, Assam, Chennai and Kolkata. Visa facilitation and ease-of-doing-business measures were also discussed.	Obtain a written proposal covering priority locations, number of institutes, job roles, annual capacity, investment, implementation schedule and recruitment commitment. The six locations are options and are not finalised sites.
Recruitment and Placement Service License Module	Entities onboarded, license transactions, migrated records, defects and full-rollout date.	Assigned Deputy Director General and technology team	MSC	Engagement covered cruise-focused Maritime Training Institutes, visa facilitation and business-enabling policy measures. MSC also expressed interest following the maritime pitch presented during the Cyprus visit.	Hold a structured follow-up and obtain written details on workforce demand, training standards, potential institute collaboration, investment, and employment commitment.
Carnival proposal	Written proposal showing preferred locations, annual capacity, investment model, courses and recruitment commitment.	Assigned Deputy Director General	MOL	Ease-of-doing-business initiatives, tanker employment opportunities, the Philippines model and potential Maritime Training Institute collaboration were discussed.	Quantify rank-wise tanker jobs, required qualifications, possible training partners and elements of the Philippines model that may be adapted for India.
MSC follow-up	Documented areas of interest, workforce demand, proposed training arrangement and agreed next actions.	Assigned Deputy Director General	Fleet Management	Visa-processing challenges affecting seafarer mobility and measures to improve ease of doing business were discussed.	Provide country-wise visa cases, processing delays, seafarers affected and proposed solutions for the ongoing visa study.

MOL follow-up	Tanker job estimates, required skills and qualifications, and training collaboration options.	Assigned Deputy Director General	Cyprus visit pitch	A pitch deck was prepared for the visit of the Joint Secretary, Ministry of Ports, Shipping and Waterways, and Mr. Deependra Singh Bisen, Deputy Director General. The pitch was presented to maritime companies.	Prepare a company-wise follow-up matrix and convert initial interest into written proposals or expressions of interest.
Visa study	Company coverage and country-wise problem matrix with number of seafarers affected.	Assigned Deputy Director General			
Wadhwani Foundation assessment	Candidate count, assessment results, skill gaps, proposed intervention and reassessment plan.	Assigned Deputy Director General			
Three intervention concept notes	Internal decision and next stage for National Council for Vocational Education and Training alignment, Sea-to-Shore transition and Shipboard Training Revision.	Relevant owners			
Costa concept note	Secretary-level feedback and a clear next-step decision.	Relevant owner			
Mission 20% tracker	Final mapping of all 45 interventions, action agendas, owners, milestones, dates and status evidence.	Mission coordination team			

13.8 Visit by the Officials of DGMA to MTIs

As part of DGMA's continuing oversight of Maritime Training Institutes (MTIs), physical visits were undertaken to two MTIs on 18 September 2026. Such physical visits form part of DGMA's broader approach to direct institutional oversight of maritime training. DGMA's stated framework for physical MTI visits focuses on regulatory compliance, quality assurance, training standards and structured feedback, with the objective of identifying gaps and strengthening the consistency of maritime training delivery.

1. Shivalik Maritime Academy – 18 September 2026

An inspection of Shivalik Maritime Academy was undertaken by Shri Deependra Singh Bisen, Deputy Director General, DGMA. The visit provided for direct physical inspection of the Maritime Training Institute as part of DGMA's institutional monitoring of approved MTIs.

2. Oceanic Maritime Academy – 18 September 2026

On the same date, Oceanic Maritime Academy was inspected by Shri Deependra Singh Bisen, Deputy Director General, DGMA, along with Shri Amit Mohan Mittal, IRS, CVO. The visit similarly formed part of the Directorate's direct physical oversight of Maritime Training Institutes.

These visits are consistent with DGMA's wider emphasis on strengthening field-level oversight of MTIs through physical interaction and inspection, alongside the formal Comprehensive Inspection Programme (CIP). The Directorate's material on physical MTI visits identifies regulatory compliance, quality assurance, training standards and institutional performance as focus areas for such visits.

13.9 STCW Compliance Board Agenda

The STCW Compliance Board functions as a key oversight, coordination and consultative mechanism of the Directorate General of Maritime Administration for ensuring compliance, transparency, uniformity and standardisation in maritime training, examination and certification processes. Its functioning is based on consultative decision-making, transparency and accountability, rule-based compliance, technology-enabled monitoring, and consistent and time-bound regulatory decision-making. The minutes further record that provisions relating to the Board have been incorporated into the proposed STCW Rules being processed through the Ministry.

The Board considers matters relating to MTI/course approvals, regulatory compliance and inspections, training reforms, examination reforms, legal matters affecting maritime training, safety, digital systems, foreign administration-approved courses, and broader maritime training initiatives.

84 STCW Compliance Board meetings had been held up to 24 September 2026. The 83rd meeting was held on 10 September 2026 and 24 September 2026.

During September 2026, two meetings of the STCW Compliance Board, the 83rd and 84th meetings, were held on 10 September and 24 September 2026 respectively. The meetings provided a structured forum for consideration of regulatory, operational and policy matters concerning maritime training and Maritime Training Institutes (MTIs).

The meetings covered a wide spectrum of matters, including approval of maritime training courses and MTI-related requests; inspection and regulatory compliance issues; implementation of MTI reforms; safety at maritime training institutes; examination reforms; development of the MTI/e-Navik digital framework; foreign administration-approved courses; legal matters affecting MTIs and candidates; pendency of course/in-principle approvals; and broader initiatives for strengthening the maritime training ecosystem.

The 83rd meeting on 10 September had 28 numbered agenda items, covering course approvals and MTI matters as well as structured policy and reform matters such as Mission 20%, outreach for Merchant Navy careers, institutionalisation of the STCW Compliance Board, e-Navik modules, the Maritime Training Ecosystem, examination reforms, Sagar Mey Yog, Sagar Mey Samman, foreign administration-approved courses, MTI reforms, safety and the Maritime Training Trust.

The 84th meeting on 24 September had 17 numbered agenda items. It considered course approvals, MTI compliance and inspection matters, ongoing court cases, safety-related matters, foreign administration-approved courses, MTI reforms, the Suraksha Sarvapratham initiative, Maritime Training Trust matters, pendency of MTI applications, publication of examination results and legal updates.

Type of Agenda’s in STCW Compliance Board

1. Course And Institutional Approvals: Applications for new courses, shifting of MTI premises, commencement of courses and other approval/in-principle approval matters.

2. MTI Inspection and Compliance: CIP findings, inspection observations, non-conformities, regulatory compliance and action arising from deficiencies.
3. Policy and training reforms: MTI reforms relating to faculty requirements, blended learning, infrastructure utilisation and swimming-pool requirements, along with wider development of the maritime training ecosystem.
4. Safety And Welfare: Safety at MTIs under Suraksha Sarvapratham, casualty-related matters, infrastructure safety, and initiatives such as Sagar Mey Yog and Sagar Mey Samman.
5. Digitalisation and examination reforms: Development of e-Navik/MTI modules and reform of MTI exit, ratings and Certificate of Competency examination systems.
6. Legal And Regulatory Matters: Court cases involving MTIs/candidates, implementation of court directions and periodic review of legal matters concerning the Training Division.
7. Foreign Administration-Approved Training: NOCs, compliance verification and regulatory oversight for courses approved by foreign maritime administrations.
8. Monitoring and governance: Pendency of online MTI applications, publication of examination results, Maritime Training Trust matters and review of regulatory/administrative issues

13.10 MTI Exit Exam

The MTI Exit Examination provides a common national assessment for candidates completing specified courses at approved Maritime Training Institutes. Its purpose is to assess whether candidates have achieved the prescribed learning outcomes and to provide DGMA with an independent measure of training outcomes across institutes.

The examination is scheduled in relation to completion of the applicable course. The MTI must confirm that the prescribed preconditions have been met and that only eligible candidates belonging to the approved batch are included. The candidate list is verified before commencement of the examination.

This process limits the possibility of an unregistered or ineligible candidate appearing for the examination and creates a direct connection between the training batch, course completion and Exit Examination.

2.11.1 Standardized examination format

The centralized Exit Examination applies a common assessment pattern across participating institutes. The current framework covers 48 modular courses, with 30 multiple-choice questions to be completed in 30 minutes.

Candidates completing the same course are therefore assessed through a common examination duration, prescribed number of questions, standard instructions and uniform result-processing requirements. The assessment does not vary according to the institute where the candidate received training.

This is central to the reform because it establishes a national minimum benchmark. It also allows examination outcomes to be compared across courses, batches and MTIs without relying solely on internal assessments conducted by the training institutes.

Examination Result

	Result
Total examinations	375,766
Passed	336,435
Failed	39,331
Overall pass rate	89.53%
Overall failure rate	10.47%
Violations recorded	3,943
Violations as % of examinations	1.05%

For 2026, Total of 3,75,766 exit-examination attempts were recorded across 139 active MTIs. Of these, 3,36,435 examinations were passed and 39,331 were failed, resulting in an overall pass rate of 89.53% and a failure rate of 10.47%. The data also records 3,943 violations, equivalent to approximately 1.05 violations per 100 examination attempts.

Distribution of MTIs by Pass Rate

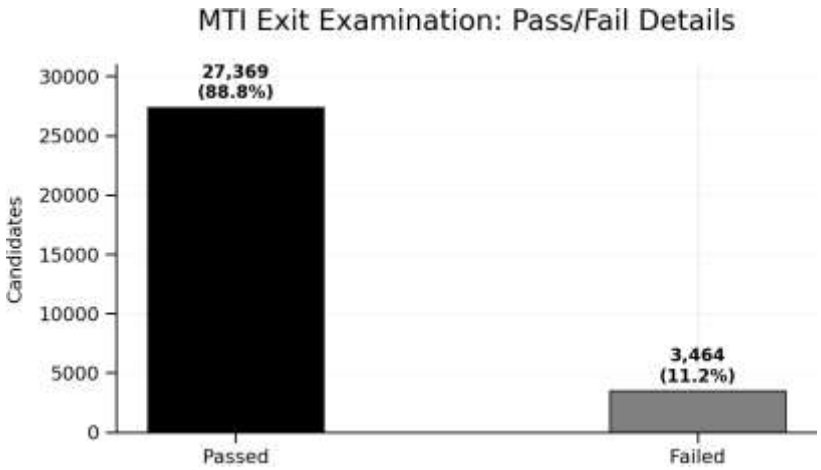
Pass-rate category	No. of MTIs	Share of active MTIs
95% and above	49	35.25%
90% to below 95%	31	22.30%
80% to below 90%	39	28.06%
Below 80%	20	14.39%
Total	**139**	**100%**

Accordingly, 80 of the 139 active MTIs, or 57.55%, achieved a pass rate of at least 90%. At the other end, 20 MTIs recorded pass rates below 80%.

MTI Exit Exam – September 2026

Result Category	Candidates	Percentage
Total Appeared	**30,833**	**100.0%**
Total Passed	**27,369**	**88.8%**
Total Failed	**3,464**	**11.2%**

Validation: Total Passed (27,369) + Total Failed (3,464) = Total Appeared (30,833).



13.11 Ratings Exit Exam

Existing arrangement and reform direction

The Ratings Exit Examination covers GP Rating and Certificate Course in Maritime Catering candidates. GP Rating assessment includes General Ship Knowledge, Marine Engineering Knowledge, practical and oral components. CCMC assessment includes an online examination, practical assessment and oral assessment.

The All-India Ratings Exit Examination was established through Training Circular No. 10 of 2005 dated 16 February 2005. Conduct of the examination was entrusted to the Board of Examination for Seafarers, while DGMA retained regulatory and supervisory control.

2.12.1 Examination scheduling

Candidate particulars are submitted through the concerned MTI and verified against the approved course and batch. The candidate is then registered for the applicable examination components and allotted an examination schedule and centre.

Fresh and repeater candidates are to be identified separately within the scheduling process. Attendance and participation are recorded against the relevant examination cycle, allowing DGMA and BES to reconcile the candidates registered, allotted and appearing.

The candidate's online, practical and oral examination components are intended to form part of a common examination record. This is important because the final result depends on completion of all applicable components and not merely the online examination.

2.12.2 Practical and oral assessments

The practical and oral components are being formally linked to the candidate's overall examination record. The candidate is scheduled for the relevant assessment, an approved assessor or examiner is allocated, attendance is recorded and the assessment outcome is entered against the candidate.

The result of each component is then reviewed and consolidated with the online-examination outcome. This reduces the risk of separate records being maintained for different components and makes it possible to identify whether a result remains pending because an assessment has not been completed or approved.

GP Examination Result

For 2026, 7341 candidate examination attempts were recorded. Of these, 5,149 candidates passed and 2,192 did not pass, resulting in an overall pass rate of 70.1%. The examination assesses the prescribed General Ship Knowledge and Marine Engineering Knowledge components, including practical/oral and online elements, with the result reflecting performance across the applicable components.

Candidate Category	Attempts	Passed	Pass Rate
Overall	7,341	5,149	70.1%
Fresh Candidates	4,797	3,952	82.4%
Repeater Candidates	2,544	1,197	47.1%

Fresh candidates constituted 65.3% of all attempts and achieved an 82.4% pass rate. Repeater candidates accounted for 34.7% of attempts and recorded a 47.1% pass rate. By examination cycle, the pass rate was 44.4% in March (repeater), 79.1% in June (fresh and repeater combined), and 50.4% in September (repeater). The distribution indicates that the overall outcome was driven primarily by the comparatively strong performance of fresh candidates, while repeater outcomes remained close to an even pass-fail split.

GP Ratings Exit – September 2026

Course	Candidates	Passed	Failed	Pass Rate	Fail Rate
GP	1,065	537	528	50.4%	49.6%

CCMC Exit Exam

For 2026, 917 candidate examination attempts were recorded. Of these, 779 candidates passed and 138 did not pass, resulting in an overall pass rate of 84.9%. The examination covers Practical Cookery, Oral Cookery and other prescribed areas, and an online component, with the result determined from performance across the applicable components.

Candidate Category	Attempts	Passed	Pass Rate
Overall	917	779	84.9%
Fresh Candidates	741	691	93.3%
Repeater Candidates	176	88	50.0%

Fresh candidates constituted 80.8% of all attempts and achieved a 93.3% pass rate. Repeater candidates accounted for 19.2% of attempts and recorded a 50.0% pass rate. By examination cycle, the pass rate was 42.6% in March (repeater), 91.0% in June (fresh and repeater combined), and 60.8% in September (repeater). The overall outcome was therefore driven by the strong performance of fresh candidates, while repeater results showed a materially lower conversion rate.

CCMC Exit – September 2026

Course	Candidates	Passed	Failed	Pass Rate	Fail Rate
CCMC	74	45	29	60.8%	39.2%

13.12 Certificate of Competency (Written and Oral Examination)

The Examination Reform Project commenced with a one-year pilot at MMD Noida from April 2025. Based on the pilot, the principal candidate-facing modules were operationalized from May 2026, and the project has now entered the phase of platform stabilization, integration and independent assessment.

Common Candidate Examination Record: The module is live and operational, providing a common digital record of candidate particulars, qualifications, sea service, training documents and examination history.

Eligibility Assessment: The module is live and operational, enabling structured scrutiny against applicable STCW requirements and examination rules, with online recording of approvals, deficiencies, clarifications and rejections.

Examination Scheduling and Seat Booking: The module is operational, integrating eligibility approval, centre and date selection, fee payment and booking confirmation. BillDesk integration has been undertaken as an alternative payment gateway and is proposed to be made live in the upcoming months.

Conduct of Written Examinations: The module has been operational since May 2026, covering eligibility-linked examination access, candidate verification, attendance, controlled examination delivery and coded/barcoded answer booklets for candidate anonymity and traceability.

Conduct of Oral Examinations: The module is live and operational, covering oral-examination scheduling, allocation of approved internal and external examiners, assessment, mark entry, approval and result processing.

Evaluation and Re-evaluation: The reformed process provides for examiner accountability, controlled script allocation, moderation, result compilation and re-evaluation. Scanning of written answer scripts has been discontinued since August 2026 in accordance with Ministry directions; evaluation is presently undertaken manually by designated examiners.

Result Publication and CoC Issuance: The module has been live since May 2026, enabling compilation and approval of written and oral results, digital publication through the portal and onward processing of Certificates of Competency for eligible candidates.

Question Bank and Question-Paper Governance: The module has been developed but its go-live has been deferred pending examination-integrity and security assurance. Operationalization will be considered after the independent assessment by IIT Bombay and examination of its recommendations.

Misconduct Management: The module establishes a uniform, evidence-based and auditable workflow for reporting, reviewing, deciding and communicating examination-misconduct cases. The module is presently under UAT.

Platform Integration and Stabilization: C-DAC continues to undertake corrective measures and technical stabilization of the platform. Integration with the e-Governance platform, e-Samudra, and with Standard Trading Corporation Pvt. Ltd. (STCPL) for CoC printing is under progress. These integrations are expected to further streamline data exchange, certification and CoC issuance processes, enabling a more seamless end-to-end examination and certification workflow.

Independent Assessment: DGMA has engaged IIT Bombay for a one-year independent assessment and certification of the Examination Platform and associated examination processes, covering end-to-end workflows, governance, process controls, audit trails, examination integrity, security and operational safeguards.

13.13 6 Months, 2 Years and 5 Year Action Plan

6 Month Plan

The six-month plan will focus on advancing the priority initiatives from development and refinement to a stage where they are ready for wider implementation.

1. New MTI Module

The New MTI Module has reached the beta stage, with the Beta Version launched on 15 October. The immediate focus under the six-month plan will remain on progressing the module following the beta launch and consolidating the initiative for its subsequent stages.

2. Training Berths

The immediate priority is to refine the framework for creation of training berths through Port Dues Credit. The six-month period will therefore be used to strengthen and finalise the proposed framework so that the initiative can subsequently move towards implementation.

3. Mission 20%

During the six-month period, the focus will be on amplifying the key interventions identified under Mission 20% and converting them into a detailed action plan. The action plan will be supported by defined Key Performance Indicators (KPIs) to provide a structured basis for implementation and monitoring.

4. National Maritime Games

The National Maritime Games form part of the near-term programme of the Training Branch. The roadmap identifies January 2026 as the milestone for this initiative.

2 Year Plan

The two-year plan shifts the emphasis from framework development and detailed planning towards implementation of the major initiatives.

1. Training Berths

The framework developed and refined during the initial six-month period will move into the implementation stage. The focus during the two-year horizon will therefore be on operationalising the initiative for creation of training berths through the proposed Port Dues Credit framework.

2. Mission 20%

Mission 20% will move from intervention design and KPI development to implementation. The detailed action plan prepared during the initial phase will provide the basis for executing the identified interventions and assessing progress against the defined KPIs.

3. National Maritime Games

The longer programme for maritime games envisages National Games in 2028 together with Zonal Games. This represents an expansion beyond the near-term National Maritime Games milestone and provides for continuation of the games initiative through both national- and zonal-level events.

14. Vigilance Report

1. The Vigilance Branch has regularly furnished the requisite quarterly and monthly vigilance reports to the Ministry of Ports, Shipping and Waterways (MoPSW). These include the quarterly progress report to the Central Technical Examiner's Organisation (CTEO), details of suspension cases (02 cases), major and minor penalty cases, and monthly reports on pending court cases. Further, information relating to pending Court/CAT cases and the status of implementation of Court/CAT judgments involving the Central Vigilance Commission (CVC) and MoPSW, as on the month-end of October 2026, has also been compiled and furnished to the Ministry.
2. A three-month Preventive Vigilance Campaign was undertaken by the Directorate General of Maritime Administration (DGMA), Mumbai, from 17 August to 16 November 2026, with a focus on strengthening preventive vigilance, promoting transparency and fostering a culture of integrity in official functioning. The campaign commenced on 20.08.2026 with a familiarisation session for vigilance functionaries on the Master Circulars and Vigilance Manual, 2026, followed by a meeting of the Chief Vigilance Officer (CVO) with Nodal and Vigilance Officers to deliberate upon and plan the activities under the campaign. Subsequently, an order dated 27.08.2026 was issued directing all Branch and Wing Heads to implement the approved Action Plan.
3. As part of the capacity-building initiatives, seven training sessions were organised for officers and staff of DGMA and its allied offices, in hybrid mode wherever feasible, covering various aspects of vigilance, compliance and good governance. The sessions included Cybersecurity Awareness (02.09.2026), Master Circulars and Vigilance Manual, 2026 (08.09.2026), Handling of Complaints and PIDPI Whistle-blower Protection (Master Circulars 03 and 04) (16.09.2026), GeM and CPPP (30.09.2026), Digital Personal Data Protection (DPDP) Act, Cybersecurity and GeM (06.10.2026), Pre-checks and Common Errors in Bill Preparation (14.10.2026), and Conduct Rules and

Conflict of Interest (03.11.2026). The last session was conducted at 1000 hrs in the Main Conference Hall, DGMA, with participation from officers and officials of DGMA and its allied offices.

4. To promote awareness of vigilance and integrity, banners and standees bearing the campaign theme were displayed at DGMA Headquarters and various allied offices. Further, a directive dated 05.10.2026 was issued for the display of Public Notice Boards at various offices to facilitate the lodging of complaints relating to vigilance and corruption. In addition, a Nukkad Natak (street play) on vigilance and integrity was organised on 15.10.2026 to disseminate the message of ethical conduct and probity among officials and the public.
5. Vigilance Awareness Week (VAW) 2026 was observed from 26.10.2026 to 01.11.2026 under the theme **"Probity for Prosperity" (सत्यनिष्ठा से समृद्धि)**. The week commenced on 26.10.2026 with the administration of the Integrity Pledge to officers and staff at DGMA and various allied offices. To encourage active participation and reinforce the values of integrity and transparency, various competitions were organised for officers and staff, including Essay Writing, Slogan Writing, Poster Making and an Inter-Branch Quiz Competition, with teams representing different branches of DGMA.
6. Strengthening of Vigilance Vertical and Manpower: Prior to the creation of the Vigilance Vertical, the Vigilance Branch was functioning with limited manpower comprising DDG (Vigilance), EO (Vigilance), one UDC and one LDC. Subsequently, pursuant to the Department of Expenditure (DoE) Note dated 07.08.2025, a dedicated Vigilance Vertical was created in the Directorate, and a regular Chief Vigilance Officer (CVO) assumed charge w.e.f. 06.02.2026. Further, a proposal for strengthening the Vigilance Vertical and meeting its additional manpower requirements was included in the DGMA Transition and Cadre Restructuring Proposal, which was submitted to the Director General on 19.06.2026 for consideration and onward submission to the Ministry.

7. Appointment of Vigilance Officers for Mercantile Marine Departments (MMDs): To strengthen the vigilance mechanism and ensure effective vigilance oversight across the Directorate General of Maritime Administration, Vigilance Officers have been appointed for five Mercantile Marine Departments (MMDs), namely Chennai, Mumbai, Kolkata, Kochi and Kandla.
8. Action Taken Report (ATR) on Systemic Improvements: With reference to Ministry of Ports, Shipping and Waterways (MoPSW) letter No. C-31014/1/2021-Vigilance (C. No. 349467) dated 30.09.2026 and 06.10.2026, seeking an Action Taken Report (ATR) on the decisions and suggestions made during the meeting held on 21.09.2026 by the Hon'ble Minister of Ports, Shipping and Waterways and the Hon'ble Minister of State for Ports, Shipping and Waterways with the Chief Vigilance Officers of Ports/Organisations, DGMA examined the action points and compiled the requisite ATR. The same was forwarded to MoPSW vide DGMA letter F. No. 17-18/1/2026-VIG-DGS (Comp. No. 43964) dated 26.10.2026.
9. Systemic Improvements and Preventive Vigilance Initiatives: As part of the systemic improvements suggested by the Vigilance Branch to strengthen preventive vigilance, transparency and accountability in the Directorate, the appointment of Independent External Monitors (IEMs) for effective implementation of the Integrity Pact in major procurements undertaken by DGMA was taken up. In this regard, the Vigilance Branch, vide Note No. VIG-9(2)/2025 dated 03.09.2026, initiated the matter regarding the appointment of IEMs. Subsequently, it was intimated that the FAAPP Branch had processed the matter and forwarded a letter dated 08.10.2026 to the Central Vigilance Commission (CVC), requesting nomination of two Independent External Monitors (IEMs) for DGMA in accordance with the applicable CVC guidelines. The matter is being pursued for strengthening the institutional mechanism for ensuring transparency, fairness and integrity in public procurement.

15. Annexures – Crew Branch

15.1 Annexure 1: Unresolved Cases of Death and Missing

Unresolved Cases - List of 32 Cases

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
1	**Shri Sushil Kumar**	**Tug Trun Ship**	Death	2013	Not Known	Not Known	Not Known	Died on 24.03.2013 while working on the private ship Tug Trun Ship, reportedly owned by a shipowner from China. RPSL not traceable; NoK details not provided; circumstances of death and compensation status not known.	No update received yet
2	**Shri Pathrose John**	**Not available (fishing boat; colliding vessel 'Sama')**	Death	2016	Not Known	Not Known	UAE (Ajman)	Indian fisherman died on 05.12.2016 in a collision between his fishing boat and vessel 'Sama' (M/s Samar Shipping Co., Ajman). Ajman court found Sama stopped at sea without lights and	CGI Dubai (jurisdiction confirmed). Seafarer: Fisherman, Passport No. G0984538. Fishing boat collided with vessel 'Sama' (owner M/s Samar Shipping Co., Ajman); died 05.12.2016 in Ajman. Ajman court

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								ordered blood money of AED 2,00,000 (approx. Rs 40 lakh) in absentia, as the Captain had left UAE. Family has not received the amount.	ordered blood money of AED 2,00,000 payable to heirs, passed in absentia as the captain had left UAE. Consulate has taken up the matter with local authorities via Note Verbale dated 09.10.2026 requesting details of owners and P&I Club. [Note: CGI table shows incident year as 2013; the incident date given is 05.12.2016.]
3	**Shri Dilip Mani**	**MT Rojean**	Death	2017	M/s Siyaram Marine Services Pvt. Ltd. (License withdrawn)	Panama	UAE (Dubai)	Trainee Marine Engineer injured in fire on MT Rojean on 13.05.2017; succumbed on 25.05.2017. RPSL offered USD 30,000 per Flag State requirements, which NoK declined; NoK states family was not	CGI Dubai (jurisdiction confirmed). Passport No. N4921204; vessel IMO No. 9019339; Flag: Panama. Injured in fire on board MT Rojean on 13.05.2017; succumbed 25.05.2017. Consulate has taken up the matter with local authorities via Note Verbale dated

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								informed and compensation not received. Matter taken up with CG Dubai and Panama Maritime Authority.	09.10.2026 requesting details of owners and P&I Club. Remark: late Shri Dilip Mani was on a tourist visa when he died.
4	**Shri Sharda Singh and Shri Rajvir Singh**	**GAC Pearl (IMO 8107828)**	Death	2017	M/s East India Shipping Agency (Invalid)	Micronesia	Iran	GAC Pearl sank in Tehran waters on 29.09.2017 with 13 seafarers incl. two Indians, both died; remains repatriated via Indian Consulate, Tehran. Compensation unsettled; registered owner M/s Pearl Shipping International (c/o GAC Marine SA, Cairo) did not reply to letters of 02.06.2021 and 17.12.2021 sent via Micronesia Registry. RPSL not traceable.	Mission/CGI Bandar Abbas comments. Correct names of seafarers: Sharda Singh (Passport N8340419) and Jasveer/Jaiveer Singh (Passport M7955265). RPSL address given: M/s East Indian Shipping Agency, D 544 Clover Centre, 7 Moledina Road, Camp, Pune 411001 (Mob: 09881933337; agent mobile 09971033612, 09210122221; email Siddharth@masterseas.in). Ship management company: Abzi Exir Kowsar Company.

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
									Deaths were registered by the Mission in Tehran and mortal remains were transported to India in coordination with the ship management company. The family was requested several times to send a signed NoK affidavit, personal details, bank details and an application to the Court to release the compensation amount; last email sent in December 2019, response from the family is awaited.
5	**Shri Vineeth Ottolil Veetil**	**Antakya (Bulk Carrier)**	Death	2018	M/s Inter Oceanic Marine Services (Pvt.) Ltd., Chennai (RPSL-CHN025)	Panama	China (Nantong, Jiangsu)	Went missing 04.02.2018 after going ashore at Nantong shipyard; body found 01.03.2018 within shipyard premises; post-mortem indicates drowning. DOC/ISM	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								operator M/s Iskenderun Ship Management has not furnished Flag State and P&I reports despite RPSL's requests.	
6	**Shri Shubham Sachan**	**Shayan 8**	Death	2018	M/s Sea Education and Marine Services Pvt. Ltd.	Iran	UAE (Dubai, Port Rashid)	AB died in an accident while Shayan 8 was berthed at Port Rashid, Dubai on 23.04.2018; post-mortem indicates drowning. Responses of RPSL, shipowner and P&I Club on circumstances and compensation are awaited/not known.	No update received yet
7	**Shri Vikas**	**TB Hock Peng 25**	Missing	2018	Not Known (RPSL denies engagement)	Not Known	Not Known	Reportedly on TB Hock Peng 25 since 29.08.2018; on 24.12.2018 family informed by phone he fell into water and was not found. Owners reportedly at Sibu, Sarawak, Malaysia.	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								RPS agency denies engagement; no compensation; PDC not issued.	
8	**Shri Vijay Singh Chouhan**	**S.A.R.A.Y.A.**	Missing	2018 (record); Feb 2019 (complaint)	Dubai-based company (name not available)	Not Known	UAE (Dubai)	Deck Cadet missing from the vessel of a Dubai-based company since Feb 2019 per complaint (record says 2018). RPS agency denies engagement/untraceable; no compensation; PDC not issued.	CGI Dubai (jurisdiction confirmed). Passport No. F0581159. As per CGI Dubai records, he was on board Dubai-bound vessel 'Saraya', later reported sunk in Iranian waters on 04.02.2009 [date as stated by CGI; differs from the Feb 2019 in the complaint, to be verified]. As the incident was in Iranian waters, the case was forwarded to CGI Bandar Abbas. Ajman-based agency could not be contacted (numbers out of service/incorrect). Consulate sought intervention of UAE

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
									MOFAIC and UAE Maritime Transport Administration (MTA). MTA replied that it holds no record, the ship is not UAE-flagged and sank outside UAE waters, and that the Ajman company is only an agent, not the owner. CGI advises the matter be taken up with Iranian authorities through the Indian Mission in Iran. Consulate has again taken up the matter with local authorities requesting details of owners and P&I Club.
9	**Crew of LPG/C Maestro and LPG/C Candy (6 deceased, 6 missing)**	**LPG/C Maestro and LPG/C Candy (IMO 9005479 /**	Death and Missing	2019	M/s Nimbus Maritime Services Pvt. Ltd. (RPS license withdrawn)	Tanzania	Russia (Kerch Strait, Black Sea)	Explosion and fire on both Tanzania-flagged LPG carriers on 21.01.2019 during ship-to-ship transfer in Kerch Strait; 6 Indians deceased, 6 missing.	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
		8810700; Annexure-I: 9005447)						P&I insurer Arsenal Insurance Co., Russia denied claim; matter before a Russian court; compensation pending; PDC issued in one case, others pending.	
10	**Shri Mohd. Mahfooz Ansari**	**Jame Jam 5**	Death	2019	M/s 12 Star Ship Management Co. Pvt. Ltd. (Invalid)	Iran	Iran (Bandar Abbas)	Died following an explosion on board Jame Jam 5 at Bandar Abbas on 27.09.2019. RPSL, shipowner and P&I Club have not responded on circumstances and compensation.	No update received yet
11	**Shri Laxman Singh**	**MV Phu Dat 168**	Death	2019	M/s Seatide Marine Pvt. Ltd., Navi Mumbai (RPS license withdrawn)	Not Known	Vietnam (Hai Phong)	Found dead on board MV Phu Dat 168 at 0825 hrs on 26.04.2019 at Hai Phong; Embassy informed by Dept of Foreign Affairs, Hai Phong. RPSL untraceable;	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								compensation status not known.	
12	**Shri Himanshu Palariya**	**Tug Super Top 1 (IMO 8739176)**	Death	2020	M/s Seatask Ship Management Pvt. Ltd. (RPS license withdrawn)	Malaysia	Malaysia (Tawau)	Deck Rating reported dead 14.08.2020 at Tawau (remains at Tawau Hospital; intimation 19.08.2020). DGS records showed him on HARBOUR STAR but he was reportedly on Tug SUPER TOP 1. RPSL untraceable; repatriation and compensation status not available.	No update received yet
13	**Shri Saurav Pandey**	**Hong Fu / M.V. Sung Fatt 19 (IMO 333250 as recorded)**	Death	2020	M/s Ocean Host Management & Education Pvt. Ltd. (RPS license withdrawn)	Malaysia (Sung Fatt 19); Panama (Hong Fu)	Malaysia (Sibu, Sarawak)	Oiler recruited for Hong Fu, transferred to Sung Fatt 19, went missing 20.04.2020; body traced, post-mortem shows drowning, no foul play per Malaysian Police. Employer offered RM 25,000 (Malaysian Labour Law), considered	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								inadequate by DGS; settlement as per MLC 2006 requested. Case pending.	
14	**Shri Saurabh Kumar**	**TB Global 1 (IMO 9742182)**	Death	2020	M/s Vijeta Marine Services Pvt. Ltd. (RPS license withdrawn)	Malaysia	Malaysia (port not specified)	Oiler slipped and fell into sea while chipping forward hull on 24.07.2020 (summary says 25.07.2020); body later traced and repatriated. Malaysian Police reportedly investigating. RPSL untraceable.	No update received yet
15	**Shri Vilfen Lobo**	**MV Helvetia (IMO 8128858)**	Death	2020	M/s Sailfast Maritime India Pvt. Ltd. (RPS license suspended/withdrawn)	Tanzania (Zanzibar)	Nigeria (Koko Anchorage)	Trainee Engine Rating reported missing at Koko Anchorage on 27.07.2020; body recovered. Zanzibar Maritime Authority reportedly confirmed owners arranged compensation, but NoK has not given names/bank details to P&I Club. DGS	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								requested CG Zanzibar to obtain documents and facilitate submission by NoK.	
16	**Shri Mayuresh Surve**	**Not available**	Death	2020	Not Known (no employment particulars on E-Governance)	Not Known	Malaysia (Sibu)	Trainee died 13.08.2020 at Sibu while working with a shipping company (M/s Makira Shipping Sdn Bhd). Labour Wing, HCI Kuala Lumpur reported natural death due to severe pneumonia; remains repatriated. Possibly engaged via unauthorised agent.	No update received yet
17	**Shri Dileep Rajak**	**M.T. Rose Jasmeen (IMO 8514291)**	Death	2020	M/s Ocean Group Overseas Consultant Pvt. Ltd. (RPS license withdrawn)	Panama	UAE (Sharjah, Port Khalid)	Engine Petty Officer died 27.08.2020 (summary says 30.08.2020) at Port Khalid, Sharjah, reportedly of heatstroke and cardiac arrest; death confirmed at MQH Al Qassimi Hospital; no post-	CGI Dubai (jurisdiction confirmed). Passport No. S1245685. Died 27.08.2020 after heatstroke/sunstroke and cardiac arrest at Port Khalid, Sharjah; declared dead at MQH Al Qassimi Hospital, Sharjah. Consulate has

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								mortem (natural death). RPSL untraceable.	taken up the matter with local authorities via Note Verbale dated 09.10.2026 requesting details of owners and P&I Club. [Flag shown as N.A. by CGI.]
18	**Shri Nirmal Singh Bisht**	**Behbahan / Cyrus 1 (IMO 7648966)**	Missing	2020	M/s His Grace Management Pvt. Ltd. (Invalid)	Iran	Iraq	Iran-flagged tanker Behbahan sank in Iraqi waters on 05.06.2020; 7 crew (6 Iranian, 1 Indian): 4 rescued, 1 dead, Shri Bisht missing. NoK could not be reached; no compensation; PDC not issued.	No update received yet
19	**Shri Johnson Bernat Jayanth**	**Danum 175 (IMO 9248930)**	Death	2020	M/s Erudito Training Solutions Pvt. Ltd. (RPS license withdrawn)	Malaysia	Singapore (Pasir Panjang Terminal)	AB fell from the vessel onto the shore fender and into water while handling lashing gear at Berth 1, Pasir Panjang, around 0350 hrs on 21.12.2020 (summary says 04.01.2021); body recovered and handed	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								over. NoK could not be reached; compensation unpaid.	
20	**Shri Ajin Johnson Latha**	**MV Vania (also Kharazm) (IMO 9442897)**	Missing	2020	M/s Erudito Training Solutions Pvt. Ltd. (RPS license withdrawn)	Not Known	Iran (Lark Island, Hormozgan)	MV Kharazm capsized near Lark Island on 26.12.2020 (summary says 2021) en route Oman to Bandar Abbas with 7 crew (6 Iranian, 1 Indian). Three Iranian bodies recovered; Indian seafarer untraced. Formal SAR called off; weekly MRCC searches continue. PDC not issued.	CGI Bandar Abbas comments. Passport No. S1996312. Ship management company: South Pacific Anchorage Shipping Company. Body not recovered; declared missing. Consulate enquired about the procedure for a death certificate; the company forwarded a letter stating that under Article 1019 of the Civil Code of Iran, a presumptive death sentence (absenteeism) can be issued a minimum of three and a maximum of ten years from the date of the accident, and a petition to the court requires a

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
									power of attorney from the family of the missing person. This was shared with the father, Mr. C. Johnson, through MEA, and the family was advised to contact the company to complete formalities for the presumptive death certificate. [Flag: Not Available per Mission.]
21	**Shri Athulraj Virunnukandy and Shri Jeet Ram Jat**	**Brahkan Express (tugboat)**	Death	2021	M/s Erudito Training Solutions Pvt. Ltd. and M/s Reesen Ship Management Pvt. Ltd. (RPS licenses withdrawn)	Not Known	Iraq (Basra Port)	Wiper and AB died on Brahkan Express in 2021; recorded at Basra Port, with fire in Persian Gulf waters. Both RPS agencies untraceable; no response on compensation.	No update received yet
22	**Shri Gulshan Mehra and Shri**	**OSV Asso (IMO 8341802)**	Death	2022	M/s Macaroni Ship Management Pvt. Ltd. (RPS license withdrawn)	Palau	Italy (Crotone, Calabria)	Accident on OSV Asso at Crotone Port on 01.09.2022: three reported dead, one Indian (Shri Chandermohan Singh)	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
	Shyamal Biswas							hospitalised. Two Indians died. Crew figures in Annexure-I (7 on board; 1 Egyptian, 2 Indian) inconsistent with names. RPSL untraceable.	
23	**Shri Niraj Kumar Shukla**	**MV Shohada 1 (as per Form II)**	Death	2022	M/s Three Bees Shipping Pvt. Ltd. (not established; RPSL denies sign-on)	Not Known	Iran (Khoramshahr Port)	Went missing from Shohada 1 at Khoramshahr on 19.05.2022; body recovered by port authorities on morning of 22.05.2022 and sent for post-mortem. RPSL denies signing him on.	CGI Bandar Abbas comments. Owner of the vessel: Ahmad Nassery (+989166313103). P&I: Omid Insurance Company (Policy No. 411/4093/98/42). Insurance claim (blood money) was taken up at Khorramshahr Crime Court, Branch 104, which demanded a letter from the family authorizing a person to receive the blood money. The family authorized Captain Matouri; he states that when he went to court in the first week

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
									of October 2023, the court said the case was closed and cannot be reopened. CGI Bandar Abbas identified another lawyer (Mr Sayed Mortaza Hashemi) who agreed to reopen the case; he requires authorization from the NoK to pursue it and fees of IRR 3,500,000,000 (IRR 1,500,000,000 in advance and IRR 2,000,000,000 on completion). Original NoK authorization is still awaited. [Flag: Not Available per Mission.]
24	**Shri Atul Pachauri**	**Singmas 2**	Missing	2022	M/s Al Huzair Marine Services Pvt. Ltd. (RPS license withdrawn)	Not Known	Malaysia (Sarawak)	Technician went missing from Singmas 2 on 10.10.2022 at jetty, Sarawak, suspected accidental fall into water. Malaysian Police registered case; SAR	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								underway. Emigrated by RPSL on 09.01.2022. RPSL untraceable; PDC not issued.	
25	**Shri Himanshu Kumar**	**Banga 2**	Missing	2022	Not Known	Not Known	Malaysia (Samalaju, near Bintulu)	Banga 2 (2 Malaysian, 2 Indian crew) sank in a storm at anchor ~40.2 NM NW of Bintulu around 0200 hrs; three rescued, Shri Himanshu Kumar missing. RPSL unknown; NoK could not be reached; PDC not issued.	No update received yet
26	**Shri Manikandan Poongavanam Udiyar**	**Zim Yin (travelled to join TB GHKO No. 1)**	Missing	2022	Not Known	Not Known	Malaysia (last known: Sibu)	Missing since 17.10.2022; travelled to Miri on 24.09.2022 to join TB GHKO No. 1 as Oiler but was told to board a domestic vessel at Kapit on 02.10.2022; whereabouts untraced.	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
								RPSL unknown; PDC not issued.	
27	**Shri Vivek Kumar Singh**	**MT Lunis (IMO 9200859)**	Death	2023	M/s Shraddha Maritime Services Pvt. Ltd. (RPS license withdrawn)	Panama	UAE (Sharjah, Khalid Port)	AB fell into a tank during tank cleaning on 22.03.2023 at Khalid Port Anchorage; taken to Kuwait Hospital, Sharjah where he died. RPSL untraceable.	CGI Dubai (jurisdiction confirmed). Passport No. R6660563; MT Lunis (IMO 9200859); Flag: Panama. Died 22.03.2023 at Khalid Port, Sharjah after falling into a tank during tank cleaning; declared dead at Kuwait Hospital, Sharjah. After registration of the death, the Consulate took up death compensation/End of Service benefits with the employer, who stated that two amounts of AED 7,340 and AED 20,478 were paid to the family. Consulate has also taken up the matter with local authorities via Note Verbale dated

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
									09.10.2026 requesting details of owners and P&I Club.
28	**Shri Sriman Gurram and Shri Simhachalam Ummidi**	**Houbin / Bazoo 1 (IMO 8854093)**	Death and Missing	2023	M/s Innovative Marine Solutions Pvt. Ltd. (RPS license invalid)	Not Known	Iran	MV Houbin sank in the Persian Gulf on 23.12.2023 in adverse weather; 7 crew: 4 Iranian rescued; Captain and Shri Ummidi died; Shri Gurram missing. Annexure-I lists as death case but narrative shows one missing.	CGI Bandar Abbas comments. Owner of the vessel: Mr. Hassan Kordavani (+989171711299). P&I: Omid Insurance Company (Policy No. 96/4056/01/44). (i) Late Simhachalam Ummidi: NoK has been requested to submit authorization in favour of agent Mr. Esmael Lavari to pursue the court case; authorization is still awaited from NoK. (ii) Sriman Gurram: body not recovered, hence declared missing; the lawyer and agent have confirmed that a missing foreigner in Iran cannot be declared dead. [Flag:

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
									Not Available per Mission.]
29	**Shri Ajay Singh**	**Kapitan Konig (IMO 5405889)**	Death	2023	M/s Timeline Ship Management Ltd. (RPS license withdrawn)	Unverified (Tanzania denies; initially reported Tanzania)	Egypt (Port Said)	Cook died on board at Port Said on 09.01.2023. Tanzanian Maritime Administration states vessel not under its flag, so flag remains unverified. RPSL untraceable.	No update received yet
30	**Shri Lokesh Kumar**	**Raptor (spelt Raptar; IMO 8212350)**	Missing	2023	M/s Uniseas Marine Services Pvt. Ltd. (RPS license withdrawn)	Comoros	Greece (off Lesbos)	Comoros-flagged cargo vessel sank off Lesbos on 26.11.2023 in stormy weather; 14 crew (8 Egyptian, 4 Indian, 2 Syrian); SAR launched. AB Shri Lokesh Kumar missing. RPSL untraceable; PDC not issued.	No update received yet
31	**Shri Haneesh Velakkath Haridas**	**Ara Bakhter 1**	Death and	2024	M/s Earth Ocean Shipping Pvt. Ltd.	Not Known	Not Known	Dispute over compensation for one deceased and one missing seafarer;	No update received yet

Sr. No.	Name of Seafarer	Vessel Name	Case Type	Case Year	RPSL Company	Flag State of the Vessel	Port State of the Incident	Short Case Brief	Updates Received from Indian Mission/MEA
	(Death) and Shri Amal Kottayil Suresh (Missing)		Missing		(RPS license withdrawn)			incident date recorded as 01.09.2024. Matter sub judice before Kerala High Court WP(Crl) 1363 of 2025. Indian Embassy pursuing Flag State and owner for information.	
32	**Shri Ahlad Nandan Mahto and Shri Shivendra Pratap Singh**	**MV Rasa (IMO 9815848)**	Death	2025	M/s BND Yaat Ship Management Pvt. Ltd. and M/s Capmar Ship Management (OPC) Pvt. Ltd. (RPS licenses withdrawn)	Iran	Not Known	2nd Engineer and Trainee Deck Rating recorded as deaths on Iran-flagged MV Rasa in 2025. Both RPS agencies untraceable. Date, place and circumstances not in records.	No update received yet

Annexure 1

15.2 Details of Vessels Registered

S. No.	Name of the Vessel	Type of Vessel	Type of acquisition	Name of the Shipping Company	Date of Application for registration of vessel	Date of Registration (Issuance of provisional/permanent)	Number of days taken	Reason for delay in Registration of vessel
1.	Varuna 3	Tug	New Built	Kakinada Seaport Limited, Hyderabad	03.09.2026	04.09.2026	1 day	
2.	Sadhav Anusha	Crew Boat	Second Hand	Sadhav Shipping Limited	10.09.2026	10.09.2026	1 day	
3.	OSL Vajra	Offshore Supply Vessel	Second Hand	Ocean Sparkle Offshore Limited	11.09.2026	11.09.2026	1 day	
4.	Inspire	Oil/Chemical Tanker	Second Hand	Seven Islands Shipping Limited	11.09.2026	12.09.2026	1 day	
5.	OSL Shourya	Offshore Support Vessel	Second Hand	Ocean Sparkle Offshore Limited	11.09.2026	13.09.2026	2 days	

S. No.	Name of the Vessel	Type of Vessel	Type of acquisition	Name of the Shipping Company	Date of Application for registration of vessel	Date of Registration (Issuance of provisional/permanent)	Number of days taken	Reason for delay in Registration of vessel
6.	OSL Tejas	Anchor handling Tug	Second Hand	Ocean Sparkle Offshore Limited	15.09.2026	15.09.2026	1 day	
7.	Shivansh Ocean	Anchor handling Tug	Second Hand	Shivansh Offshore And Marine Services Pvt Ltd.	18.09.2026	18.09.2026	1 day	
8.	Shivansh Supporter	Offshore Support Vessel	Second Hand	Shivansh Offshore And Marine Services Pvt Ltd.	18.09.2026	18.09.2026	1 day	
9.	Jal Kisan	Chemical Tanker	Second Hand	Sarat Chatterjee & Co Vsp Pvt Ltd	21.09.2026	22.09.2026	1 day	
10.	K G N -6	Barge (Pontoon)	New Built	Dux Infra And Engineering Solutions	30.09.2026	30.09.2026	1 day	

S. No.	Name of the Vessel	Type of Vessel	Type of acquisition	Name of the Shipping Company	Date of Application for registration of vessel	Date of Registration (Issuance of provisional/permanent)	Number of days taken	Reason for delay in Registration of vessel
				Private Limited				

Creation of Mortgage

S. No.	Name of the Vessel	Name of the Shipping Company	Date of Application for Creation of Mortgage	Name of the Lender/Bank	Date of receipt of confirmation from the Bank	Date of creation of Mortgage	Total number of days taken for creation of Mortgage (from the date of application)	Number of days taken for creation of Mortgage (after confirmation from the bank is received)	Reason for delay in Registration of vessel
1.	Adwita	Sadhav Shipping Limited	28-08-2026	Bank Of India	02-09-2026	03-09-2026	3 days	1 day	

S. No.	Name of the Vessel	Name of the Shipping Company	Date of Application for Creation of Mortgage	Name of the Lender/Bank	Date of receipt of confirmation from the Bank	Date of creation of Mortgage	Total number of days taken for creation of Mortgage (from the date of application)	Number of days taken for creation of Mortgage (after confirmation from the bank is received)	Reason for delay in Registration of vessel
2.	Sarvekshak	Sadhav Shipping Limited	28-08-2026	Bank Of India	02-09-2026	03-09-2026	3 days	1 day	
3.	Kaneri Star	Polestar Maritime Limited	31-08-2026	HDFC Bank Limited	19-08-2026	11-09-2026	12 days	2 days	1. Bank authentication delay. 2. Delay in submission of documents by the applicant. 3. Rectification of the

S. No.	Name of the Vessel	Name of the Shipping Company	Date of Application for Creation of Mortgage	Name of the Lender/Bank	Date of receipt of confirmation from the Bank	Date of creation of Mortgage	Total number of days taken for creation of Mortgage (from the date of application)	Number of days taken for creation of Mortgage (after confirmation from the bank is received)	Reason for delay in Registration of vessel
									data in the certificate.
4.	Ripley Progress	Panbulk Shipping India IFSC Pvt. Ltd.	08-09-2026	Yes Bank Limited	12-09-2026	12-09-2026	4 day	2 days	1. Bank authentication delay. 2. Delay in submission of documents by the applicant.

S. No.	Name of the Vessel	Name of the Shipping Company	Date of Application for Creation of Mortgage	Name of the Lender/Bank	Date of receipt of confirmation from the Bank	Date of creation of Mortgage	Total number of days taken for creation of Mortgage (from the date of application)	Number of days taken for creation of Mortgage (after confirmation from the bank is received)	Reason for delay in Registration of vessel
5.	Kamet	Garware Offshore Services Limited	11-09-2026	Kotak Mahindra Bank Limited	15-09-2026	15-09-2026	1 day	1 day	

S. No.	Name of the Vessel	Name of the Shipping Company	Date of Application for Creation of Mortgage	Name of the Lender/Bank	Date of receipt of confirmation from the Bank	Date of creation of Mortgage	Total number of days taken for creation of Mortgage (from the date of application)	Number of days taken for creation of Mortgage (after confirmation from the bank is received)	Reason for delay in Registration of vessel
6.	Sanghi Sudarshan	Shreeji Shipping Global Limited	15-09-2026	Kotak Mahindra Bank Limited	16-09-2026	16-09-2026	2 day	1 days	1. Delay in submission of documents by the applicant.
7.	Meera	1) Yaswant Singhee (04/10 Shares 2) Basant Kumar Singhee (04/10 Shares) 3) Mukul Singhee	15-09-2026	Trincass Vyapaar Private Limited	16-09-2026	18-09-2026	3 days	2 days	1. Bank authentication delay.

S. No.	Name of the Vessel	Name of the Shipping Company	Date of Application for Creation of Mortgage	Name of the Lender/Bank	Date of receipt of confirmation from the Bank	Date of creation of Mortgage	Total number of days taken for creation of Mortgage (from the date of application)	Number of days taken for creation of Mortgage (after confirmation from the bank is received)	Reason for delay in Registration of vessel
		(02/10 Shares)							
8.	Knk Jyoti	1) Capt. Naresh Kalra (9.7/10 Shares) 2) Mrs. Prabahat Shobha Kalra (0.1/10 Shares)	22-09-2026	Kotak Mahindra Bank Ltd.	22-09-2026	23-09-2026	1 day	1 day	

S. No.	Name of the Vessel	Name of the Shipping Company	Date of Application for Creation of Mortgage	Name of the Lender/Bank	Date of receipt of confirmation from the Bank	Date of creation of Mortgage	Total number of days taken for creation of Mortgage (from the date of application)	Number of days taken for creation of Mortgage (after confirmation from the bank is received)	Reason for delay in Registration of vessel
		3) Bhavnidhi Naresh Kalra (0.1/10 Shares) 4) Devesh Naresh Kalra (0.1/10 Shares) (Joint Owners) Knk Ship Management.							

Discharge of Mortgage

S. No.	Name of the vessel	Name of the shipping company	Date of Application for discharge of Mortgage	Name of the Lender/Bank	Date of receipt of confirmation from the Bank	Date of discharge of Mortgage	Total number of days taken for discharge of Mortgage (from the date of application)	Number of days taken for discharge of Mortgage (after confirmation from the bank is received)	Reason for delay in discharge of Mortgage, if any
1.	Kamet	Garware Offshore Services Limited	10/09/2026	Banaras Trading Pvt. Limited	10/09/2026	11-09-2026	1 day	1 day	-
2.	Kamet	Garware Offshore Services Limited	10/09/2026	Adsu Trading & Investment Co. Pvt. Ltd.	10/09/2026	11-09-2026	1 day	1 day	-
3.	Kamet	Garware Offshore Services Limited	10/09/2026	Universal Investment Services Pvt. Ltd.	10/09/2026	11-09-2026	1 day	1 day	-

4.	Kamet	Garware Offshore Services Limited	10/09/2026	Mauve Trading Compnay Private Limited	10-09-2026	11-09-2026	1 day	1 day	-