Monthly Report for Directorate General of Maritime Administration

Ministry of Ports, Shipping & Waterways

Submitted by the

Directorate General of Maritime Administration

Reporting Month – October 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:** DGMA–MbPA joint meeting was held on 09.11.2026, MbPA to seek Board approval and thereafter submit the proposal for a 75% lease concession to MoPSW. DGMA was to seek fresh approval from MoPSW for construction through NBCC without Government budgetary support.
- **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:** At the DGMA–MbPA joint meeting held on 09.11.2026, Bhandar Building, comprising 2,843 sq. m., was proposed for interim office accommodation. MbPA was to consider the request for an annual lease of about ₹3 crore and send a revised offer. Renovation was expected to take about four months after clarity on the proposal and award of the work to NBCC. DGMA and MbPA were to expedite the process and finalise shifting timelines.

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.**
- **23.10.2026:** DGMA provided a briefing on the background and progress of NDCS. All previously shared reference documents were also consolidated and shared with the concerned team again.
- 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 October 2026:

Summary: During October 2026, a total of 7 new death and missing cases involving Indian seafarers were reported across 6 vessel incidents, comprising 4 death cases and 3 missing seafarers. In parallel, sustained coordination by the Crew Branch/CMG with Indian Missions, RPSL agencies, P&I interests, local authorities and NOKs resulted in the repatriation/return of mortal remains of 6 seafarers during October, including cases originating in earlier months. As per the latest position all 3 seafarers reported missing during October continued to remain missing and under SAR/diplomatic follow-up; repatriation in one October death case remained under coordination, while another October death case was successfully repatriated immediately after the month-end. Overall, the focus during the month remained on SAR coordination, timely repatriation of mortal remains, support to NOKs, investigation follow-up, and completion of related documentation and case formalities

Key Statistics of Reported Cases in October 2026:

Indicator	No.	Key Position
New death cases reported	4	Four deaths were reported during October 2026 across
New missing seafarers reported	3	Two seafarers from MT PETRO DOLPHIN and one from MV MAERSK LABREA were reported missing.
Total death & missing cases reported	**7**	4 deaths + 3 missing cases, arising from 6 vessel incidents.
Vessel incidents involved	**6**	M.V. AL BIDDA, M.V. OCEAN SWAN-1, MT PETRO DOLPHIN, M.V. MSC FREYA, M.T. HEROLDS BAY and MV MAERSK LABREA.
October death cases with mortal remain repatriated/handed over during October	3	Repatriation/handing over completed for Mr. Mukesh Kumar Ojha, Mr. Rahul Yadav and Capt. Jadeep Chandroth Purayil

Indicator	No.	Key Position
Earlier death cases with mortal remains repatriated during October	4	Repatriation/return to families completed for Mr. Suraj Yadav, Mr. Ashok Kumar Tiwari, Mr. Ashley Fernandes and Mr. Atul Jaiswal.
Total mortal remains repatriated/returned during October	**7**	Covers both October incidents and earlier cases whose repatriation/return was completed during October 2026.
October missing seafarers continuing as missing	3	SAR/diplomatic follow-up continued for the two MT PETRO DOLPHIN seafarers and Shri Aravind Chandran of MV MAERSK LABREA.
October death case pending repatriation	1	Mortal remains of Mr. Tandel Gitesh kumar Ramubhai of M.V. MSC FREYA remained under repatriation coordination through the Embassy of India, Zagreb and Croatian authorities.

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

Death, Missing & Mortal Remains Repatriation Cases, October 2026:

#	Incident Date	Vessel	Seafarer / Rank / INDoS	Category	Brief Incident	Repatriation Position	Current Status as of 03.11.2026
1	07.10.2026	M.V. AL BIDDA	Mr. Mukesh Kumar Ojha; A/B; 01DL5296	Death	Developed serious medical symptoms onboard, was disembarked at Alexandria and admitted to Zamzam Hospital, where he passed away. Hospital notification recorded cardiac arrest, acute pulmonary embolism and respiratory failure.	Completed in October. Mortal remains arrived New Delhi on 13.10.2026 at 0450 hrs and were transported onward to Patna.	Repatriation completed; case proposed for transfer to Grievance.
2	10.10.2026	M.V. OCEAN SWAN-1	Mr. Rahul Yadav; Trainee Deck Rating; 25GM4322	Death	Found floating near the vessel at KLL Dabhol Port after being found missing during crew muster. Rescued by pilot boat; CPR was unsuccessful and death was confirmed at KLL Hospital.	Completed in October. Mortal remains transported from Dabhol via Mumbai Airport to Prayagraj and handed over to family.	Mortal remains handed over to family and final rites completed.
3	11.10.2026	MT PETRO DOLPHIN	Shri Bir Bahadur Yadav; Wiper/Trainee	Missing	Reported missing following a drone attack at Sohar Anchorage, Oman.	Not applicable	Still missing. SAR yielded no positive outcome. Embassy issued two

#	Incident Date	Vessel	Seafarer / Rank / INDoS	Category	Brief Incident	Repatriation Position	Current Status as of 03.11.2026
			Engine Rating; 25ZM3731		Ten of the 12 crew members were rescued; two Indian seafarers remained missing.		reminder Notes Verbales seeking intensive SAR and the outcome from the Foreign Ministry; response awaited.
4	11.10.2026	MT PETRO DOLPHIN	Shri Amit Singh; AB-II; 24GM4765	Missing	Reported missing in the same drone-attack incident at Sohar Anchorage, Oman.	Not applicable	Still missing. Embassy continues coordination with stakeholders and families; two reminder Notes Verbales have been issued seeking intensive SAR and an official outcome.
5	21.10.2026	M.V. MSC FREYA	Mr. Tandel Giteshkumar Ramubhai; Bosun; 01CL726	Death	Found unconscious in his cabin after failing to report for duty. Death was subsequently confirmed by the company doctor at 0921 hrs.	Pending	Embassy of India, Zagreb is coordinating with concerned agencies for repatriation. Note Verbale issued to Croatian authorities seeking fact-finding investigation and expeditious repatriation.
6	25.10.2026	M.T. HEROLDS BAY	Capt. Jadeep Chandroth Purayil; Master; 04NL1330	Death	Developed dizziness and blurred vision during voyage from Singapore to Durban. Condition deteriorated despite	Completed after October month-end. Mortal remains were disembarked at Port Louis on 28.10.2026	As of 02.11.2026, mortal remains had reached his native place at Kannur.

#	Incident Date	Vessel	Seafarer / Rank / INDoS	Category	Brief Incident	Repatriation Position	Current Status as of 03.11.2026
					onboard medical assistance and he passed away. Incident classified as a Very Serious Marine Casualty.	and subsequently repatriated to India.	
7	29/30.10.2026	MV MAERSK LABREA	Shri Aravind Chandran; Electrician Cadet; 25EM0461	Missing	Reported missing while vessel was proceeding from Santos, Brazil to Tanger Med, Morocco. Maritime authorities were informed and SAR operations initiated.	Not applicable	Still missing / under SAR follow-up. SOP communications issued on 01.11.2026. Online meeting with DDG Crew, NOK and RPSL/Maersk was scheduled for 03.11.2026.

Additional mortal remains repatriated during October from earlier death cases

#	Vessel	Seafarer	Incident Date	Repatriation / October Development	Latest Position
8	M.V. CAPE DAO	Mr. Suraj Yadav; Wiper; 26GM1169	23.09.2026	Mortal remains repatriated; funeral performed at native place on 04.10.2026.	Repatriation/last rites completed.
9	MV NISI	Mr. Ashok Kumar Tiwari; Electrical Engineer Officer; 09YL1165	16.09.2026	Mortal remains arrived in India on 12.10.2026 and were handed over to family.	Immediate crisis/repatriation action completed; case proposed for transfer to Grievance.
10	COSTA DELIZIOSA	Mr. Ashley Fernandes; Laundryman; 04ZL2187	27.09.2026	Mortal remains reached Delhi on 17.10.2026 at 0930 hrs and arrived Goa at 1830 hrs the same day.	Repatriation completed; case proposed for transfer to Grievance.

#	Vessel	Seafarer	Incident Date	Repatriation / October Development	Latest Position
11	JAG AKSHAY	Mr. Atul Jaiswal; Repair Squad Rider; 25ZM2177	16.09.2026	Mortal remains arrived in India on 18.10.2026 and were handed over to family.	

Key pending repatriation cases carried through October

Vessel	Seafarer	Position at October month-end	147th CMG Status
MV NIMBA-2	Mr. Rohit; OS; 21GM6234	Mortal remains were at Conakry and Embassy/RPSL coordination continued; Ship Operator investigation report remained awaited.	Mortal remains scheduled to arrive at Delhi Airport on **03.11.2026 at 0320 hrs**. DGS officials were present at the airport; detailed report awaited.
MARGARITAVILLE AT SEA PARADISE	Mr. Varadi Gurumurty; Engine Fitter; 08GL3159	At 27.10.2026, remains were in a Bahamas morgue pending police investigation, death certificate, autopsy and embalming.	By 02.11.2026, remains had been cleared and were with John Pinto International Pvt. Ltd. in Delhi; onward movement to Visakhapatnam/Srikakulam scheduled for 03.11.2026.
MT EL GAIA	Shri Sumit Kumar Singh; Oiler; 11ZL4870	Bodies recovered earlier; parents' DNA samples received at FSL Patna on 10.10.2026, with report pending as of 27.10.2026.	Family unable to travel to Oman; P&I/agents informed. Further update from Principals/agents awaited.
MV GOLDEN LEO	Mr. Gurpreet Singh Bhatt and Mr. Jagan Singh	Repatriation remained pending because of identification/documentation issues and the prevailing war situation in Ukraine.	Photographs supplied to Embassy; translated death certificates awaited, after which Emergency Certificates and flight bookings are to be processed

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	**73**

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.
- 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.

1. 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 October:

Summary

The review identified 2 newly reported abandonment in the month of October. The respective data/ no of seafarers according to ITF is 6 seafarers across these two entries.

The newly reported cases were Kanaria, Armony. The October-period records interventions including letters to RPSL agencies, DSEO Mumbai, Flag States, Port States and Indian Missions/Embassies, depending on the case.

The resolved cases where debriefing is done of vessel- Miss Varsha, Beta 2, Aqua Horizon, AL1 Goldy seven.

The resolved cases where debriefing of seafarers is pending- MK jaguar, Sea Lord

Particulars for Abandonment	No. of Cases	No. of Seafarers
Opening Balance as on 30.09.2026	75	608
New cases reported during October 2026	2	6
Cases resolved during October 2026	5	42
Closing Balance as on 31.10.2026	72	572

October Dashboard- Category Wise split of new cases reported

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

New Cases Reported During October 2026

Sr. No.	Notification date	Vessel	IMO	Category	Location	ITF count	Status
1.	09.10.2026	Kanaria	8500070	Category 1	Lebanon	2	Active
2.	29.10.2026	Armony	7615012	Category 2	Bulgaria	4	Active

Case-wise Briefs: October Registrations

1. KANARIA

KANARIA (IMO 8500070), a Comoros-flagged general cargo vessel, was reported on 9 October 2026 at Tripoli, Lebanon. The case involves two Indian seafarers and is classified under Category 1. Letters were issued to the concerned RPSL, Ouvert Marine Services Pvt. Ltd., and DSEO Mumbai. The case remains active and requires confirmation of wages, onboard welfare, repatriation arrangements and the current vessel position.

File reference: F. No. 23-ABAN/86/2026-CREW-DGS (Comp. No. 43959).

2. ARMONY

ARMONY (IMO 7615012), a Zanzibar-flagged general cargo vessel, was reported on 19 October 2026 at Varna, Bulgaria. The case involves four Indian seafarers and is classified under Category 2. The case remains active. Factual information regarding outstanding wages, provisions, financial security, crew welfare and repatriation requirements is to be obtained and examined on priority.

5. SPM Shipping Services Pvt. Ltd

Significant Developments in Carried-forward Cases

1. KEVER

The vessel remained detained at Karachi Port. Three of the required nine relievers had joined, while the remaining six were awaiting security clearance and boarding permission. The P&I cover had been cancelled due to non-payment of premium, requiring continued coordination on wages, sign-off and repatriation.

2. SAFEEN VICTORIA

Further verification indicated that the vessel was not present in Iranian territorial waters and was reportedly at Khalifa Port, Abu Dhabi. Clarification of crew deployment records and settlement of outstanding salary remained under follow-up.

Arrested and Detained Seafarer Cases

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

Debriefings

DGMA continued structured debriefing of repatriated seafarers during October 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
MISS VARSHA	Harborex Shipping and Marine Services LLP	07.10.2026	6	Abandonment
BETA 2	Frontway Management Pvt. Ltd.	07.10.2026	11	Abandonment
AQUA HORIZON	Chahar & Chahar Shipping Co. Pvt. Ltd.	08.10.2026	1	Abandonment
AL 1	Navgatih Ship Management Pvt. Ltd.	14.10.2026	9	Abandonment
GOLDY SEVEN	VQUBE	14.10.2026	15	Abandonment

Total: 5 cases involving 42 seafarers.

Cases Resolved During October 2026 (Debriefing Pending)

Vessel	Date of Resolution	No. of Seafarers	Case Type
Sea Lord	08.10.2026	13	Abandonment Category 2
MK Jaguar	08.10.2026	3	Abandonment Category 2

Recommended Follow-up for November 2026

Case / Area	Next Reporting Requirement
KANARIA	Obtain and verify the factual report, wage position, provisions, P&I status and repatriation plan.
ARMONY	Confirm RPSL linkage, valid financial security, crew welfare, wages and immediate repatriation requirements.
KEVER	Maintain a crew-wise tracker for wages, relievers, security clearance, sign-off and repatriation.
SAFEEN VICTORIA	Reconcile crew deployment records, confirm vessel location and obtain evidence of wage settlement.
RAY GAS	Establish responsibility for wages and repatriation in view of the fraudulent P&I certificate.
OCEAN CROWN / MILAGRO	Obtain final factual reports and verify wages, provisions, onboard status and repatriation arrangements.
Resolved cases	Complete ILO/IMO/ITF database updation and retain documentary closure evidence.
Debriefing	Complete pending debriefings, including resolved cases where the seafarers have not yet attended.

Way Ahead

- Continue case-wise follow-up with ILO, IMO and ITF for closure or updation of resolved and legacy cases.
- Draft Standard Operating procedure on Abandonment and arrest cases is under preparation.
- Strengthen coordination with the Ministry of External Affairs and Indian Missions for overseas intervention, consular support and legal follow-up.
- Pursue RPSLs, shipowners, P&I Clubs, Flag States and Port States for wage settlement, repatriation and provision of essential support.
- Institutionalize timely debriefing after repatriation and link the findings with RPSL examination, disciplinary action and systemic prevention.
- Maintain a monthly reconciliation of opening balance, additions, resolutions and closing balance, supported by case-wise documentary evidence.

Relevant DGMA Orders/ Circulars

- **DGMA Order No. 26 of 2026 dated 26 October 2026:**
  The Directorate issued an addendum to DGMA Order No. 08/2026, revising the provisions governing the number of authorized RPSL companies permitted to engage seafarers on a vessel.
  The amendment was introduced after representations from RPSL agencies regarding operational difficulties under the earlier limit of two RPSLs per vessel, particularly in the cruise/passenger vessel sector, where diverse categories of personnel are engaged and multiple RPSLs may be required. The Directorate also noted the comparatively few abandonment incidents involving cruise/passenger ships. Under the revised provisions:
  - For vessels other than cruise/passenger vessels, engagement of seafarers is now permitted through a maximum of three authorized RPSL companies instead of two.
  - For cruise/passenger vessels, there is no restriction on the number of authorized RPSL companies that may engage seafarers onboard.
  - These provisions apply to both Indian-flag and foreign-flag vessels.
  - All other terms and conditions of DGMA Order No. 08/2026 remain unchanged.
  - The amendment continues to support the overarching objective of safeguarding the safety, dignity and welfare of Indian seafarers and India's commitments under the Maritime Labour Convention, 2006.

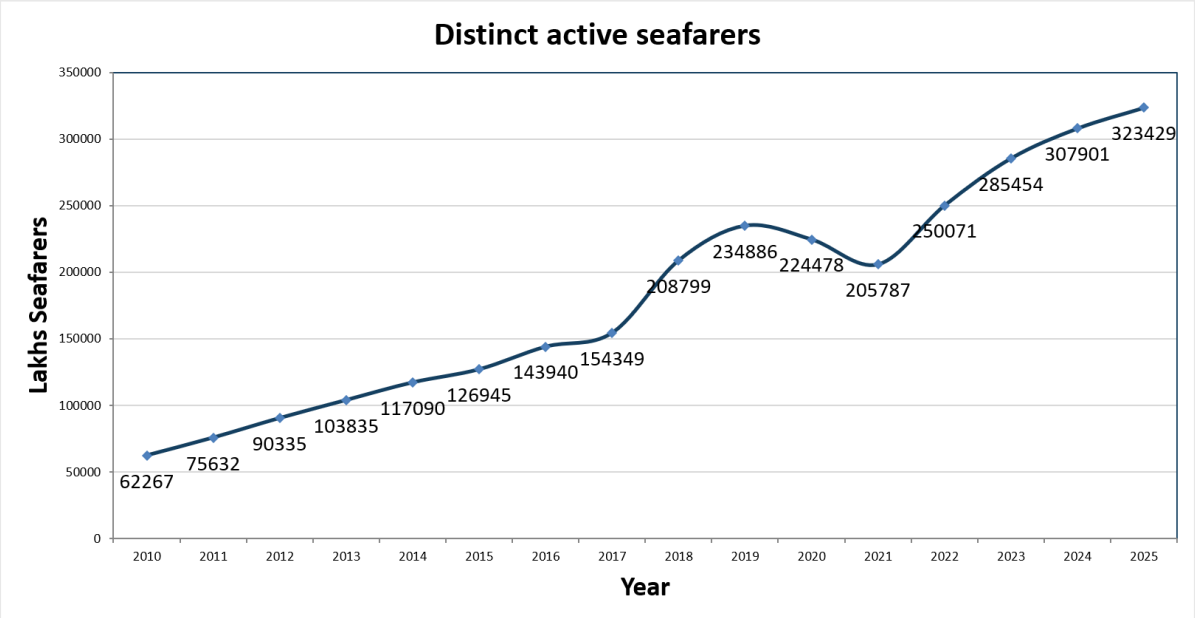
3.2 Actual Active Seafarer trends

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.

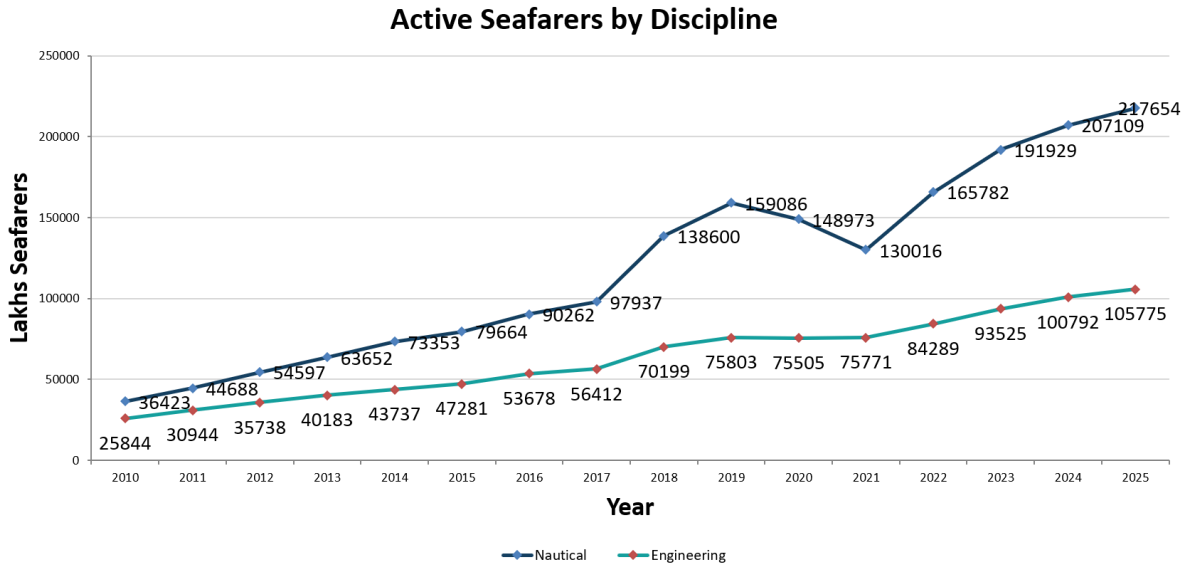
Overall Trend



- **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

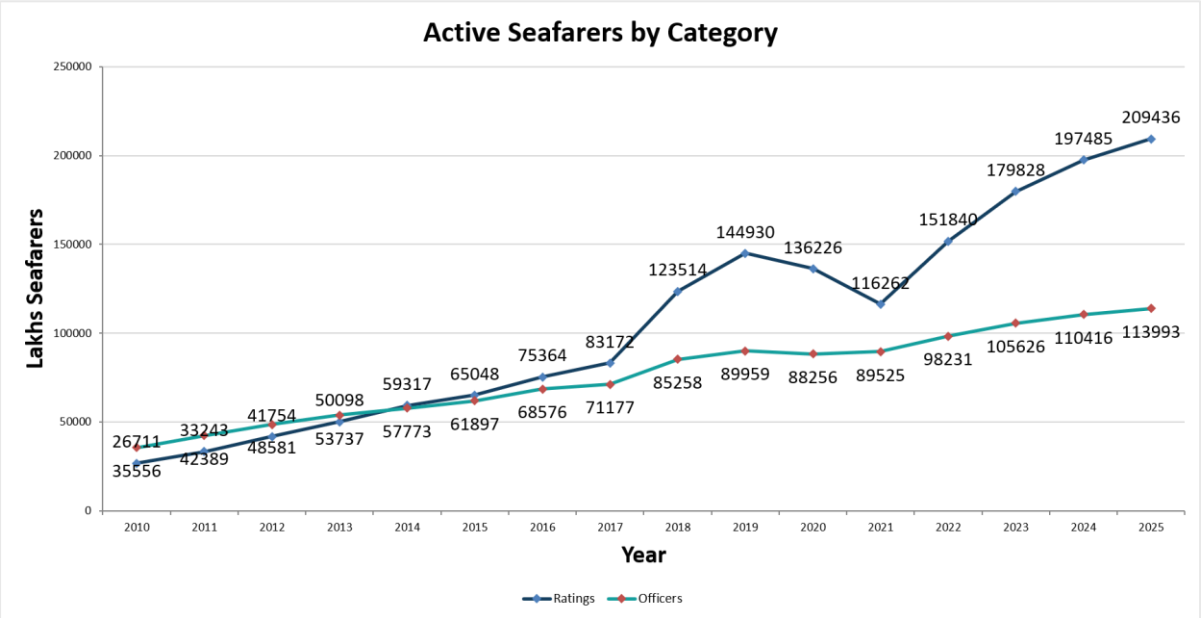


217,654	105,775	67.3%	32.7%
Nautical, 2025	Engineering, 2025	Nautical share	Engineering share

- 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

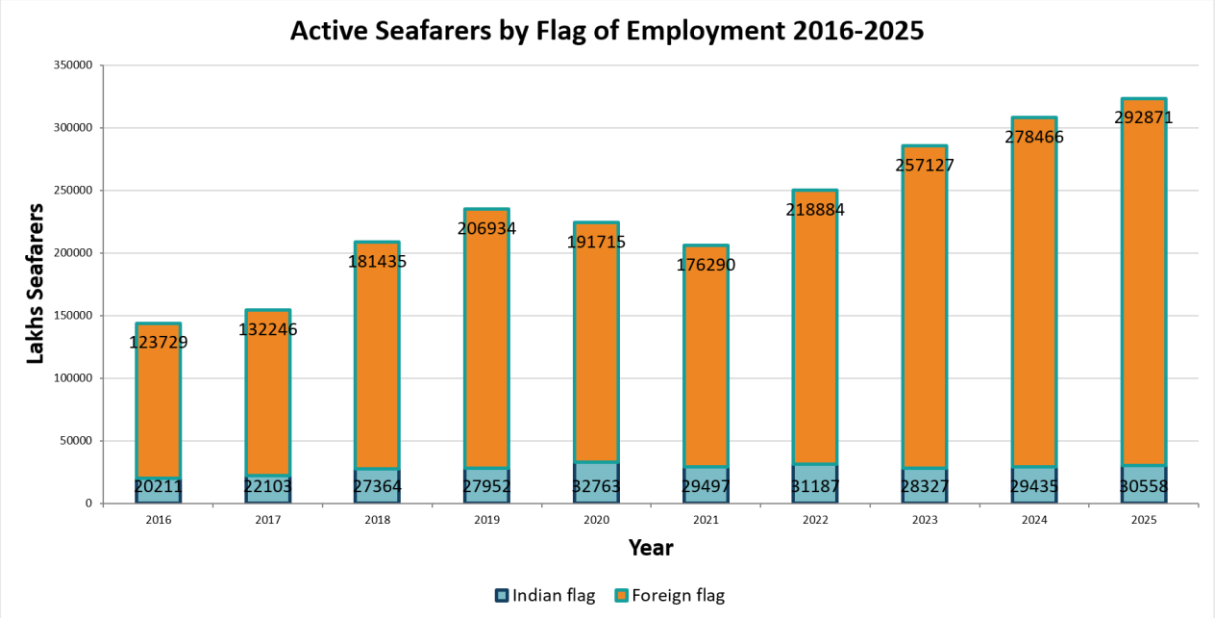


- Ratings increased from 26,711 in 2010 to 209,436 in 2025, a rise of 684.1%.
- Officers increased from 35,556 to 113,993, a rise of 220.6%.
- Ratings represented 64.8% of the active pool in 2025, compared with 35.2% for officers. The widening after 2017 indicates that recent expansion has been more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

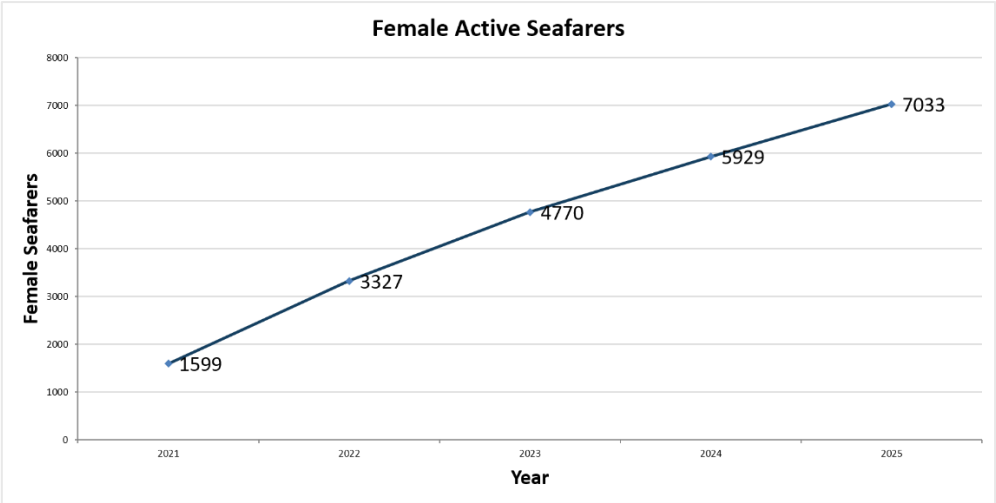
Year	Total (A+B)	Indian Flag (A)	Indian Officers	Indian Ratings	Foreign Flag (B)	Foreign Officers	Foreign Ratings
2023	**285,454**	**28,327**	12,176	16,151	**257,127**	93,450	163,677
2024	**307,901**	**29,435**	12,539	16,896	**278,466**	97,877	180,589
2025	**323,429**	**30,558**	12,952	17,606	**292,871**	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.

3.3 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 October

Grievance Summary

October 2026 recorded 2,967 grievances, 35 more than the 2,932 registered in September 2026. Of all grievances registered during October, 2,531 were closed, 333 were rejected, 39 had queries raised, and 64 remained in submitted/pending status. No case exceeded 60 working days of pendency in the Grievance portal.

Key indicator	October 2026
Total registered	2,967
Closed	2,531
Rejected	333
Query raised	39
Pending / submitted	64
Escalated grievances (dashboard)	121
Via helpdesk (dashboard)	20
Open beyond 60 days	0

Performance ratios

Indicator	Result	Interpretation
Closure rate	85.3%	Closed grievances as a share of all registrations
Disposal rate	96.5%	Closed plus rejected grievances
Active follow-up	3.5%	Query raised plus pending/submitted
Median total pendency	2 working days	Across records containing pendency data
Maximum total pendency	30 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 2,864 grievances were disposed through closure or rejection, equivalent to 96.5% of October registrations. The disposal rate was lower than the 98.9% recorded for September, as 103 grievances (3.5%) remained in submitted or query raised status on the extract date, against 33 (1.1%) in September. Rejections rose to 333 (11.2% of registrations) from 244 (8.3%) in September.

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, Others, Seafarer Profile, and CDC & Cook. Together these categories accounted for 75.4% of all registrations. Sagar Mein Yog Technical Issues alone accounted for 875 grievances (29.5%), up from 525 in September, of which 675 related to Login/Registration Errors. BSID grievances fell to 85 from 499 in September and no longer feature among the five largest categories.

The 64 grievances remaining in submitted status and the 39 with queries raised require focused case management. Employment (after joining Ship) accounts for the largest share of these active cases (10 submitted and 14 query raised, 24 in all), followed by Seafarer Profile (9 submitted and 7 query raised) and Others (13 submitted and 2 query raised). Welfare-sensitive matters still open include three Compensation for Death and Disability cases (one concerning repatriation of mortal remains and two concerning non-payment of death compensation), one Female Seafarer case (sexual harassment and misconduct), one harassment/bullying case, and one piracy, hijacking and detention case (lack of communication with seafarer).

Dashboard and Appeal Metrics

The dashboard below presents the consolidated October position for grievances and appeals. The category chart that follows shows the distribution of October grievances across the 24 categories.

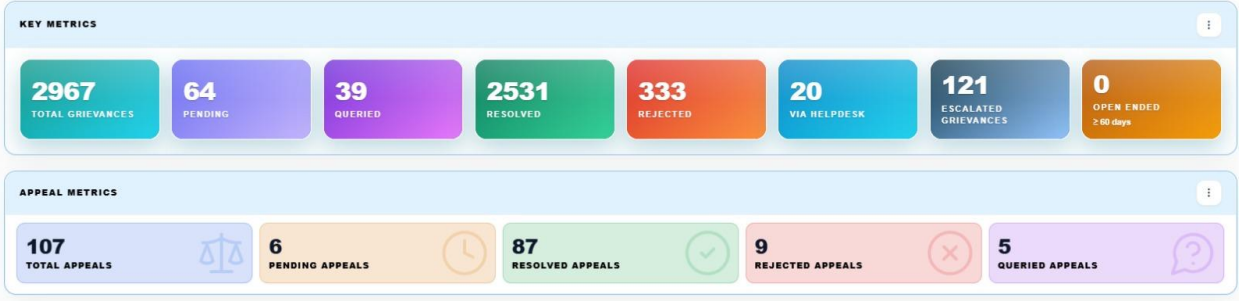


Figure 1. October 2026 grievance and appeal dashboard

Appeal Metrics

The dashboard records 107 appeals. Of these, 87 were resolved, 9 were rejected, 5 had queries raised and 6 remained pending, which means 96 appeals (89.7%) had been disposed of through resolution or rejection.

Appeal indicator	October 2026
Total appeals	107
Resolved appeals	87
Rejected appeals	9
Queried appeals	5
Pending appeals	6

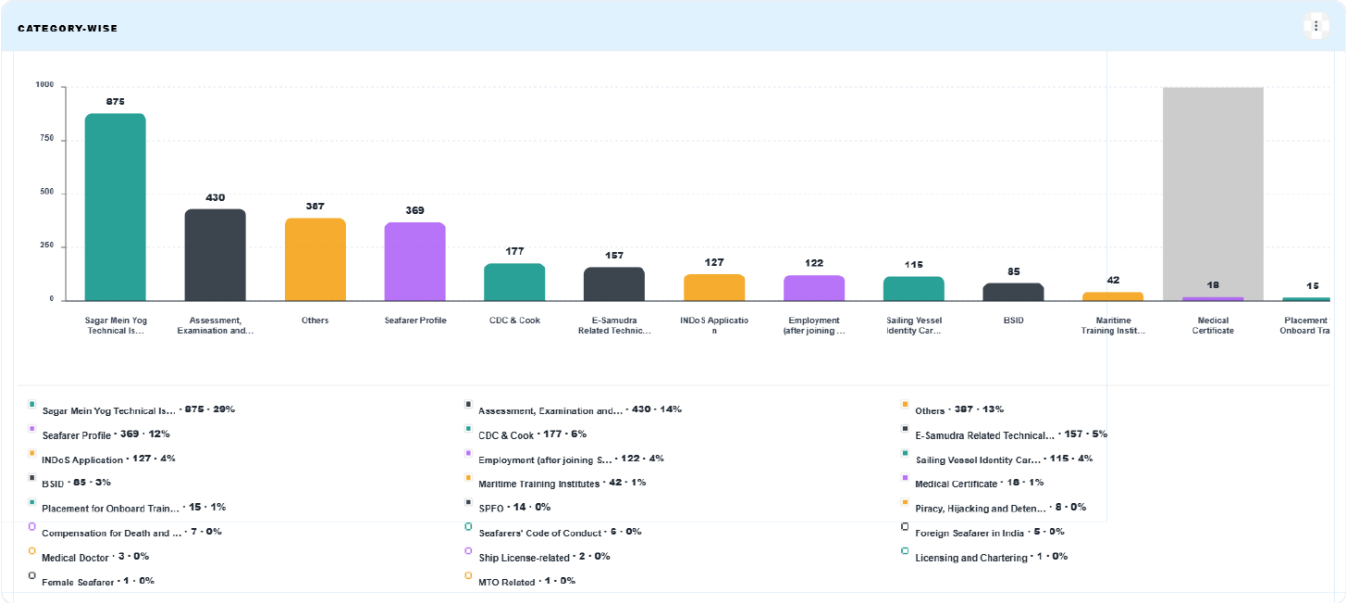


Figure 2. Distribution of grievances by category

Category-wise Analysis

Category	Total	Share	Closed	Rejected	Query	Pending
Sagar Mein Yog Technical Issues	875	29.5%	875	0	0	0
Assessment, Examination and Certification	430	14.5%	378	46	1	5
Others	387	13.0%	326	46	2	13

Category	Total	Share	Closed	Rejected	Query	Pending
Seafarer Profile	369	12.4%	285	68	7	9
CDC & Cook	177	6.0%	112	59	4	2
E-Samudra Related Technical Issues	157	5.3%	141	3	4	9
INDoS Application	127	4.3%	94	28	1	4
Employment (after joining Ship)	122	4.1%	77	21	14	10
Sailing Vessel Identity Cards	115	3.9%	88	26	1	0
BSID	85	2.9%	69	16	0	0
Maritime Training Institutes	42	1.4%	35	3	1	3
Medical Certificate	18	0.6%	16	2	0	0
Placement for Onboard Training (prior joining Ship)	15	0.5%	9	3	3	0
SPFO	14	0.5%	11	0	0	3
Piracy, Hijacking and Detention of Seafarer	8	0.3%	4	3	0	1
Compensation for Death and Disability, Missing Seafarer	7	0.2%	1	3	0	3
Seafarers' Code of Conduct	6	0.2%	3	2	0	1
Foreign Seafarer in India	5	0.2%	2	2	1	0
Medical Doctor	3	0.1%	3	0	0	0
Ship License-related	2	0.1%	2	0	0	0
Female Seafarer	1	0.0%	0	0	0	1
Licensing and Chartering	1	0.0%	0	1	0	0
MTO Related	1	0.0%	0	1	0	0

Key Category Findings

1. Sagar Mein Yog Technical Issues

875 grievances (29.5% of the monthly total) were registered under this category. The status distribution was 875 closed, 0 rejected, 0 with query raised, and 0 pending/submitted.

2. Assessment, Examination and Certification

430 grievances (14.5% of the monthly total) were registered under this category. The status distribution was 378 closed, 46 rejected, 1 with query raised, and 5 pending/submitted.

3. Others

387 grievances (13.0% of the monthly total) were registered under this category. The status distribution was 326 closed, 46 rejected, 2 with query raised, and 13 pending/submitted.

4. Seafarer Profile

369 grievances (12.4% of the monthly total) were registered under this category. The status distribution was 285 closed, 68 rejected, 7 with query raised, and 9 pending/submitted.

5. CDC & Cook

177 grievances (6.0% of the monthly total) were registered under this category. The status distribution was 112 closed, 59 rejected, 4 with query raised, and 2 pending/submitted.

Frequently Reported Subcategories

Category	Subcategory	Count	Share
Sagar Mein Yog Technical Issues	Login/Registration Errors	675	22.8%
Others	Others	387	13.0%
Seafarer Profile	Others	127	4.3%
INDoS Application	Others	112	3.8%
Assessment, Examination and Certification	Others	93	3.1%
Assessment, Examination and Certification	Delay in issuing COP	77	2.6%
E-Samudra Related Technical Issues	Data Synchronization Issues	75	2.5%
Sagar Mein Yog Technical Issues	Technical Issues	68	2.3%

Category	Subcategory	Count	Share
Sagar Mein Yog Technical Issues	Others	67	2.3%
Sagar Mein Yog Technical Issues	Certificate Details Not Updated	65	2.2%
Assessment, Examination and Certification	Delay in processing the application	58	2.0%
Sailing Vessel Identity Cards	Unable to Recover Registered User Id or Password	56	1.9%
CDC & Cook	Others	52	1.8%
E-Samudra Related Technical Issues	Login & Access Issues	50	1.7%
Seafarer Profile	Change / Correction in Passport details	45	1.5%

Case Monitoring Briefs

Of the 64 grievances in submitted status, the briefs below cover the welfare-sensitive matters and the longest-pending cases.

GRM-2026-10692

Issue recorded: Repatriation of mortal remains under Compensation for Death and Disability, Missing Seafarer. The grievance was submitted on 21/10/2026. Total pendency recorded was 16 working days.

GRM-2026-10785

Issue recorded: Death compensation not paid as per the agreement under Compensation for Death and Disability, Missing Seafarer. The grievance was submitted on 22/10/2026. Total pendency recorded was 15 working days.

GRM-2026-11234

Issue recorded: Death compensation not paid as per the agreement under Compensation for Death and Disability, Missing Seafarer. The grievance was submitted on 27/10/2026. Total pendency recorded was 12 working days.

GRM-2026-11098

Issue recorded: Sexual Harassment & Misconduct under Female Seafarer. The grievance was submitted on 27/10/2026. Total pendency recorded was 12 working days.

GRM-2026-10880

Issue recorded: Harassment / Bullying / Ragging under Employment (after joining Ship). The grievance was submitted on 23/10/2026. Total pendency recorded was 14 working days.

GRM-2026-10139

Issue recorded: Lack of communication with seafarer under Piracy, Hijacking and Detention of Seafarer. The grievance was submitted on 13/10/2026. Total pendency recorded was 22 working days.

GRM-2026-8753

Issue recorded: Wages not paid as per the employment agreement under Employment (after joining Ship). The grievance was submitted on 01/10/2026. Total pendency recorded was 30 working days.

GRM-2026-10356

Issue recorded: Sign off delayed even after completion of contract under Employment (after joining Ship). The grievance was submitted on 15/10/2026. Total pendency recorded was 20 working days.

Total Grievances statistics

Key Statistics

As on 31.10.2026:

- 11,767 grievances received
- 9,951 resolved
- 64 pending (October registrations)
- 39 queried (October registrations)

Current Status

- The 24×7 grievance mechanism is operational, and grievances are being monitored through a structured review mechanism.
- 143rd Crisis review Meeting and 146th weekly grievance review meetings till 146th Crisis review meeting and 149th weekly grievance review meetings were held in the month of October 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.

3.4 E Visa processes & immigration facilitation

E-Visa Processes & Immigration Facilitation – October 2026

During October 2026, DGMA continued implementation and follow-up of the immigration reforms introduced through dated 03 July 2026, amending the Visa Manual, 2019 in relation to shore leave, crew change, coastal vessel operations and cruise facilitation. The amended framework covers Chapters 1, 2 and 23 of the Visa Manual and includes simplified crew-change arrangements and the introduction of an e-Group Visit Visa (Cruise) for foreign tourists arriving on cruise vessels following fixed itineraries.

The amended provisions continued to be operationalised through DGMA Circular No. 38 of 2026 dated 15 July 2026, governing revised immigration provisions relating to Shore Leave Passes and crew change, and DGMA Circular No. 48 of 2026 dated 10 August 2026, which discontinued immigration procedures relating to sign-on/sign-off and Shore Leave Passes for Indian national crew and supernumeraries serving on Indian-flag coastal-run vessels. These circulars continued to form the operative DGMA framework for seafarer immigration facilitation during October.

A significant activity during the month was the detailed review of the draft Visa Manual provisions against DGMA Circulars 38 and 48 of 2026. The review recorded, inter alia, that the draft provision on crew change within port limits should explicitly cover outer anchorages, Port Limit Anchorages and SBM/SPM locations situated within port limits, while the provisions concerning Indian crew on Indian-flag coastal-run vessels required alignment with Circular 48, which had subsequently dispensed with the relevant immigration procedures. Detailed comments and corrections were compiled in for further consideration.

Inter-ministerial engagement on the revised Visa Manual also progressed during October. A meeting on Chapter 19: Seamen and Air Crew of the Draft Visa Manual was convened by the Joint Secretary (Foreigners-I), Ministry of Home Affairs, with participation from DGMA and MoPSW. Further deliberations on the provisions were subsequently held with the Under Secretary (Foreigners-I), MHA on 15 October 2026, providing an opportunity to take forward DGMA's operational observations on crew change, shore leave and related immigration procedures.

Parallelly, DGMA progressed a comprehensive port-wise assessment of Immigration Check Post facilities across 251 identified Indian ports to support crew change, shore leave and emergency sign-on/sign-off. The exercise covered identification of ports requiring ICP facilities and collection of information relating to port category, vessel and crew traffic, international vessel calls, existing immigration-clearance arrangements and infrastructure availability. Port-wise confirmation and justification continued to be obtained from the concerned authorities during the month.

Port-wise infrastructure gaps were also mapped as part of the broader immigration-facilitation initiative. The October review framework specifically recorded that gaps in ICP facilities and supporting infrastructure had been identified, providing the basis for targeted intervention rather than establishment of immigration infrastructure irrespective of operational need. Engagement with the Indian Ports Association was also taken forward during October in relation to creation of enabling immigration infrastructure at ports.

Particular attention was given to ports where ICP facilities were unavailable, inadequate or where earlier proposals required reconsideration. Information was sought from concerned port operators regarding vessel and crew traffic, present immigration arrangements, availability of land/space and infrastructure requirements. This exercise was intended to establish the operational justification for ICP creation or augmentation and enable port-specific proposals to be developed.

A proposal-based approach for infrastructure support was also progressed. For ports where creation or augmentation of ICP infrastructure is operationally justified, the concerned Port Authority is to assess the requirement and prepare a detailed proposal setting out the infrastructure scope and estimated cost for submission to DGMA and the Seafarers' Welfare Fund Society (SWFS). DGMA would examine the operational justification and coordinate with the concerned immigration and other authorities, following which eligible infrastructure proposals could be considered for financial support through SWFS.

The October review also covered wider international mobility and immigration issues affecting Indian seafarers. Work progressed on a proposed framework addressing e-Visa/Visa-on-Arrival facilitation, recognition of Indian B-SID credentials and reciprocal arrangements for bona fide seafarers, with a view to supporting shore leave, transit, crew change and repatriation in foreign jurisdictions.

Overall, the focus during October 2026 shifted from the initial notification of the Visa Manual reforms towards implementation, regulatory alignment and resolution of operational gaps. The month's work concentrated on aligning the draft Visa Manual with DGMA Circulars 38 and 48 of 2026, pursuing issues with MHA and other concerned authorities, completing the port-wise ICP assessment, identifying infrastructure gaps, engaging concerned port authorities and IPA, and developing a structured mechanism for need-based ICP infrastructure proposals. Going forward, DGMA will continue coordination with MHA, BoI, MoPSW, Port Authorities and other stakeholders for finalisation of the Visa Manual provisions, resolution of port-specific immigration issues, completion of ICP assessments and facilitation of shore leave and crew change for seafarers.

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 Authorised Immigration Posts	Proposal dropped by MHA	ICP Not Available*	ICP Required	ICP Not Required	Port will communicate after joint visit	ICP Information Requested	Grand Total
Major Ports	11					1				**12**
Exim Ports	34	3	2		2	2	18	1		**62**
Functional Ports	1					4	34		1	**40**
Non-Functional Ports										**137**
Grand Total	**46**	**3**	**2**	**0**	**2**	**7**	**52**	**1**	**1**	**251**

The Directorate General of Maritime Administration (DGMA) has undertaken a comprehensive assessment of the status and requirement of Immigration Check Post (ICP) facilities across **251 identified Indian ports**, with the objective of assessing the adequacy of immigration arrangements for international vessel operations and facilitating seafarer movements, including crew change, shore leave and emergency sign-on/sign-off. The 251 ports comprise **12 Major Ports and 239 Non-Major Ports**. For the purpose of the assessment, the 239 Non-Major Ports have been further categorised into **62 EXIM Ports, 40 Functional Non-Major Ports and 137 Non-Functional Ports**.

With respect to the **12 Major Ports**, immigration arrangements are largely adequate, with **11 ports being ICP-compliant**. The principal infrastructure requirement pertains to **V. O. Chidambaranar Port Authority**, which has indicated a requirement of approximately **4,000 sq. ft.** for an Immigration Office against approximately **400 sq. ft. presently available**. The requirement at the Port is therefore primarily one of infrastructure augmentation. The Port may accordingly be requested to submit a detailed proposal specifying the additional space required, scope of civil and supporting works, equipment requirements, estimated financial implications and implementation schedule.

The assessment of the **62 EXIM Ports** indicates that the majority already have satisfactory immigration arrangements. Of these, **34 ports are ICP-compliant, 3 are covered through ICP-compliant ports, 2 have been notified as Authorised Immigration Posts, 18 have indicated that a dedicated ICP is not required at present, 2 require establishment of ICP facilities, 2 presently do not have ICP facilities, and 1**

port will communicate its final requirement following a joint site assessment. Accordingly, the requirement for intervention among EXIM Ports is limited to a few specific cases requiring field verification, infrastructure development or reassessment.

In the case of **Chhara Port and Okha Port in Gujarat**, ICP facilities are presently unavailable, although the ports have indicated availability of infrastructure. A site inspection by the Bureau of Immigration (BoI) is required to determine the suitability of the available facilities and identify any additional infrastructure, security, connectivity or operational requirements. Accordingly, BoI site visits may be coordinated at these two ports, following which further action may be taken on the basis of the findings and recommendations.

At **Gujarat Pipavav Port Ltd.**, immigration clearance is presently being facilitated through an existing Police Department building while a dedicated ICP building is under development. The dedicated facility is expected to be completed within approximately one year. The interim arrangement ensures continuity of immigration-related functions, while the progress of construction of the dedicated facility may be monitored until it becomes operational.

An important component of the exercise has been the **reassessment of six ports whose proposals for establishment of ICP facilities had earlier been dropped by the Ministry of Home Affairs (MHA)**. In order to determine whether the earlier position continued to reflect their present and anticipated operational requirements, DGMA contacted the concerned ports again on **2 November 2026**. The updated responses indicate that these ports cannot be treated as a uniform category and that the need for ICP facilities should be determined on the basis of current vessel traffic, crew movement, infrastructure availability and future development plans.

Adani Gangavaram Port Ltd. has now indicated that an **ICP is required**. The Port has reported availability of approximately **1,728 sq. ft. of space**, while the BoI-approved layout is awaited. Immigration formalities are presently being undertaken through Visakhapatnam Sea Port. The Port may therefore be requested to obtain/finalise the BoI-approved layout and thereafter submit a comprehensive costed proposal covering the infrastructure required for establishment of the ICP.

Similarly, **Navlakhi Port** has confirmed that an **ICP is required**. Immigration functions are presently being handled through the Superintendent of Police, Morbi. The Port may therefore be asked to assess the adequacy of the existing arrangement, identify the infrastructure gap and prepare a detailed proposal for establishment of the required immigration facility.

In contrast, **Dighi Port** has indicated that an ICP is **not presently required**, with immigration demand being extremely low at approximately **0–1 crew member per month**. Likewise, **Rameswaram Port and Pamban Port** have communicated that ICP

facilities are not presently required. These ports may therefore be kept under periodic review, with the requirement being reconsidered if future developments result in a significant increase in international vessel calls, passenger services or seafarer movements.

In the case of **Gopalpur Port**, a final determination has not yet been made. The Port has communicated that the requirement will be confirmed after a **joint survey of port operations by the local Superintendent of Police Office and the Intelligence Bureau, Berhampur team**. Accordingly, the case may remain under assessment pending completion of the joint survey and receipt of the Port's final position.

The reassessment of these six ports demonstrates that the historical status of an ICP proposal having been dropped by MHA should not, by itself, determine the current requirement. The updated operational position indicates that **Adani Gangavaram and Navlakhi now require ICP facilities; Dighi, Rameswaram and Pamban do not presently require ICP facilities; and the requirement at Gopalpur remains subject to field assessment**. This supports a dynamic and evidence-based approach in which earlier decisions are reviewed whenever port operations or projected traffic patterns materially change.

The assessment of the **40 Functional Non-Major Ports** indicates that **1 port is ICP-compliant, 4 ports require ICP facilities, 34 ports have indicated that ICP facilities are not presently required, and information is awaited from 1 port**. The four ports presently identified as requiring ICP facilities are **Simbhore in Gujarat, Old Mangalore Port in Karnataka, Agatti in Lakshadweep and Minicoy in Lakshadweep**.

At **Simbhore Port**, dedicated immigration infrastructure is presently unavailable. The Port has indicated that its proposed **Phase-II expansion** is expected to result in increased vessel traffic, which is likely to create a corresponding requirement for immigration-clearance facilities. The Port may accordingly be requested to assess projected vessel and crew traffic and prepare a comprehensive infrastructure proposal, including the land/space requirement, scope of works, cost estimate and implementation schedule.

At **Old Mangalore Port**, the need for an ICP/Marine Check Post has been linked to anticipated future growth in vessel movement. The Port has highlighted proposed works under the **Sagarmala programme**, including development of a Coastal Berth, capital dredging and construction of a dedicated jetty for Lakshadweep services. These developments are expected to increase coastal, Lakshadweep and foreign vessel movements. The Port may therefore be asked to finalise the available land/space, projected traffic, infrastructure requirements, scope of works and estimated expenditure and submit a detailed proposal.

Agatti and Minicoy in Lakshadweep have also indicated a requirement for ICP facilities. Detailed information regarding supporting infrastructure remains to be finalised. The concerned authorities may therefore be requested to identify suitable space and provide an itemised assessment covering the infrastructure required, estimated cost, implementation schedule and anticipated operational requirement.

At **Karwar Port**, immigration formalities are currently being undertaken through the Office of the Superintendent of Police, Karwar. The existing arrangement may continue, subject to periodic review against vessel calls and crew movements. In respect of **Puducherry Port**, information regarding the requirement for an ICP remains awaited, and the Port may be requested to provide details of vessel and crew traffic, existing immigration arrangements, available infrastructure and anticipated future operations to complete the assessment.

The remaining **137 ports are categorised as Non-Functional Ports**. As regular commercial port operations are not presently being undertaken at these locations, establishment of ICP facilities does not require immediate consideration. However, the position may be reassessed in respect of any port that becomes operational or is proposed to handle international vessel, passenger or crew movements in future.

Based on the overall assessment, the immediate intervention should therefore focus on a defined group of ports. Infrastructure augmentation is required at **V. O. Chidambaranar Port Authority**; BoI site inspections are required at **Chhara and Okha**; finalisation of the BoI-approved layout and infrastructure proposal is required at **Adani Gangavaram**; detailed costed proposals are required from **Navlakhi, Simbhore, Old Mangalore, Agatti and Minicoy**; further field assessment is required at **Gopalpur**; and pending information is required from **Puducherry Port**. Ports such as **Dighi, Rameswaram and Pamban**, which do not presently require ICP facilities, may continue to be monitored against future changes in their operational profile.

For ports where establishment or augmentation of ICP infrastructure is operationally justified, a **structured proposal-based funding mechanism through the Seafarers' Welfare Fund Society (SWFS)** is proposed. The concerned Port Authority should first undertake a detailed assessment and prepare a comprehensive proposal setting out the operational justification, existing and projected vessel/passenger/crew traffic, existing immigration arrangements, infrastructure gaps, availability of land or space, proposed or BoI-approved layout, civil/electrical/IT/security requirements, detailed cost estimates, implementation schedule and recurring operation and maintenance arrangements.

The proposals may thereafter be submitted to **DGMA and SWFS**. DGMA may examine the operational justification for establishment or augmentation of the ICP and coordinate, wherever necessary, with MHA, BoI and other concerned authorities. Following technical and operational examination and approval of the requirement, **SWFS may consider**

eligible financial support for the approved ICP infrastructure in accordance with the applicable framework and approval conditions. Such an approach would ensure that funding is need-based, proposal-driven and linked to genuine operational requirements rather than being provided uniformly across ports irrespective of traffic levels.

Overall, the assessment demonstrates that the existing immigration framework is **broadly adequate for the majority of Indian ports presently handling international vessel and crew movements**. The requirement is therefore not for indiscriminate establishment of ICP facilities across all ports, but for **targeted intervention at locations where operational demand, infrastructure gaps or projected traffic justify such investment**. The reassessment of the six cases earlier dropped by MHA further demonstrates that ICP requirements are dynamic and may change with port development and evolving traffic patterns.

Accordingly, the future approach should be based on **continuous port-wise assessment, verification of requirements through DGMA, BoI and other concerned authorities, preparation of detailed costed proposals by the port authorities, prioritisation based on present and projected vessel and crew traffic, and consideration of eligible SWFS funding for approved ICP infrastructure**. This would provide a practical and financially responsible mechanism for strengthening immigration facilities at Indian ports while ensuring optimum utilisation of available resources and facilitating safe, efficient and timely movement of seafarers.

Current Status

- Port-wise assessment covering 251 identified ports was consolidated to determine ICP availability, infrastructure gaps and requirements for supporting crew change, shore leave and seafarer movement.
- Port-wise data collection and follow-up were undertaken with concerned authorities on vessel/crew traffic, existing immigration arrangements and infrastructure requirements, including responses from 17 EXIM ports.
- Infrastructure gaps at ports whose ICP proposals had earlier been recommended for dropping by MHA were reviewed, and information for Gangavaram, Dighi, Gopalpur, Navlakhi, Pamban and Rameswaram was consolidated for further examination.
- Engagement with IPA was undertaken on 12 October 2026 on creation of enabling immigration infrastructure at ICPs/EXIM ports.
- Karaikal ICP was confirmed operational, supporting immigration clearance, crew change and shore leave, with approximately 2,300 sq. ft. of dedicated space and no additional infrastructure gap reported.
- A framework for funding ICP infrastructure through SWFS was developed, envisaging submission of need-based, costed proposals by ports to DGMA and SWFS for operational examination and consideration of eligible financial support.

- Revised shore-leave and crew-change provisions under DGMA Circulars 38 and 48 of 2026 continued to be operationalised alongside examination of corresponding Visa Manual provisions.

Way Ahead

1. Arrange BoI site inspections at Chhara and Okha Ports.
2. Obtain the BoI-approved layout and comprehensive proposal for Adani Gangavaram Port.
3. Obtain a detailed ICP infrastructure proposal from Navlakhi Port.
4. Complete the joint operational survey at Gopalpur Port.
5. Obtain costed proposals from Simbhore, Old Mangalore, Agatti and Minicoy.
6. Obtain an infrastructure-augmentation proposal from V. O. Chidambaranar Port Authority.
7. Obtain the pending information from Puducherry Port.
8. Process eligible infrastructure proposals through DGMA and SWFS.
9. Periodically review ports reporting no present ICP requirement.
10. Maintain a dynamic port-wise ICP status database reflecting site inspections, proposals, approvals and operational changes.

Timeline: Ongoing, with priority intervention on the identified port-specific gaps

3.5 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

- RPSL System Demonstration Workshop was conducted on **09.10.2026** for Middle management who handle Administrative and Crew related procedures in the system.
- Seafarer demonstration of the RPSL module was held on **12.10.2026**.
- Open house for Seafarers, RPSLs, MTIs, Shipping Associations and Seafarer unions was held on **14.10.2026**.
- Beta release of the enhanced RPSL Module was released on **15.10.2026**. The e-Migrate consent for joining ship Module will be functional shortly.

- The following functionalities of the RPSL Module were made beta live:

i. Application for the grant of a fresh Recruitment and Placement Service License.
ii. Application for a unified license covering recruitment and placement activities relating to seafarers and the applicable non-seafarer/technician categories.
iii. Renewal of the Recruitment and Placement Service License.
iv. Annual inspection of licensed Recruitment and Placement Services.
v. Initial, renewal, special and other inspections, as applicable.
vi. Applications for change in the name of a licensed Recruitment and Placement Service
vii. Applications for change in the place of business or address of a licensed Recruitment and Placement Service.
viii. Applications for changes in top management, wherever such functionality is enabled
ix. Creation and management of profiles of Recruitment and Placement Service License (RPSL) holders and shipping companies.
x. Correction and update of profiles and associated records by shipping companies and RPSL agencies. including those with valid. invalid, suspended. withdrawn or temporarily blocked status. subject to the applicable status. system permissions and prescribed procedures.

- 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:

- 543 Valid RPSLs
- 397 Invalid RPSLs
- 65 Temporarily Suspended RPSLs
- No action was taken against the RPSL agency in the month of October.

Relevant DGMA Order/Circular

DGMA Circular No. 68 of 2026, dated 13th October 2026, announces the launch of the Enhanced RPSL Module from 15th October 2026.

- Enables fresh/renewal RPSL applications, inspections, licence changes and profile management.
- Separate e-Migrate authorisation for non-seafarers under Merchant Shipping Notice No. 02 of 2018 is discontinued.
- Existing authorised non-RPSL entities must transition to the enhanced RPSL licensing framework within three months of the circular.

Way Ahead

- Operationalise the beta version of the enhanced RPSL Module.
- Undertake monitoring, issue resolution and incorporation of stakeholder feedback during the stabilisation phase.
- 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.
- The RPSL Module is undergoing a **three-month stabilisation period.**
- Workshop planned in November with RPSL agencies on Implementation of Authentic Job Verification portal explaining the process.

3.6 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, under final review and approval.

3.7 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 October 51st and 52nd

meeting of the MLC Compliance Board have been conducted. Minutes of all 52 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.

3.8 DGMA Orders/Circulars for October 2026

- **DGMA Circular No. 66 of 2026, dated 08.10.2026:** Recruitment/Deployment of Indian Seafarers on Malaysian Flagged Vessels
- **DGMA Circular No. 70 of 2026, dated 21.10.2026:** Commissions MMD Patna as the 10th BSID Data Capturing Centre, with BSID services effective from 12.10.2026 and 100 appointment slots per working day.
- **Notice dated 21.10.2026:** Migrates the Fresh Continuous Discharge Certificate (CDC) application service to the new e-Samudra Portal, enabling candidates to submit fresh CDC applications online through the portal.
- **DGMA Circular No. 71 of 2026, dated 22.10.2026:** Expands e-Samudra migration from 26.10.2026 to cover all CDC categories, namely Fresh, Replacement, Duplicate and Renewal, along with Cook CoC New/Duplicate applications. Existing applications submitted through the earlier e-Governance portal need not be resubmitted.

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 **31-October-2026**, including fund position, welfare assistance delivered, and key developments during the month.

Fund Corpus and Financial Position

Key Performance Indicators

Particulars	October Month
Total Investment Portfolio (₹ Cr)	1,830.14
Bank Balances (₹ Cr)	11.58
Welfare Applications Received	156
Welfare Cases Approved	101
Welfare Assistance Disbursed (₹ Cr)	2.40
Grievances Resolved	-
Welfare Counsellor Cases	41

Overall Fund Position

Particulars	Amount (₹ Crore)
Total Investment Portfolio	1,830.14
Bank Balances	11.58
Net Fund Position	1,841.72

Welfare Assistance Delivered

Fund-wise Position

Fund	Investment Value (₹ Cr)	Bank Balance (₹ Cr)
Welfare Fund	922.61	5.98
Gratuity Fund	863.57	4.12
Administrative Fund	43.96	1.48
Total	1,830.14	11.58

Case Status

Particulars	Number of Cases
Applications Received	156
Applications Approved	101
Assistance Disbursed	₹2.40 crore
Pending Cases	13

Scheme-wise Assistance

For the month of October

Scheme	Cases Approved	Amount Disbursed (₹ Lakh)
Survivor's Benefit Scheme (SBS)	13	72
Invalidity Benefit Scheme (IBS)	-	-

Scheme	Cases Approved	Amount Disbursed (₹ Lakh)
Maternity Benefit Scheme (MBS)	-	-
Old Age Benefit Scheme - 65 Yrs (OABS-65)	13	6.5
Old Age Benefit Scheme - 75 Yrs (OABS-75)	21	21
Family Benefit Scheme (FBS)	30	28.25
Death On Board Scheme (DBBS)	1	6
Ex-Gratia Support Benefit Scheme (ESBS)	-	-
Award To Meritorious Child Of Seafarers (AMCS)	-	-
Medical & Term Insurance Premium Assistance (MCITI)	15	0.51
Medical Support (Critical/Terminal Illness) (CTIS)	-	-
CoC Career Progression (COC)	4	8
Warlike/ High Risk Areas Assistance Scheme	3	30
Missing On Board	1	6
Gratuity Disbursement	63	61.82

e-Navik Grievance Redressal and Welfare Counselling

1.e-Navik Grievance Status

Particulars	Number
Grievances Received	-
Grievances Resolved	-
Pending Grievances	-

2. Counselling Support

Particulars	Details
Counselling Sessions Conducted	41

Key Issues Addressed	41
Follow-up Cases	24

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**

**MIS report awaited. Post-October data will be updated upon receipt.*

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

Particular	No. of Cases	Amount (Cr)
FW	167	7.27
NRW	62	0.62

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 preparation and review of the High-Level Design Document (HLDD) and module-wise 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 to the design-document stage. The second version of the HLDD was submitted on 4 August 2026 and was subsequently finalised. Module-wise SDDs were submitted and taken up for review, and Tier I review comments on the SDDs were shared with KRAN on 18 August 2026 for necessary incorporation. The project subsequently progressed to development, testing and UAT-related activities.

Progress During October 2026

During October 2026, the SWFS ERP implementation progressed through functional requirement discussions, workflow preparation, periodic implementation reviews, Web Portal testing and UAT-related activities, preparation of module-level test cases, and Web Portal content finalisation.

Discussions were held with SWFS staff and KRAN on 1 October 2026 regarding gratuity and fund contribution processes and the related ERP requirements.

Project status updates and the presentation for the 22nd ERP Implementation Review Meeting were prepared on 6 October 2026. The meeting was held on 7 October 2026 to review implementation progress, pending action items and follow-up requirements.

The War, Death and Abandonment Claim Processing Workflow was prepared and reviewed on 9 October 2026, followed by further preparation and refinement of the workflow documentation on 12 October 2026.

The test-ready SWFS Public Web Portal was submitted by KRAN on 10 October 2026. Preliminary testing was subsequently undertaken using the available functionalities and data. Observations were identified in areas including FRS/SRS compliance, accessibility, bilingual content, login and registration, and technical support functionality, and were taken up with KRAN for necessary rectification.

UAT of the SWFS Public Web Portal was undertaken on 14 October 2026, including review of the available portal functionalities and identified testing requirements.

The 23rd ERP Implementation Review Meeting was conducted on 15 October 2026 to review project progress, pending action items and implementation follow-up.

Web Portal test cases were received from KRAN on 17 October 2026 and taken up for validation and testing. The 24th ERP Implementation Review, together with a Web Portal demonstration and UAT walkthrough, was conducted on 19 October 2026 using the available functionalities, data and test cases. Observations identified during the session were taken up with KRAN for necessary rectification.

Discussions were held with SBI Fund Management, MSU and KRAN on 22 October 2026 regarding fund management requirements and their consideration under the SWFS ERP implementation. SWFS Web Portal test cases covering the identified functional and testing requirements were also prepared and reviewed on the same date.

A further ERP Implementation Review Meeting was conducted on 23 October 2026 to review project progress, implementation status and pending action items. Preparation and review of the Web Portal test cases also continued during the meeting.

The Minutes of Meeting and action tracker for the 25th ERP Implementation Review Meeting were prepared and circulated on 27 October 2026, along with continued review of the Web Portal test cases. Follow-up documentation and the action tracker were further taken up on 30 October 2026 for monitoring the agreed action points.

Test cases for the Scheme Management Module were prepared and reviewed on 28 October 2026, covering the relevant functional requirements.

Vision, Mission and banner content for the SWFS Public Web Portal were prepared and refined on 29 October 2026.

Accordingly, during October 2026, the SWFS ERP implementation progressed through continued requirements and workflow finalisation, periodic implementation reviews, Web Portal testing and validation, preparation of test cases for the Web Portal and Scheme Management Module, portal-content preparation and follow-up on identified implementation action points.

Current Status

The requirement and design-document stages have substantially progressed. The FRS and SRS documentation for the seven core ERP modules has progressed through successive versions, the HLDD has been finalised, and Tier I review comments on the module-wise SDDs have been shared with KRAN for necessary incorporation.

The SWFS Public Web Portal has progressed to the testing and UAT-readiness stage. The test-ready portal has been submitted, test cases have been received, and the Web Portal demonstration and UAT walkthrough have been conducted. Testing activities for the Scheme Management Module have already commenced and are currently in progress.

Testing activities during October covered the Web Portal and Scheme Management Module. Web Portal content preparation also progressed through preparation and refinement of the Vision, Mission and banner content.

Upcoming Project Milestones

The upcoming project milestones are as follows:

Overall ERP

- SWFS Public Web Portal Go-Live: 13th November 2026.
- 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

The immediate focus is on completion of the ongoing SWFS Public Web Portal testing, validation and rectification of identified observations, along with completion of the required launch-readiness activities towards meeting the stipulated Go-Live timeline of 13 November 2026.

Following the Public Web Portal Go-Live, the focus will progressively shift to the remaining ERP modules, review and execution of module-wise test scenarios and test cases, recording and rectification of identified defects and observations, and progression of UAT-related activities. Testing activities for the Scheme Management Module have already commenced and are currently in progress.

The subsequent implementation activities will include completion of the Beta Version and UAT by 10 December 2026, followed by completion of test execution and reports, User Manual and Training Manual, user training/video help, and security and compliance requirements by 10 January 2027. Thereafter, the final ERP solution will be progressed for production and Disaster Recovery deployment, installation and configuration, with final ERP production/deployment and Go-Live scheduled for 10 February 2027.

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 is being implemented for digitisation and streamlining of provident fund-related processes, including member records, contributions, withdrawals and final settlements, fund management, financial accounting, member services, MIS, mobile access and technical support.

The project has progressed through requirement and design-document stages and is currently under development, testing, data-migration and UAT-related activities. The principal requirement documents were completed through May 2026. The first four module-level SRS documents were submitted on 23 July 2026, followed by the Web Portal and Technical Support SRS documents on 28 July 2026. The HLDD was shared on 27 May 2026, the SDD on 28 July 2026, and the Mobile Application draft on 31 July 2026.

Progress During October 2026

During October 2026, the SPFO ERP and Public Web Portal implementation progressed through implementation reviews, infrastructure planning, Web Portal testing, UAT-related activities, content and compliance review, transition planning and ERP implementation follow-up.

The 22nd ERP Implementation Review was conducted on 7 October 2026, covering website, ERP, infrastructure and compliance-related matters. The meeting minutes were subsequently circulated on 9 October 2026.

A detailed SPFO IT Infrastructure Implementation Plan was shared on 8 October 2026, covering phased infrastructure procurement and readiness, including hardware, connectivity, UPS, cloud/DCDR, document management, records digitisation, asset management, cybersecurity, facilities and support requirements.

KRAN submitted the test-ready SPFO Public Web Portal on 10 October 2026 for preliminary validation and testing. The submission was taken up for testing and was not treated as production launch or final acceptance.

SPFO UAT test cases were received from KRAN on 14 October 2026 for validation, demonstration and departmental testing. The User Manual remained an outstanding documentation requirement.

The 23rd Implementation Review was conducted on 15 October 2026, covering Public Web Portal readiness, remaining testing and documentation requirements, the SPFO transition plan, data migration and ERP milestones.

The 24th Implementation Review was undertaken on 19 October 2026. Web Portal test-case demonstration and training were also conducted on the same date. Departmental UAT, closure of observations and submission of the User Manual remained to be completed.

A proposed 90-day parallel-run transition plan and temporary-domain options for the SPFO Public Web Portal were also presented on 19 October 2026, covering operation of the existing and new websites during the transition period, notices on both websites, visitor monitoring and eventual switchover.

SPFO ERP implementation-status inputs were prepared and shared on 21 October 2026 for incorporation in the Ministry's Monthly Report. Data migration, revised SDD submission and ERP UAT continued as part of the implementation activities.

During the latter part of October, activities relating to transition from the legacy SPFO website/application were also undertaken. The original NT Works-SPFO contract and scope records were received and shared with the PMU on 26 October 2026 to facilitate review of contractual obligations and legacy-platform transition requirements. A draft assessment was subsequently prepared on 29 October 2026, covering contract history, scope comparison, continuity of legacy support and source-code, access and documentation handover requirements.

The first round of SPFO Public Web Portal UAT test cases was recorded as completed on 30 October 2026. The results recorded pass/fail outcomes and outstanding observations, including Hindi content, screen-reader accessibility and page-heading-related observations. Completion of the first round of testing did not constitute final UAT sign-off, and rectification and retesting remained necessary.

Current Status

The SPFO ERP implementation is under development, testing, data-migration and UAT-related activities. Revised SDD submission, data migration and ERP UAT remain under progress.

The SPFO Public Web Portal has progressed through test-ready submission, receipt of UAT test cases, demonstration/training and the first round of departmental testing. Outstanding observations and documentation requirements, including the User Manual, are to be addressed as part of further testing and readiness activities.

Upcoming Project Milestones

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

Overall ERP

- SPFO Public Web Portal Go-Live: 13 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.

Current Focus and Way Forward

The immediate focus is on closure of outstanding SPFO Public Web Portal testing observations, completion of retesting and required documentation, and progression of

launch-readiness activities towards the stipulated Go-Live timeline of 13 November 2026.

Following the Public Web Portal Go-Live, the focus will progressively shift to the remaining ERP implementation activities, including data migration, revised SDD submission, module-wise testing, review and execution of test cases, closure of identified defects and observations, and UAT-related activities.

Subsequent implementation activities will include the Beta Version/UAT milestone by 10 December 2026, followed by testing and associated reports, user documentation and training, and security and compliance requirements by 10 January 2027. Final ERP production/deployment and Go-Live will thereafter be progressed in accordance with the project schedule for 10 February 2027.

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.
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

Website and ERP Solution for SWFS and SPFO

DGMA is implementing ERP solutions and public-facing Web Portals for the Seafarers' Welfare Fund Society (SWFS) and Seamen's Provident Fund Organisation (SPFO) to digitise and streamline their respective welfare, provident fund, financial and beneficiary-service processes.

During October 2026, implementation of both systems progressed through development, testing and UAT-related activities. Test-ready Public Web Portals for SWFS and SPFO were submitted by KRAN on 10 October 2026.

For SWFS, Web Portal test cases were received on 17 October 2026, followed by a demonstration and UAT walkthrough on 19 October 2026. Testing observations are being taken up with KRAN for rectification and retesting.

For SPFO, UAT test cases were received on 14 October 2026, followed by Web Portal demonstration and training on 19 October 2026. The first round of Web Portal UAT test cases was recorded as completed on 30 October 2026; however, outstanding observations require rectification and retesting, and final UAT sign-off remains pending.

The immediate priority is to complete testing, validation, rectification and launch-readiness activities for the SWFS and SPFO Public Web Portals towards the stipulated Go-Live timeline of 13 November 2026.

Following the Public Web Portal Go-Live, implementation of the remaining ERP modules will be progressed through module-wise testing and UAT-related activities, including review and execution of test scenarios and test cases, recording and rectification of identified defects and observations, and preparation of test execution reports. For SWFS, testing activities for the Scheme Management Module have already commenced. The Beta Release and UAT milestone is scheduled for 10 December 2026.

Subsequent activities will include completion of testing deliverables, user documentation and training, and security and compliance requirements by 10 January 2027. These activities will include test execution and associated reports, User Manuals

and Training Manuals, user training and video help, security audit activities and associated security and data-protection requirements.

Thereafter, the final ERP solutions will be progressed for production and Disaster Recovery (DR) deployment, installation and configuration, with final ERP production/deployment and Go-Live scheduled for 10 February 2027.

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 till 9.11.2026

3052 - Revenue Expenditure				
CODE	DESCRIPTION	TOTAL	Allocation	Percentage
01.01.01	Salaries	139,745,321	280,000,000	49.91
01.01.02	Wages	326,285	760,000	42.93
01.01.05	Rewards	1,349,430	2,470,000	54.63
01.01.06	Medical Treatment	2,925,102	4,000,000	73.13
01.01.07	Allowances	130,189,087	240,000,000	54.25
01.01.08	Leave Travel Concession	979,620	3,500,000	27.99
01.01.09	Training Expenses	852,881	8,232,000	10.36
01.01.11	Domestic Travel Expenses	14,615,690	17,500,000	83.52
01.01.12	Foreign Travel Expenses	8,451,991	13,000,000	65.02
01.01.13	Office Expenses	106,753,521	180,000,000	59.31
01.01.14	Rent, Rates & Taxes for Land & Building	46,351,344	98,581,000	47.02
01.01.16	Printing & Publication	71,668,891	95,000,000	75.44
01.01.18	Rent for others	73,008,021	220,000,000	33.19
01.01.19	Digital equipment	3,061,842	10,000,000	30.62
01.01.21	Material & Supplies	270,037	1,000,000	27.00
01.01.24	Fuels & Lubricants	178,694	288,000	62.05
01.01.26	Advertising & Publicity	443,764	1,000,000	44.38
01.01.27	Minor Civil & Electrical works	6,818,022	40,000,000	17.05
01.01.28	Professional Services	368,711,249	500,000,000	73.74
01.01.29	Repair & Maintenance	2,254,465	5,500,000	40.99
01.01.32	Contribution	0	2,500,000	0.00
01.01.49	Other Revenue Expenditure	392,428	860,000	45.63
	TOTAL- D.G.shipping & allied offices	**979,347,685**	**1,724,191,000**	56.80
02.00.11	Domestic Travel Expenses	217,044	1,200,000	18.09
02.01.12	Foreign Travel Expenses	0	800,000	0.00
02.01.13	Office Expenses	1,123,714	4,000,000	28.09
02.01.14	Rent, Rates & Taxes for Land & Building	0	1,000	0.00
02.01.16	Printing & Publication	0	200,000	0.00
02.01.18	Rent for others	0	1,000	0.00
02.01.19	Digital equipment	0	1,000	0.00
02.01.21	Material & Supplies	0	1,000	0.00
02.01.24	Fuels & Lubricants	0	1,000	0.00
02.01.26	Advertising & Publicity	0	1,000	0.00
02.01.27	Minor Civil & Electrical works	0	1,000	0.00
02.01.28	Professional Services	0	100,000	0.00
02.01.29	Repair & Maintenance	0	1,000	0.00
02.01.49	Other Revenue Expenditure	0	1,000	0.00
	TOTAL - N.S.B-	**1,340,758**	**6,309,000**	21.25
		980,688,443	**1,730,500,000**	56.67
5052 - Capital Expenditure		CAPEX TILL 09.11.2026		
CODE	DESCRIPTION	TOTAL	Allocation	Percentage
01.00.52	Machinery & Equipment	1,835,823	3,200,000	57.37
01.00.71	Information, Computer, Telecommunications/ (ICT) equipment	189,168,696	254,278,000	74.39
01.00.73	Infrastructural Assets	0	18,800,000	0.00
01.00.74	Furniture and Fixtures	2,393,165	3,100,000	77.20
01.00.77	Other Fixed Assets	15,059	122,000	12.34
	TOTAL	**193,412,743**	279,500,000	69.20

4.2 Revenue and Capital Heads: Reappropriation and Supplementary Demands

Nil.

4.3 GeM Outstanding Payments and Pending Payment Position

Figures in Rs. Crores. as on 9.11.2026:

Organization	Due (< 10 days)	Due (10–30 days)	More than 30 days	Total amount due
Directorate General of Shipping	0.34	0.15	2.58	**3.06**

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 (SPFO) and the Seafarers' Welfare Fund Society (SWFS).

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 while retaining 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 are intended to improve processing time, reconciliation, contribution and benefit visibility, stakeholder communication, financial control and auditability.

Progress and status

Both ERP systems have progressed through requirement and design-document stages and are currently under development, testing and UAT-related activities.

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 2026. The HLDD was shared on 27 May 2026, the SDD on 28 July 2026, and the Mobile Application draft on 31 July 2026.

During October 2026, SPFO implementation progressed through infrastructure planning, ERP implementation reviews, Public Web Portal testing, UAT-related activities,

content and compliance review, transition planning and data-migration activities. The detailed SPFO IT Infrastructure Implementation Plan was shared on 8 October 2026. KRAN submitted the test-ready SPFO Public Web Portal on 10 October 2026, and UAT test cases were received on 14 October 2026.

Web Portal demonstration and training were conducted on 19 October 2026. A proposed 90-day transition plan for parallel operation of the existing and new SPFO websites was also presented. The first round of SPFO Web Portal UAT test cases was recorded as completed on 30 October 2026. Outstanding observations, including Hindi content, screen-reader accessibility and page-heading-related observations, require rectification and retesting, and final UAT sign-off remains pending. Data migration, revised SDD submission and ERP UAT activities are also under progress.

For ERP-SWFS, the project progressed through the FRS, SRS, HLDD and module-wise SDD stages. The FRS documentation for the seven core ERP modules progressed through successive versions during March–May 2026. Third-version SRS documents for the seven core modules were submitted on 16 July 2026. The second version of the HLDD was submitted on 4 August 2026 and was subsequently finalised. Tier I review comments on the module-wise SDDs were shared with KRAN on 18 August 2026 for necessary incorporation.

During October 2026, ERP-SWFS progressed further into development, testing and UAT-related activities. The test-ready SWFS Public Web Portal was submitted by KRAN on 10 October 2026, Web Portal test cases were received on 17 October 2026, and a Web Portal demonstration and UAT walkthrough was conducted on 19 October 2026. Testing observations relating to requirements compliance, accessibility, bilingual content, login and registration and technical support functionality were taken up with KRAN for rectification and retesting.

Further activities during October included preparation and review of Web Portal test cases, preparation of test cases for the Scheme Management Module, and preparation and refinement of Vision, Mission and banner content for the SWFS Public Web Portal.

Controlling schedule

The controlling schedule for the ERP and Public Web Portal implementation is:

- Design and development: June–October 2026
- SWFS and SPFO Public Web Portal Go-Live: 13 November 2026
- Beta Release and UAT: 10 December 2026
- Testing, training and security and compliance deliverables: 10 January 2027
- Final ERP production/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 October 2026 compliance report recorded 4095 submissions against 2644 approved VCNs, indicating 65% overall compliance.

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. Conducted the Panel discussion at INMARCO 2026 on International Cooperation
2. Deployment date of Permanent Domain Specialist for India's strategic engagements with the International Maritime Organization communicated via formal letter to MoPSW
3. Preparation for the India-Cyprus Maritime Business Forum (ICMBF)
4. MEA queries have been addressed on the Proposal for hosting the Diplomatic Conference on the STCW Convention and Code in India.
5. Letter on Reiteration of the need for deployment of Senior Professional Officer (SPO) and Junior Professional Officer (JPO) at the International Maritime Organization (IMO), London has been prepared for submission to MoPSW

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

- Deployment date of **Permanent Domain Specialist for India's strategic engagements with the International Maritime Organization** communicated via formal letter to MoPSW on **02.11.2026**
- **C.P. Srivastava Chair at WMU:** The draft advertisement for the Chair has been sent to MoPSW by **23.10.2026**. An internal review of the selection process, committee composition and criteria had been discussed with DG(MA) on 4.11.2026.
- **Deployment of SPO at IMO, London:** Letter on **Reiteration of the need for deployment of Senior Professional Officer (SPO) and Junior Professional Officer (JPO) at the International Maritime Organization (IMO), London** has been prepared for submission to MoPSW by November 2026.
- **IMO Calendar 2027–28:** The draft calendar is being updated for nominations
- **Diplomatic Conference on the STCW Convention and Code:** MEA's queries on the proposal for India to host the Diplomatic Conference for adoption of the comprehensive review of the STCW Convention and Code amendments was submitted**. MEA vide OM No UI/221/04/2026 dated 30.10.2026** have provided in principle concurrence on the subject proposal. It has also mentioned that the concurrence is subject to formal IMP acceptance and requisite government approvals and on the undertaking that the financial cost for hosting would be borne by MoPSW. The list of actions need to be taken is under preparation and shall be submitted to JS(Shipping) by **16.11.2026**

- **INMARCO Panel Discussion dated 29th October 2026 :** Shri Deependra Singh Bisen, DDG IC moderated a panel discussion on the topic "Technology Transfer between Maritime Nations" . The panellists included Mr. Petter Andersen, Vice President, StormGeo,Her Excellency Ms. Monica Ommundsen Nagelgaard, Consul General of Norway, Ms. Annette Holte, President, Kongsberg Maritime India and Mr. Satish Kamath, Mercantile Marine Department (MMD), Kandla. The discussion explored the complementary strengths of India and Norway and how these can translate into meaningful partnerships. Key themes included were a) From collaboration to implementation: The role of businesses, shipowners and ports in translating technology partnerships into tangible outcomes. b) Accelerating the green transition: Leveraging technology, vessel retrofits and regulatory alignment to advance maritime decarbonisation. c) Building capabilities for the future: Strengthening maritime skills, training, indigenous innovation and technology absorption to ensure that new solutions are effectively adopted.
- **India-Cyprus Maritime Business Forum** : Following the Indian delegation visit to Cyprus in September 2026, The Cyprus–India Maritime Business Forum is proposed within the framework of the official visit of the Shipping Deputy Minister of the Republic of Cyprus, Ms Marina Hadjimanolis, to India from 22 to 26 November 2026. The Cyprus–India Maritime Business Forum aims to strengthen the commercial dimension of the Strategic Partnership by bringing together senior representatives of the shipping and maritime-related business communities of the two countries, including companies providing services and solutions supporting the shipping and maritime sectors of the two countries. The preparation for the business forum to be hosted in Mumbai on 23rd November and the following site visits are underway. Review meeting with JS(IC) on the subject matter was held on 09.11.2026 to asses the overall progress on the preparation.

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):

- India-Bangladesh Joint Working Group (JWG) meeting
- India-Italy Joint Working Group
- 23rd Session of India-Italy Joint Committee for Economic Cooperation
- 7th India-Egypt Joint Trade Committee
- 7th Denmark and 3rd Netherlands Joint Working Group Meeting
- Meeting held between Minister for Business and competitiveness of Denmark and DGMA on 2nd November.
- 14th India-Thailand Joint Trade Committee

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.
    - Market access offer mandate provided for India-Maldives.

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 16th Trade Policy Review of the EU at WTO for service trade.
- 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 all the critical events of 2027 are under preparation and shall be submitted by early December 2026.

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	Submitted
10	IMO Regional Presence Office Proposal	Submitted

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

7.1 Flag State Inspection (FSI):

During the period January to October 2026, a total of 586 Flag State Inspections (FSI) were carried out, resulting in 25 detentions, corresponding to a detention rate of 4.2%. In October 2026, 61 FSI inspections were conducted, resulting in 4 detentions and a detention rate of 6.5%.

Category	Jan 2026 to Oct 2026	Oct 2026
Inspection	**586**	**61**
Detention	25	4
Detention Rate	**4.2%**	**6.5%**

7.2 Port State Control (PSC):

During the period January to October 2026, a total of 563 Port State Control (PSC) inspections of Indian-flagged ships were carried out by foreign administrations, resulting in 34 detentions, corresponding to a detention rate of 6%. In October 2026, 91 PSC inspections were conducted, leading to 3 detentions and a detention rate of 3.2%.

Category	Jan 2026 to Oct 2026	Oct 2026
Inspection	**563**	**91**
Detention	34	3
Detention Rate	**6%**	**3.2%**

7.3 PSC Abroad:

During the period January to October 2026, a total of 119 inspections of Indian-flagged ships were carried out by foreign Port State Control authorities, resulting in 4 detentions, corresponding to a detention rate of 3.3%. In October 2026, 8 inspections were

conducted and 1 detentions were recorded, resulting in a detention rate of 12.5% for the month.

Category	Jan 2026 to Oct 2026	Oct 2026
Inspection	**119**	**8**
Detention	4	1
Detention Rate	**3.3%**	**12.5%**

Tokyo MoU

During the period January to October 2026, a total of 77 inspections of Indian-flagged ships were carried out under the Tokyo MoU regime, resulting in 2 detentions, corresponding to a detention rate of 2.5%. In October 2026, 10 inspections were conducted and no detentions were recorded, resulting in a detention rate of 0% for the month.

Category	Jan 2026 to Oct 2026	Oct 2026
Inspection	**77**	**10**
Detention	2	0
Detention Rate	**2.5%**	**0%**

Paris MoU

During the period January to October 2026, a total of 17 inspections of Indian-flagged ships were carried out under the Paris MoU regime, with 1 detention recorded, resulting in a detention rate of 6.6%. In October 2026, 2 inspections were conducted and 1 detentions was recorded, maintaining a detention rate of 50% for the month.

Category	Jan 2026 to Oct 2026	Oct 2026
Inspection	**17**	**2**
Detention	1	1

Category	Jan 2026 to Oct 2026	Oct 2026
Detention Rate	**6.6%**	**50%**

7.4 International Safety Management (ISM)

During the period January to October 2026, a total of 84 DOCs, 144 SMCs and 10 DDOCs were issued by DGMA under the provisions of the International Safety Management (ISM) Code. In October 2026, 8 DOCs, 9 SMCs and 2 DDOC were issued.

Category	Jan 2026 to Oct 2026	Oct 2026
DOC Issued	**84**	**8**
SMC Issued	144	9
DDOC Issued	**10**	**2**

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

During the period January to October 2026, a total of 5 Life-Saving Appliances (LSA) approvals/certifications, 26 Fire-Fighting Appliances (FFA) approvals/certifications, and 47 Bunker Supplier Registrations were issued. In October 2026, 3 FFA approvals/certifications and 8 Bunker Supplier Registrations were issued, while no LSA approvals/certifications were issued during the month.

Category	Jan 2026 to Oct 2026	Oct 2026
LSA	**5**	**0**
FFA	26	3
Bunker	**47**	**8**

7.6 Issuance of Certificates of Proficiency (CoP)

During the period January to Oct 2026, a total of 16,988 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.

In October 2026, a total of 2,122 CoPs were issued, comprising 194 Able CoPs, 392 Watchkeeping CoPs, 362 IGF CoPs, 441 Liquefied Gas CoPs, and 733 Oil & Chemical Tanker CoPs.

Category	Rating Certificate Issued from Jan 2026 to Oct 2026	Rating Certificate Issued in October 2026
Able COP	**1801**	**194**
Watchkeeping	**3403**	**392**
IGF	**3437**	**362**
Liquefied Gas	**3114**	**441**
Oil & Chemical	**5233**	**733**

7.7 STCW CERTIFICATES OF COMPETENCY (CoC) ISSUED

In the year 2026, a total of 3344 Certificates of Competency (CoCs) were issued across the various grades. In the month of October for foreign going, 89 MEO CL-I, 163 MEO CL-II, 247 MEO CL-IV and 478 ETO CoCs were issued.

S. No.	Grade/Category	Jan 2026 to Oct 2026	Oct-26
1	MEO CLASS - I	602	89
2	MEO CLASS - II	1045	163
3	MEO CLASS - IV	1805	247
4	ELECTRO TECHNICAL OFFICER	435	47
5	MEO CLASS - I NCV (CEO)	2	0
6	MEO CLASS - II NCV (SEO)	1	0
7	MEO CLASS - III (NCV-CEO)	19	2

S. No.	Grade/Category	Jan 2026 to Oct 2026	Oct-26
8	MEO CLASS - III (NCV-SEO)	17	0
9	MEO CLASS - IV (NCV)	18	0
	Total CoCs Issued	**3944**	**548**

7.8 DGMA Circulars issued

DGMA EAC Branch Circular 72 of 2026 – Changes in the Dredge Engineer Grade Examinations

Directorate General of Maritime Administration (DGMA) EAC Branch Circular No. 72 of 2026, dated 26.10.2026, introduces significant reforms to the Dredge Engineer Grade Certificate of Competency (CoC) examination framework to improve accessibility and provide greater opportunities for candidates. The circular grants exemption from the *Machine Drawing* subject for Dredge Engineer Grade I candidates holding approved Mechanical or Marine Engineering degrees, permits candidates to retain credits for separately passed written or oral examinations, and increases the frequency of Dredge Engineer Grade examinations to four times annually from 2027. The measures aim to align the examination system with evolving industry requirements while facilitating a more flexible and candidate-friendly certification pathway without compromising competency standards.

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 Decarbonization Policy Framework (Draft)

Work on the National Maritime Decarbonisation Policy Framework (NMDP) during the month focused on policy refinement, regulatory review and stakeholder consultation. Detailed reviews were carried out across the Green Ports, Green Technology, Alternative Fuels and Green Ship Recycling pillars. These included consolidating stakeholder and inter-ministerial comments into the draft NMDP and assessing the statutory and regulatory provisions relevant to the proposed interventions

Review meetings were held to discuss progress across various decarbonisation initiatives. Discussions covered circular economy integration, emissions reporting mechanisms, shore-to-ship power models and biofuel adoption pathways. Indicative timelines, monitoring and evaluation approaches, potential pilot opportunities, financing considerations and performance indicators were also explored. These remain under discussion and will continue to evolve with stakeholder inputs.

The digital tools being developed by TERI NCoEGPS were also reviewed, namely:

1. Maritime CO_2 Emissions Quantification and Implied Carbon Tax Awareness Tool: applies IMO Well-to-Wake emission factors to vessel fuel consumption during port stays and voyages across US, European and Indian jurisdictions, and estimates indicative carbon levy liability in INR. It is intended for cadets, marine engineers, masters, regulators and researchers.

2. Ship-to-Shore (STS) Power Estimator PRO Calculator: compares onboard auxiliary generator fuel use and emission costs at berth with shore power tariffs and grid emission factors. It gives a fuel cost and emission cost comparison to help shipowners, port authorities and operators evaluate cold-ironing adoption.

3. CO_2 Monetisation Tool for Ship Recycling

7.11 Ship Recycling

Ship Recycling Portal

Key Highlights

The REOI document submitted by Ship Recycling PMU, on 26 October 2026 for review. The Senior Procurement Consultant, ASCI, team shared its observations and feedback on 30 October 2026. The KPMG team is presently reviewing the feedback and undertaking the necessary revisions to incorporate the recommendations received.

The recommendations are currently being incorporated, following which the revised REOI document will be submitted to DGMA at the earliest.

Sr. No.	Core Module Name	No. of Sub-Modules	Internal Team Review	Review with Client
1	Digital Platform Governance, Cybersecurity, Open API and IoT Integration Module	17	Completed	Completed
2	Data Intelligence, Analytics, Decision Support & ESG Governance	1	Completed	Completed
3	Laws, Rules, Guidelines and Policies	3	Completed	Completed
4	Recycling Upstream	16	Completed	Completed
5	Recycling Midstream	30	Completed	Completed
6	Recycling Downstream	9	Completed	Completed
7	Business Development / E-Marketplace	2	Completed	Completed
8	Stakeholder Registry, Roles and Institutional Interfaces	52	Completed	Completed

DGMA has completed its review of the proposed Portal structure and module-level workflows. Based on the directions and feedback received, the Portal structure and system architecture are currently being refined.

Monthly Plan

The next key activities will include:

a) Finalization and validation of module-level requirements

b) Definition of stakeholder roles and responsibilities and

c) Finalization of the system architecture and end-to-end workflows for the National Ship Recycling Digital Platform

d) Publication of the REOI and management of SI queries

e) Conduct of the Pre-EOI meeting, wherever prescribed

f) Issuance of clarifications, corrigenda or addenda, as required

g) Receipt and preliminary scrutiny of EOI responses and

h) Initiation of the evaluation and shortlisting process for qualified System Integrators.

Further Plan

a) Drafting and Finalization of RFP to shortlisted System Integrators
b) Pre-bid consultation and submission of technical and financial proposals
c) Technical and financial evaluation and approval of the selected bidder
d) Issue of Letter of Award and execution of Contract
e) Onboarding and mobilization of the selected System Integrator

After commencement of the Contract, the System Integrator shall undertake the following activities:

a) Mobilize the proposed team, establish project-governance arrangements, conduct the inception meetings and submit the Project Inception Report, implementation plan, staffing plan, risk and dependency registers, and stakeholder-consultation schedule.

b) Validate DGMA-approved requirements and complete the API Integration Framework, High-Level Design, Low-Level Design, data and integration architecture, cybersecurity and privacy design, Role-Based Access Control matrix, and UI/UX prototypes.

c) Design, develop, configure and integrate the core NSRDP modules, Web Portal and Mobile Application; establish the required development and testing environments; undertake approved data migration and integrations; and deploy the beta version for review.

d) Complete System Integration Testing, functional testing, data validation, defect rectification and User Acceptance Testing, and submit the final testing and debugging reports.

e) Complete the prescribed cybersecurity audit, vulnerability assessment, penetration testing, performance and load testing, and rectify and revalidate all critical, high-risk and go-live-blocking observations.

f) Complete pilot implementation, stakeholder onboarding, user training, production deployment, Go-Live and commencement of the stabilization period.

g) Provide comprehensive O&M services for three years, including application, infrastructure, database, integration, cybersecurity, helpdesk, SLA monitoring, regulatory updates, quarterly reporting and continuous service improvement.

Regulatory & Compliance Framework

S No		Metric	Status	Remarks
1		Understanding of Relevant Conventions and Legislation	WIP	The Ship Recycling Act, 2019, Ship Recycling Rules, 2021, and Regulations, 2026 are under review. The Hong Kong Convention Plus framework and relevant ISO standards are also being examined in the context of ship recycling.
2		Preparation of Comparative Assessment Checklist	Completed	A comprehensive checklist comprising more than 104 questions has been prepared based on the principles of the Hong Kong Convention Plus framework and relevant ISO standards.
3		Stakeholder Engagement	WIP	The meeting with the Gujarat Maritime Board has been completed. The checklist for the As-Is and Gap Assessment has been shared with GMB.
				The meeting with the Ship Recycling Industries Association has been completed.
				Gap assessments of two ship recycling yards, namely V-1 Priya Blue Industries and V-9 Alang Auto Engineering Works, have been completed using the prepared questionnaire.
				The meeting and gap-assessment exercise with the Gujarat Pollution

S No		Metric	Status	Remarks
				Control Board have been concluded.
				The visit to Gujarat Environmental Protection Infrastructure Ltd. has been completed.

Key Highlights

Based on the information available, the assessment is currently being undertaken, and the outcomes will be shared for review.

Monthly Plan

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	West Bengal	Completed	A meeting with the Additional Secretary, West Bengal Maritime Board, was conducted on 30 September 2026 to discuss the ship recycling ecosystem and facilitate coordination among the relevant stakeholders in West Bengal. A meeting with Amar Udyog was conducted on 1 October 2026. A meeting with Ripley was conducted on 5 October 2026.
2	Odisha	Completed	A visit to Kendrapara was undertaken, during which meetings were held with various stakeholders, including interested ship recyclers, to understand the potential opportunities and relevant local considerations.
3	Tamil Nadu	Completed	As communicated by the Vice-Chairman and Chief Executive Officer of the Tamil Nadu Maritime Board through Letter No. 2991/S4/2025 dated 8 September 2026, the proposal is not considered feasible at this stage.

Monthly Plan

The findings from the visits and stakeholder consultations undertaken in West Bengal, Odisha, and Tamil Nadu are currently being analysed and consolidated. Upon completion, the findings will be shared with the relevant stakeholders for their review and consideration.

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

Key Highlights

Preparation of the Pre-Detailed Project Report is in progress, based on the findings of the preliminary assessment and the supporting evidence collected. GMB has been requested to share the Emergency Response Plan, detailed plot drawings, information on the upcoming training modules, and details of the existing and proposed facilities to facilitate completion of the report.

A letter has been sent to the BIS the inclusion of a DGMA representative in the relevant BIS committee responsible for developing appropriate standards and certification mechanisms for recycled steel.

Monthly Plan

A joint committee with DGMA and IRS is to be formulated for preparation of pre-DPR.

Engage with BIS to obtain details of the proposed plan for establishing the BIS Laboratory/Testing Facility, including the required infrastructure, equipment, testing facilities, human-resource requirements, and associated technical capabilities.

Finalising the Pre-DPR based on the field assessment, stakeholder consultations, identified infrastructure and capability gaps, and the requirements for establishing the proposed Institute for Ship Recycling and BIS Laboratory/Testing Facility.

EUSRR Compliance for Ship Recycling Yards in Alang

A total of 35 Indian ship recycling plots have applied for inclusion in the European List of Ship Recycling Facilities under the EU Ship Recycling Regulation. DGMA has undertaken an assessment of these 35 plots to evaluate their readiness for inclusion in the European List. Of these, two ship recycling yard facilities comprising three plots have been included in the draft European List.

A visit to Alang was undertaken from 24 to 28 September 2026. During the visit, discussions were held with representatives of several ship recycling yards that had applied for inclusion in the European List.

The remaining applicant yards are awaiting assessment by the EU authorities and intend to proceed with their respective EU-compliance processes following the inclusion of the two yards currently under consideration in the EU List

Key Highlights

The reports received from GMB are presently being examined and analysed. The outcome of the review, along with relevant findings, will be communicated to the concerned departments at the earliest appropriate opportunity.

Monthly Plan

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

Six Monthly Plan

Identify any additional information, documentation, or compliance measures that may be required to support the readiness of the applicant ship recycling facilities for inclusion in the European List.

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	Portal Go-Live by Sep 2027 as a single	Regular upgrades of the Portal, including digital

	Specification(FRS)/Business Requirement Specification (BRS) and onboard the System Integrator. Develop integration architecture for yard registration, approvals, surveys, IHM and FSDF-related processes.	window for yard registration,IHM, inspections, audits, compliance and FSDF monitoring	IHM, data analytics and sustainability monitoring
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 01.11.2026)

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 1 November 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 33 injuries. The Strait of Hormuz/Persian Gulf/Gulf of Oman region accounted for 93 affected vessels, including 6 Indian-flagged and 87 foreign-flagged vessels, with 11 fatalities, 3 missing crew members and 27 injuries reported. In the Red Sea/Gulf of Aden/Bab-el-Mandeb region, 6 vessels were affected, while the Black Sea recorded incidents involving 37 foreign-flagged vessels, resulting in 5 fatalities, 2 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)	**06** vessels	**87** vessels	**93** 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
2. Red Sea / Gulf of Aden / Bab-el-Mandeb	Nil	Nil	Nil	Nil	**01** (MSV)	**05** vessels	**06** vessels
3. Black Sea	Nil	05 Fatalities (02 vessels) + 02 Missing (01 vessel)	Nil	06 Injuries (04 vessels)	Nil	**37** vessels	**37** vessels
Total (Crew)	**01** Fatality	**15** Fatalities **+ 05** Missing	**01** Injury	**29** Injuries	**07** vessels	**129** vessels	**136** vessels
	16 Fatalities **+ 05 Missing**		**36 Injuries**		**136 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	27	11 vessels - 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 (12); DP WORLD KAVERI (1); MSV QUBA (3)
Missing	03	(02 INCIDENTS): EL GAIA (1); PETRO DOLPHIN (2)

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

3. A total of 06 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, with details as below.

Region	Total Incidents	Total Indian crew onboard	Fatalities	Injuries	Missing
Red Sea	06	53	Nil	Nil	Nil

4. 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

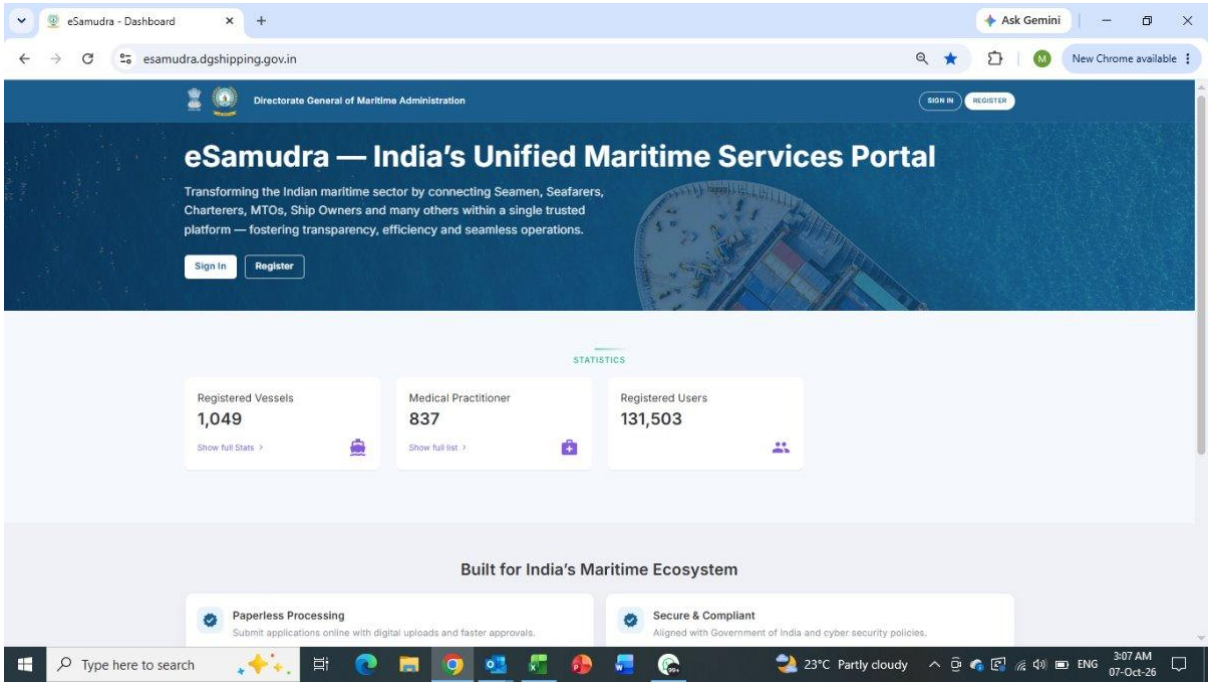
1. **Draft Circular on carriage and packaging of Lithium-ion batteries.** The draft Circular on the carriage and packaging of Lithium-ion batteries is under preparation and is in the pipeline for issue.
2. **Draft Circular for TML laboratories.** A draft Circular for Transportable Moisture Limit (TML) 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.

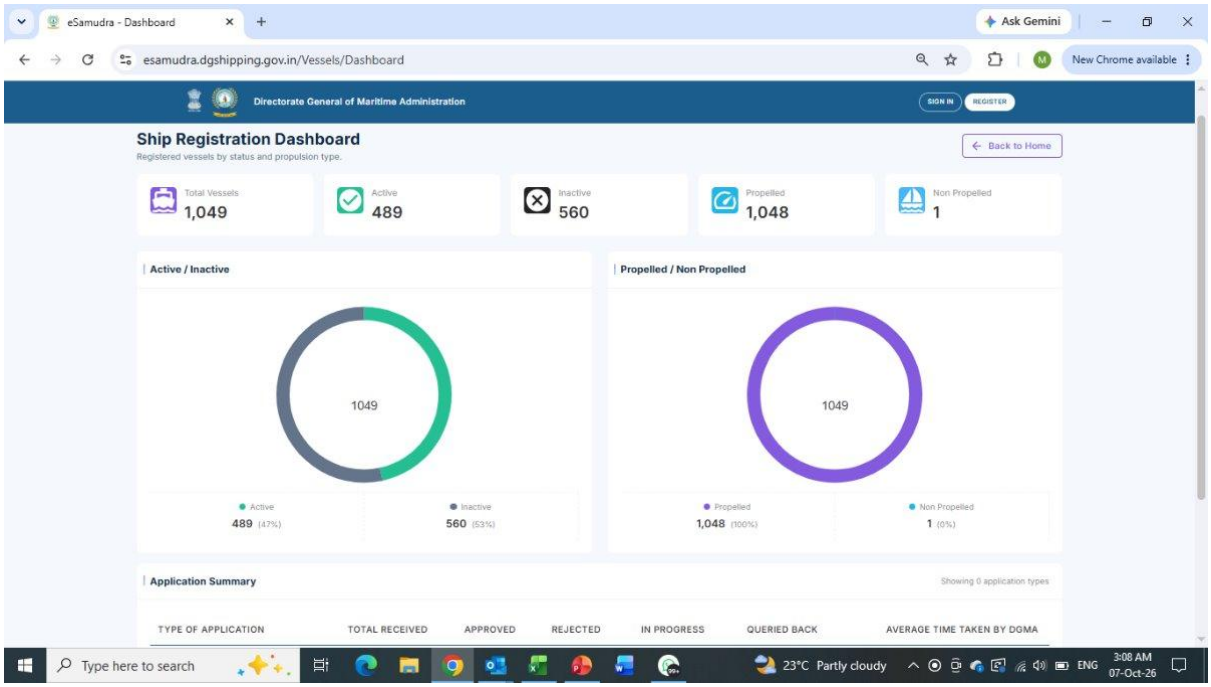
8.1.3. Ship Registration, Ports and Ship Security

Ship Registration Data – As on 30th Sept 2026

- Indian Ships and Tonnage as on 31st October 2026–1622 ships & 14.43 million GT and 22.14 million DWT.
- Total 6 ships with 63,447 GT and 1,00,737 DWT added & No ships deleted in the Indian Registry for October 2026 (Net addition ship 6 ships with 63,447 GT and 1,00,737 DWT).
- Under Gift City IFSC tonnage, no ship registered in October 2026. Total 24 Ships with 9,33,286 GT and 15,32,136 DWT are registered under Gift City IFSC Tonnage
- Under Indian Controlled Tonnage (ICT), No vessel has been added in October 2026. Total 18 ships 4,16,416 GT and 7,78,837 DWT are registered under ICT.
- All ship registration activities are done on the same day as per Citizen Charter using the e-Samudra portal.
- E-Samudra dashboard for ship registration has been prepared. It has been live since 22nd 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–October 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.
- CISF deployment template for Paradip Port Authority has been received and is under examination to assess the adequacy of the proposed security manpower vis-à-vis the port's security requirements under the applicable BoPS Rules, 2026 and ISPS Rules, 2026.

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 October 2026:

- Analysis of Marine Casualty Incidents (Jan-Oct 2026):
  a. 116 Overall marine casualties
  b. 56 Very Serious Marine Casualties
- Analysis of Non-Operational Casualty Incidents
  a. 105 Overall marine casualties.
  b. 64 Fatalities reported
  c. 66 Sickness related incidents
- **Preliminary Investigation (PI) Reports**: Four PI has been initiated for:
  a. MT Sea Gull 9 (IMO 9175092)
  b. MV True Mariner (IMO 9599822) and MV Kmax Emperor (IMO 9477426)
- **Safety Videos issued:**
  a. MV Yuka D
  b. Barge Papaa 305

Major Projects:

- **Indian Global Maritime Safety Platform (IGMSP)**: Open queries have been resolved. The platform would be released in phases, with the beta version of the Casualty Investigation Module to be released by December 2026. NeoSOFT is to submit a phase-wise release plan for approval, and the overall

project completion date will be fixed on the basis of that plan. Some queries and dependencies are still pending. These concern the third-party integrations (MAIB and EMCIP, the TapRooT forensic investigation module and the digital signature service), the scope of the BBS module, and the methodology for the Risk Profile and Risk Calculator are to be defined and approved

8.2.2 LRIT & Emergency Response

Updates for the month of October 2026:

- **Cyclone "Arnab"**

Very Severe Cyclonic Storm "Arnab" crossed the coast southwest of Yanam between 0200 and 0800 IST on 28 October 2026, with maximum sustained winds of 125–135 km/h gusting to 150 km/h. Cargo operations at Kakinada were suspended and 11 ships were moved to a safe anchorage. Visakhapatnam Port suspended inward vessel movements and cargo operations. The bulk carrier MV *Sigma Pearl* ran aground off Antarvedi, and the Indian Coast Guard rescued all 20 crew members.

Action Taken:

- Monitored IMD bulletins through the DG Comm Centre and sent warnings to MMDs, ports and stakeholders on the east coast.
- Tracked vessels in the impact zone and advised high-risk vessels to clear to safe waters.
- Did not issue towing permissions for the affected sea area while the cyclone lasted.
- Coordinated with MoPSW, ICG/MRCC, IMD and the port authorities throughout the event.

The cyclone led to a vessel MV Sigma Pearl being grounded on the coast of Andhra Pradesh. Emergency Response undertaken to safeguard the environment. Tug mobilized to monitor and tow the vessel away from the coast.

8.2.3 Insurance, Liability and Compensation

Updates for the month of October 2026:

- 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.
- Policies Issued under BMIP as on 30.10.2026

a. Total number of policies issued to date:

Category	No. of Policies	Sum Insured	Net Premium
Cargo-War	5,056	₹**4,30,214.38** Crores	₹237.37 Crores
Hull-War	204	₹**59,748.01** Crores	₹9.77 Crores
P&I	9	USD 900.00 Million	₹0.32 Crores
Grand Total	**5,269**	**₹4,89,962.38 Crores & USD 900 Million**	**₹247.46 Crores**

b. Number of policies issued during the month of October 2026

Category	No. of Policies	Sum Insured	Net Premium
Cargo-War	1071	₹**2,06,219.70** Crores	₹57.40 Crores
Hull-War	61	₹18,124.11 Crores	₹2.52 Crores
P&I	-	-	-
Grand Total	**1,132**	**₹2,24,343.81 Crores**	**₹59.92 Crores**

8.2.4 Salvage and Wreck Removal

Updates for the month of October 2026:

- **Grounding Incident - MV Sigma Pearl**
  A Marshall Islands-flagged bulk carrier of 32,688 tonnes deadweight, about 180 m long, with 20 crew on board.
  After discharging sulphur cargo at Visakhapatnam Port, the vessel sailed for Singapore at about 0017 hrs on 27 October 2026, hours before Cyclone Arnab made landfall. It reportedly lost propulsion and cyclonic winds pushed it, unable to manoeuvre, towards the coast near the Ravva oil field. It went

aground near Antarvedi in Dr B. R. Ambedkar Konaseema district, close to the Ravva offshore oil and gas field.

The vessel sent an SOS. ICG Ship Sujay and an ICG helicopter carried out a high-risk operation and rescued all 20 crew members. The Coast Guard used the helipad at Mogalthur village in West Godavari district. The rescue was completed on 29 October 2026.

The vessel remained grounded and SMIT Salvage was engaged for refloating the vessel, and towing it to safety.

- **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. The

  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**
     Notified on 23rd October 2026
  b. **Empanelment of Salvors**
     Application received from Resolve Marine and SMIT for the purpose of empanelment/retention as a salvor.
     Expression of interest from Marine Masters, T&T and TPA Salvage and Antipollution Services Pvt Ltd received with inquired and clarification regarding certain criteria sought.
  c. **Empanelment of Marine Pollution Response Operator**
     Application received from Resolve Marine for the purpose of empanelment/retention as a Marine Pollution Response Operator (MPRO).
     Sea Care Marine Services, MERC/Sadhav and TPA Salvage and Antipollution Services Pvt Ltd have expressed interest in empanelment/retention as a 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.

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.	**Completed**
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.	**November 2026**

Sr. No.	Initiative Name	Current Status	Timeline
7	Deployment of Sea-going Tugs for Emergency Response and Emergency Towing Vessel (ETV)	2 ETVS have been hired by DGMA since 2019; 19 other sea going Tugs are available for deployment through ports.	**Partly Completed**
8	Technical Study on Development of Salvage and Emergency Response Framework in India	Draft Baseline Study report submitted. Meeting for analysis of report and amended ongoing	**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.	**November/ December 2026**
10	Retention of Marine Pollution Response Operators (MPROs)	02 applications and 05 inquiries for salvor empanelment have been received. 01 application and 03 inquiries for MPRO empanelment have been received.	**November/ December 2026**
11	Applicability of Mandatory Contracts for Salvors and MPROs	Mandatory compliance with the provision under the Merchant Shipping (Regulation of Entry of Ships into Coastal Waters) Rules, 2026, shall be enforced after April 2027 as exempted from immediate compliance under DGMA Circular No. 69 of 2026.	**April 2027**

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

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.

DIGITAL MARKSHEET

As part of the ongoing digitalisation initiatives of the Directorate General of Maritime Administration, the Nautical Wing has facilitated the availability of digitally signed mark

sheets of Nautical Grade candidates who have been issued Certificates of Competency (CoCs) from July 2026 onwards.

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.

Two more papers are also being finalised for submission to IMO HTW 13, addressing Simulator Training to Replace Part of Required Seagoing Service and and Shore-based Support Contact for Cadets Undertaking Onboard Training under the comprehensive review of the STCW Convention and Code.

8.3.2 Examination & Certification of Seafarers- Nautical

STCW CERTIFICATES OF COMPETENCY (CoC) ISSUED

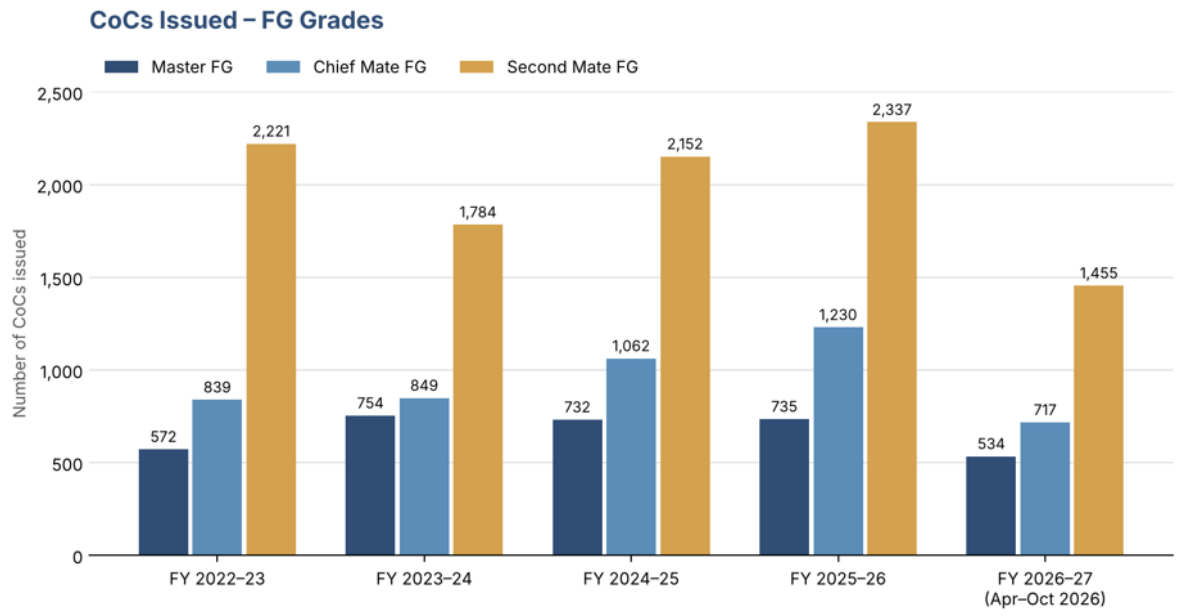
During April–October 2026, a total of **2,751 Certificates of Competency (CoCs)** were issued across the various grades. In the month of October for foreign going, 94 Master, 117 Chief Mate and 261 Second Mate CoC Were issued. The month-wise details are given below.

S. No.	Grade/Category	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Total
1	Master FG	71	99	32	60	96	82	94	534
2	Chief Mate FG	113	122	34	121	101	109	117	717
3	Second Mate FG	186	291	76	218	192	230	262	1455
4	Master NCV	5	1	4	0	3	3	5	21
5	Chief Mate NCV	1	1	0	0	0	0	2	4
6	NWKO NCV	0	2	3	0	0	0	8	13
7	Dredge Mate Grade I	0	0	0	0	0	0	0	0
8	Dredge Mate Grade II	0	0	0	0	0	0	0	0
9	Dredge Master Grade I	0	2	0	1	0	0	0	3

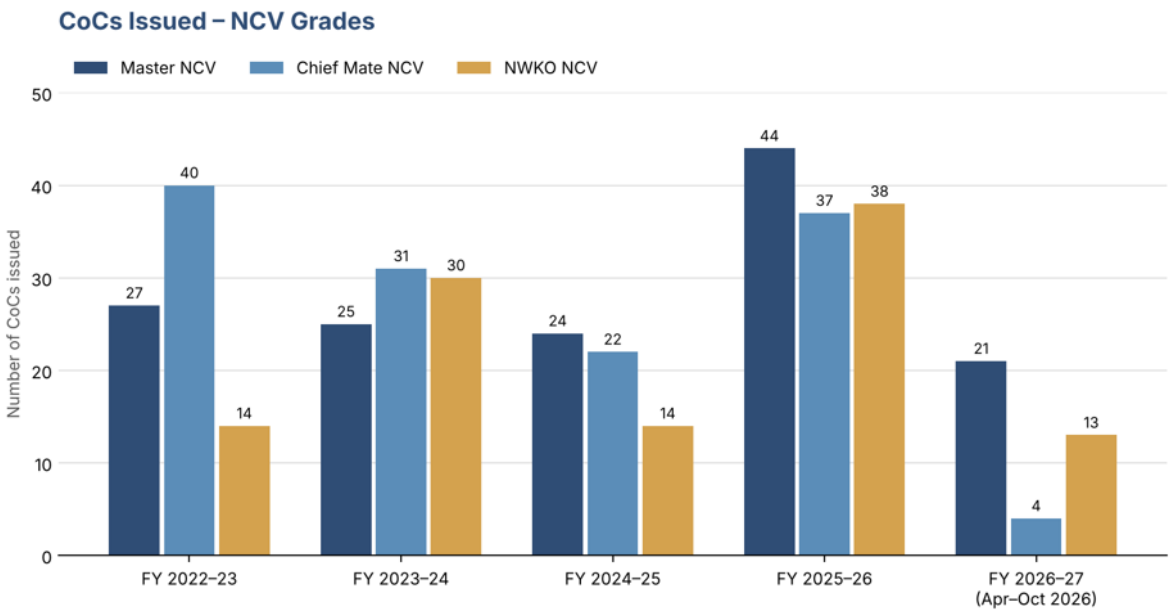
S. No.	Grade/Category	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Total
10	Dredge Master Grade II	0	0	1	0	0	0	0	1
11	Second Mate FG Ltd. to Dredger	0	0	1	0	0	0	0	1
12	Skipper Grade I	0	0	2	0	0	0	0	2
13	Skipper Grade II	0	0	0	0	0	0	0	0
	Total CoCs Issued	376	518	153	400	392	424	488	2751

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–October 2026).



CoCs issued – FG grades (FY 2026–27 covers Apr–Oct 2026).



CoCs issued – NCV grades (FY 2026–27 covers Apr–Oct 2026).

COP Issued

Category	Rating Certificate Issued from Jan 2026 to Sept 2026	Rating Certificate Issued in Sept 2026
Able COP	**2,943**	**316**
Watchkeeping	**4,744**	**543**

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%.

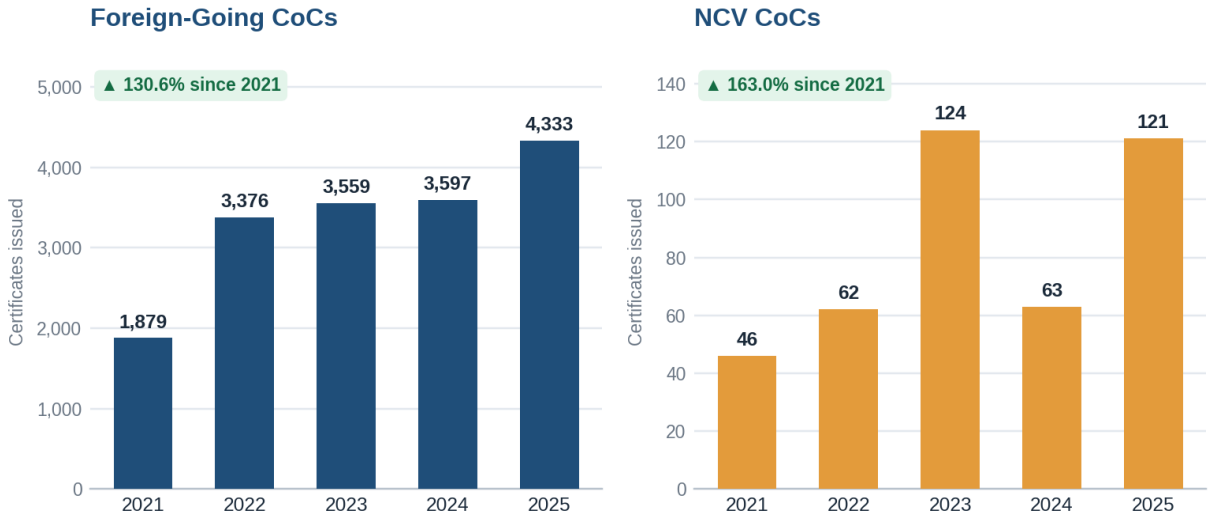
Five-Year Trend in Certificates of Competency (2021–2025)

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

Calendar Year	Foreign-Going CoCs	NCV CoCs
2024	3,597	63
2025	4,333	121

STCW CoC Issuance — Five-Year Trend (2021–2025)



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 October 2026.

Medical Practitioner's Details for the Month of October 2026		
Sr No	**Description**	**Count**
1	No of Medical Practitioner's Registered in month of October 2026	9
2	No of Medical Practitioner's applied for Renewal in the month of October 2026	12
3	No of Seafarer who received Medical Certificates in month of October 2026	3185

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

- Completed the techno-commercial meetings with M/s Engineers India Limited (EIL) for development of Indian Standards for Offshore Safety Training and Certification and issued the work order.

Activities in planned for November 2026

- Kick off Meeting with M/s Engineers India Limited (EIL) for development of Indian Standards for Offshore Safety Training and Certification along with committee
- Onboarding of an offshore domain specialist to support DGMA in the 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–October 2026

- A review meeting on submission of IMO FAL Forms through MSW was held on 22.10.2026 through video conference, chaired by Capt. Azad, Nautical Advisor,

with participation from shipping agents, liner representatives, port authorities and DGMA/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 October 2026 compliance report recorded 4095 submissions against 2644 approved VCNs, indicating 65% overall compliance.

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

We completed the five-step baseline as-is assessment across maritime sectors. It covered existing compliances and authorities, India-specific incidents, best practices, governance and training, and emerging gaps that need voluntary guidelines

Benchmarking completed: Each chapter is benchmarked against a global authority, a global organization and Indian entities.

1. **Ports and harbours:**
    - **Global:** UK Port Marine Safety Code (MCA), Maritime NZ, PSA Singapore, Port of Rotterdam, MPA Singapore
    - **Indian:** JNPA, Adani Ports (APSEZ), Mumbai Port
2. **Shipbuilding and repair:**
    - **Global:** WSH Singapore, USA OSHA (29 CFR 1915), HD Hyundai, Fincantieri
    - **Indian:** Chowgule, Cochin Shipyard
3. **Ship recycling:**
    - **Global:** European Commission (EU SRR), DNV, Fayard, AF Offshore
    - **Indian:** Alang yards, GMB, Leela, Priya Blue
4. **Merchant shipping:**
    - **Global:** UK MCA, Australian Maritime Authority, Maersk, MSC, Hapag-Lloyd
    - **Indian:** Great Eastern Shipping, SCI
5. **Inland Waterways:**

- **Global:** ISGINTT, Belgium (RIVSEA), Green Award Foundation, Kirby, CMA CGM.
- **Indian:** IWAI, Cochin Port, Mumbai Port.

6. **Offshore operations:**
   - **Global:** Offshore Norge, GOMO, UK (HSE, MCA, MAIB), Norway (Havtil), Qatar, US BSEE, Tidewater, Bourbon
   - **Indian:** ONGC, Greatship
7. **Other Indian sectors:** DGCA and AAIB (aviation), Indian Railways, Ministry of Mine

Questionnaires: Detailed IMCM compliance questionnaires & hypothesis have been shared to operators/owners & HSSE managers across sectors.

Offshore Interventions: We discussed the detailed IMCM approach and the emerging offshore interventions with stakeholders. The fixed-floating interface, where vessels work alongside installations, emerged as the main area needing stronger compliance and training

Digital platform initial design: Design of the IMCM digital platform was discussed. The platform set to have following major features: a consolidated knowledge repository of existing rules, best practices and voluntary guidelines to address gaps; a self-assessment and reporting module where entities register, submit HSE self-assessments with evidence, and report KPIs and incidents; and dashboards with user support, including validated scores and trends, an AI assistant for queries, and incident inputs from self-reporting and other platforms such as e-NAVIC. The design draws on OCIMF's TMSA for self-assessment and performance benchmarking, NITI for States for its structured repository and dashboards, and the UK Seafarers' Code for topic-based safety guidance.

Activities in Progress:

The next is in progress; this phase covers blue printing, detailed stakeholder consultations across 6 chapters, all to refine and add to current interventions:

- **Blueprinting the manual:** We will blueprint the IMCM manual across all sub-sectors, building on the benchmarks and the emerging interventions for each chapter. We will keep consulting stakeholders throughout (regulators, port, yard and vessel operators, and HSE leads) so the guidelines are aligned before drafting.
- **Digital platform:** The concept, core workflows, user journeys and data flows are designed. We will finalise the functional and technical requirements, onboard a technology vendor and begin development of the knowledge repository, self-assessment and reporting module, and dashboards.
- **Entity onboarding:** We will register entities in each sub-sector on the IMCM platform so they can submit HSE self-assessments and report KPIs and incidents.

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 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

October | Monthly Highlights:





Team at Adani Port



Officer on watch in the operations control room, acting on AI alerts





Safety induction for external truck drivers and training center





Safety posters inside APM office premises



VR safety training sessions at a ship recycling yard (Leela Group)

Team met multiple stakeholders overseeing HSSE and worker training

- Offshore: Great Ship (Senior VP and Head of Drilling Services, Head of Offshore Logistics Services, Senior GM and Head of Technical and Offshore Logistics, Senior GM and Head of QHSSE, Head of Quality, Safety and Training who is also DPA and CSO, Senior GM and Head of Operations and Fleet Personnel, and an Asst. GM for QHSSE)

- Ports: Mundra APSEZ (Marine Dept (HOD and team), Safety and Occupational Health, VTS Centre, Fire Dept and LPG Terminal, terminal and cargo operations (AICTPL container, RoRo, West Basin and dry cargo, and Engineering, Sustainability and Security)
- Inland Waterways: IWAI(Former HSE & the Chief Consultant), ICCSA Committee Member, representing RSV operators, Cochin Port (Deputy Conservator) and Mumbai Port (AHM)

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.

Sr. No	Initiative	6 Months	2 years	Status
				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 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.	October 2026		In progress. To be completed by Oct 2026. Second draft circulated for consultation and comments received are being incorporated.
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

Sr. No	Initiative	6 Months	2 years	Status
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 06 rules were notified in the month of October 2026: -

Sl. No.	Name of the Rule	Summary and Expected Benefit
1.	Merchant Shipping (Survey, Audit and Certification) Rules, 2026 Date of issue: 17.09.2026 Date of Publication on e-gazette: 06.10.2026	The Merchant Shipping (Survey, Audit and Certification) Rules, 2026 consolidate and harmonise the provisions governing statutory surveys, audits, inspections and certification of vessels, companies and ports under a single regulatory framework. The Rules bring together requirements across various vessel categories and applicable international conventions through 15 dedicated schedules, while providing for a consolidated fee schedule, standardised procedures and a central register of authorised surveyors, auditors and inspectors. The Rules are expected to promote Ease of Doing Business by simplifying and streamlining survey and certification processes, reducing procedural inconsistencies, facilitating digital reporting and ensuring uniform implementation of international maritime standards.
2.	Merchant Shipping (Prevention of Collisions at Sea) Rules, 2026 Date of issue: 14.10.2026 Date of Publication on e-gazette: 15.10.2026	The Merchant Shipping (Prevention of Collisions at Sea) Rules, 2026 give effect to the Convention on the International Regulations for Preventing Collisions at Sea (COLREG), 1972, as amended, by prescribing navigational safety requirements for vessels operating in Indian waters. The Rules provide for compliance with traffic separation schemes, mandatory carriage and maintenance of prescribed navigation lights, shapes and sound-signalling appliances, and reporting and investigation of violations and collision-related incidents. They also establish a framework for survey, certification, exemptions and alternative compliance arrangements. The Rules are expected to enhance navigational safety, minimise the risk of collisions at sea, promote uniform compliance with international maritime standards and strengthen enforcement of collision-prevention requirements.

3.	Merchant Shipping (Bureau of Port Security) Rules, 2026 Date of issue: 14.010.2026 Date of Publication on e-gazette: 16.10.2026	The Merchant Shipping (Bureau of Ports Security) Rules, 2026 establish the regulatory and operational framework for the functioning of the Bureau of Ports Security (BoPS), constituted under Section 13 of the Merchant Shipping Act, 2025. The Rules provide for implementation and enforcement of security measures at port facilities and vessel-port interfaces, including security audits, risk assessments, information-sharing, inter-agency coordination, training and capacity building. They also provide for security response measures corresponding to different security levels and operational protocols for addressing emerging threats. The Rules are expected to strengthen port and maritime security, improve coordination among security agencies and ensure a uniform, risk-based approach to preventing and responding to security threats.
4.	Merchant Shipping (Tribunal Members' Qualification and Submission of Award) Rules 2026 Date of issue: 15.10.2026 Date of Publication on e-gazette: 17.10.2026	The Merchant Shipping (Tribunal Members' Qualification and Submission of Awards) Rules, 2026 prescribe the qualifications and procedure governing Tribunals constituted under Section 89 of the Merchant Shipping Act, 2025. The Rules require Tribunal members to possess knowledge of maritime matters and at least 15 years of administrative experience, including three years in the maritime sector. They also prescribe a time limit of 90 days for passing an award, extendable by a maximum of 60 days, with reasons to be recorded in writing. The Rules are expected to ensure that maritime disputes are examined by persons with relevant domain expertise, facilitate time-bound dispute resolution and promote greater efficiency, accountability and transparency in the adjudication process.
5.	Merchant Shipping (Wreck and Salvage) Rules, 2026 Date of issue: 23.10.2026	The Merchant Shipping (Wreck and Salvage) Rules, 2026 establish a comprehensive framework for reporting, locating, marking and removing wrecks, and regulating salvage operations in Indian waters. The Rules prescribe the responsibilities of shipowners, wreck receivers and authorities, provide for the appointment and retention of qualified salvors and marine pollution response

	Date of Publication on e-gazette: 23.10.2026	operators, and lay down procedures for salvage contracts, compensation and dispute resolution. The Rules also operationalise India's obligations under the Nairobi International Convention on the Removal of Wrecks, 2007, by providing for insurance or other financial security against wreck-removal liabilities. They strengthen preparedness for maritime casualties, ensure timely removal of navigational hazards, minimise marine pollution and environmental damage, and establish a structured framework for efficient salvage operations and accountability of shipowners.
6.	Merchant Shipping (Ships and Port Facility Security) Rules, 2026 Date of issue: 23.10.2026 Date of Publication on e-gazette: 26.10.2026	The Merchant Shipping (Ships and Port Facility Security) Rules, 2026 provide a comprehensive framework for implementing the requirements of Chapter XI-2 of SOLAS and the International Ship and Port Facility Security (ISPS) Code in India. The Rules establish security requirements for Indian ships and port facilities, including security assessments and plans, designation of security officers, and implementation of appropriate security measures at different security levels. They also strengthen monitoring, compliance, training, drills and certification requirements. The Rules are expected to enhance maritime security, prevent unlawful acts and security threats against ships and port facilities, improve coordination between ships and ports, and bring India's maritime security framework in line with international standards.

10. Multimodal Transport Operations & Ease of Doing Business Branch

Market Trends Analysis: Freight trends, Trade Routes

10.1 Freight Market Trends (October 2026)

India-linked freight markets displayed divergent movements during October 2026. Tanker freight strengthened across the selected clean and dirty tanker routes, while container and dry-bulk assessments remained route-specific. The figures below are observed S&P Global freight assessments and not forecasts. Percentage changes compare the average of available daily assessments in October with the corresponding September average. Freight values quoted in USD/FEU and USD/mt are not directly comparable.

Segment	India-linked route	Symbol	October average	Change vs September
Container	West Coast India → Middle East	PCR3300	USD 5,585.71/FEU	+22.2%
Container	Middle East → West Coast India	PCR3400	USD 2,461.90/FEU	−17.9%
Container	Southeast Asia → West Coast India	PCR8100	USD 2,233.33/FEU	+22.4%
Clean tanker	Arab Gulf → India, 35,000 mt MR	TCAAF00	USD 81.57/mt	+52.2%
Dirty tanker	Arab Gulf → West Coast India, 265,000 mt VLCC	TDAFH00	USD 94.48/mt	+21.9%
Dry bulk	Kalimantan → Paradip, Panamax	CSAKR00	USD 13.20/mt	+7.1%
Dry bulk	Richards Bay → Mundra, 150,000 mt Capesize	CIRWI00	USD 19.53/mt	−10.6%

S&P Global

Market Assessment

Tanker freight recorded the clearest strengthening. The Arab Gulf–India clean MR assessment rose by 52.2% month-on-month, while the Arab Gulf–West Coast India VLCC assessment increased by 21.9%. Container freight increased on West Coast India–Middle East and Southeast Asia–West Coast India, but declined on the reverse Middle East–West Coast India lane. Dry-bulk results were similarly mixed: Kalimantan–Paradip Panamax freight rose by 7.1%, while Richards Bay–Mundra Capesize freight declined by 10.6%.

10.2 Container and Liner Availability Assessment

Availability was most constrained on the West Coast India–Middle East lane. October reporting described limited vessel space, reluctance to accept selected Middle East-bound cargoes, congestion at alternative ports and delays in onward container movement to Jebel Ali. Conditions were not uniform across India-linked lanes: Southeast Asia–West Coast India also faced equipment and space constraints, while Indian Subcontinent–East Coast North America freight softened despite reports of space challenges.

Route	Symbol	October average	vs September	30 Oct close	Availability assessment
West Coast India → Middle East	PCR3300	USD 5,585.71/FEU	+22.2%	USD 5,400	Most constrained; limited space and Middle East port disruption
Middle East → West Coast India	PCR3400	USD 2,461.90/FEU	−17.9%	USD 2,300	Lower rates; availability remained lane-specific
Southeast Asia → West Coast India	PCR8100	USD 2,233.33/FEU	+22.4%	USD 2,300	Box shortage and reduced carrier allocations reported
West Coast India → Southeast Asia	PCR8200	USD 144.29/FEU	−11.1%	USD 130	Soft freight; not evidence of surplus equipment
Indian Subcontinent → East Coast North America*	PCR3900	USD 9,104.76/FEU	−17.9%	USD 7,000	Rates fell despite reported space challenges
North Asia → Indian Subcontinent*	PCR5300	USD 3,528.57/FEU	−8.5%	USD 3,100	Regional benchmark, not India-only

S&P Global

*Indian Subcontinent assessments are regional rather than India-only. FEU and TEU assessments, and standard and NVOCC series, should remain separate in any comparison.

Operational Evidence

- Middle East-bound space and reliability: reports indicated insufficient vessel availability to Khor Fakkan, congestion and limited berthing at substitute ports, and approximately 8–10 days for inland movement to Jebel Ali after cargo clearance.

- Bookings at month-end: on 30 October, bookings for Khor Fakkan, Fujairah and selected Upper Gulf destinations were reported as capacity-dependent. A dated online schedule check found no space on six Nhava Sheva–Khor Al Fakkan sailings departing between 31 October and 10 December. This is a check of one service and not an October-wide sailing count.
- Equipment and other lanes: early-October reporting described a box shortage on Southeast Asia–West Coast India and reduced allocations at Southeast Asian origins. Ad-hoc capacity was also being planned for India–US East Coast trade following a service termination.
- Data limitation: the available evidence supports a qualitative, lane-specific assessment but not a complete census of India-port sailings, blank sailings, bookable TEU capacity or empty-container stocks. Freight-rate movements should not be converted into capacity estimates.

10.3 Bunkering Market Trends

Indian-port bunker prices strengthened in October 2026, while major global hubs recorded a firmer fuel-oil market with uneven prompt supply conditions. Across seven Indian ports with explicitly assessed 0.5%-sulphur marine-fuel series, October daily averages were 4.5%–8.3% above September. Marine gasoil, HSFO and VLSFO series with unspecified sulphur content are separate grades and are not included in this range.

Indian port	Symbol	Assessment	October mean	vs September	30 Oct close
Mumbai	MFDMM00	Marine Fuel 0.5% Bunker Delivered	USD 1,005.50/mt	+4.5%	USD 1,100/mt
Kandla	BFIXY00	Marine Fuel 0.5% Delivered	USD 1,018.95/mt	+6.1%	USD 1,125/mt
Kochi	MFKCH00	Marine Fuel 0.5% Delivered	USD 1,050.05/mt	+7.0%	USD 1,165/mt
Visakhapatnam	MFVSK00	Marine Fuel 0.5% Delivered	USD 1,045.57/mt	+7.7%	USD 1,142.50/mt
Chennai	AMFAG00	Marine Fuel 0.5% Bunker Delivered	USD 1,049.00/mt	+7.1%	USD 1,150/mt
Haldia	AMFAI00	Marine Fuel 0.5% Bunker Delivered	USD 1,049.82/mt	+7.0%	USD 1,150/mt
Paradip	AMFAJ00	Marine Fuel 0.5% Bunker Delivered	USD 1,052.77/mt	+8.3%	USD 1,160/mt

S&P Global

Global Hub Comparison and Supply Conditions

Delivered HSFO October averages increased versus September in Singapore (+22.7%), Hong Kong (+21.2%), Shanghai (+17.5%), Zhoushan (+17.5%), Houston (+10.7%), Rotterdam (+9.7%) and Fujairah (+6.8%). This did not represent a uniform global shortage. Singapore faced scarce prompt offers and tight bunker-barge slots late in the month; Rotterdam reported weak buying interest despite HSFO resupply concerns; and Fujairah reported subdued demand with workable prompt availability at month-end.

The accompanying workbook includes the supplied Indian port series and global-hub percentage movements. October means represent averages of available daily closes rather than a single month-end quote. Mumbai series with potential grade-metadata conflicts should be used cautiously, and port coverage should not be treated as an exhaustive measure of physical bunkering availability.

10.4 India Import Trade Movements and Routes: LPG, LNG and Crude Oil

Crude oil provides the clearest October import picture. Updated tracking published on 3 November placed crude delivered for use by Indian refiners at 5.54 million b/d, 9% above September. A broader STS-inclusive measure reached 6.4 million b/d, up 19%, but that measure also counts crude transferred offshore India and subsequently sent to other markets. It should not be interpreted as refinery imports.

10.4.1. Crude Oil: Origin, Destination and Routing

Russia remained the largest supplier at nearly 2.1 million b/d, compared with 1.64 million b/d in September on the later account's basis. US crude arrivals reached 150,000 b/d, up 16%. The later domestic-bound figures supersede pre-month-end estimates and should not be combined with the preliminary STS-inclusive slate.

Category	Source/point	September (thousand b/d)	October estimate as of 27 Oct	Movement indicated
Origin	Russia	1,845	1,886	Largest supplier in preliminary slate
Origin	Saudi Arabia	645	1,178	More eastern-terminal and STS movements; fewer Red Sea loadings
Origin	UAE	813	673	Lower estimated arrivals
Origin	Iraq	805	297	Lower after September high
Origin	Venezuela	191	345	Merey-16 mainly toward Sikka

Category	Source/point	September (thousand b/d)	October estimate as of 27 Oct	Movement indicated
Origin	Angola	34	187	Recovery in West African supply
Origin	US	129	176	WTI Midland long-haul arrivals
Receiving/transfer point	Sikka	1,474	1,296	Major refinery receiving point
Receiving/transfer point	Vadinar STS area	270	963	Offshore transfers; not all final Indian imports
Receiving/transfer point	Vadinar Terminal	1,043	859	Refinery-terminal receipts
Receiving/transfer point	Paradip	637	745	Higher east-coast arrivals

S&P Global

At the 27 October cutoff, completed crude discharges averaged 5.48 million b/d and 28.9 million barrels remained scheduled for discharge by month-end. The preliminary report attributed 826,000 b/d of Saudi crude to Vadinar STS operations, with onward movement to South Korea and other Far Eastern destinations. Saudi crude arriving from Red Sea ports declined to 97,000 b/d from 324,000 b/d in September. Venezuelan Merey-16 moved mainly to Sikka, while US WTI Midland cargoes were reported routing around the Cape of Good Hope.

10.4.2. LPG: Gulf Supply and Longer-Haul Alternatives

India imported nearly 1.4 million mt of LPG in September, including approximately 548,000 mt from the UAE and 418,000 mt from the US. An early October assessment placed all-origin October imports near 1.2 million mt on a preliminary 30-day pace. A separate assessment compiled on 27 October placed Middle East-origin LPG destined for India at approximately 861,000 mt, compared with 901,000 mt in September, including 632,000 mt attributed to the UAE. These figures have different scopes and must not be added.

Approximately 273,000 mt remained on the water toward India, creating uncertainty over October discharge timing. Gulf supply increasingly involved shuttle vessels and STS transfers around Sohar, Fujairah/Khor Fakkan and Vadinar. No Saudi LPG cargo was indicated for Indian discharge in October. US-origin LPG remained a longer-haul alternative, with approximately 94,000 mt allocated to India in the week ended 30 October; this weekly allocation is not a full-month arrival total.

10.4.3. LNG: Route Evidence without a Complete National Series

Available vessel evidence indicates continued activity on the Ras Laffan–Hormuz–Indian west coast corridor, but does not support a verified national October LNG discharge total or a September comparison. Al Sadd was assessed as having discharged at Dahej on 5 October. Gas Garuda was reported heading toward Port Magdalla following an assessed 2 October eastbound Hormuz transit, with arrival expected on 6 October; the latter is an indicated destination rather than a confirmed discharge or known cargo volume.

LNG-carrier movements through Hormuz totalled 32 transits in October, the highest monthly count since the conflict began, but these movements included destinations outside India. Accordingly, Hormuz transit counts should not be converted into Indian LNG cargoes or import volumes.

10.4.4.Overall Trade Movement Assessment

- Domestic-bound crude imports strengthened, led by Russia and higher US arrivals, while Saudi-linked west-coast STS activity materially increased India-linked movements without representing final Indian consumption in every case.
- LPG flows remained anchored in the UAE-led Gulf corridor, supplemented by US-origin longer-haul supply; cargoes still at sea limit the certainty of a final October discharge total.
- LNG route evidence confirms continued Qatar-to-west-coast activity, but the available dataset is insufficient for a national October volume or terminal-wise matrix.
- For all three commodities, offshore transfers, expected arrivals, cargoes in transit and completed refinery or terminal discharges must remain analytically separate.

10.5 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)

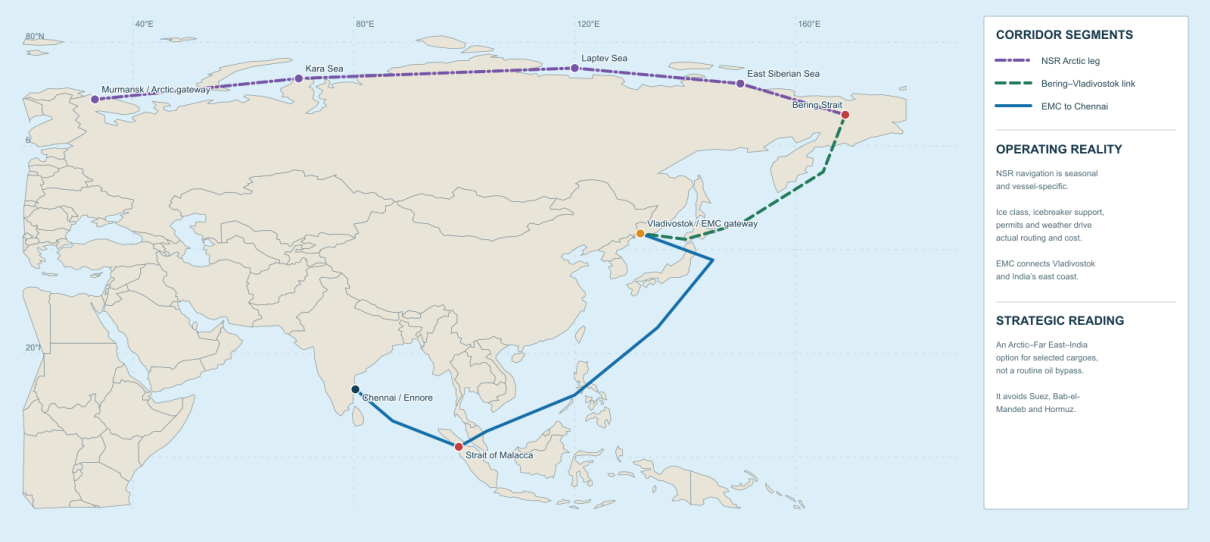
Conceived by India, Iran and Russia in 2000, INSTC connects India, Iran, Central Asia, Russia and Europe by sea, rail and land. Indian ports feed Bandar Abbas (an established gateway), with Chabahar providing an alternative gateway with an onward Afghanistan connection; further branches extend west through 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. •Intimation for Re-advertisement sent to CBC on 09.11.2026

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	Sent for one time relaxation, Currently Pending with UPSC

						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 Training Programs conducted for DGMA officials

Training Institute/Resource	Details of Training Batch	No. of officials trained
YASHADA	Offsite: 7 Batches conducted	188
ISTM	Offsite: Officials nominated for various courses according to the ISTM Calendar	40
INGAF	Onsite: 1 Batch Conducted	25+
GMU	Onsite: 1st Batch successfully completed 2nd Batch proposed from 30th November 2026	14 (Completed) + 15 (proposed)
Art of Living	Offsite: Batch details to be confirmed 1st batch to be proposed from 14th December 2026	15 per batch (Proposed)
Trainer: Shri Bhushan Kumar Pandey, IPS (Retd.)	Onsite: Stress Management & Emotional Intelligence	30
Trainer: Ms. Chhavi Goel	Conscious Nutrition and Wellness best practices	35

Vigilance Awareness Week (Trainer: Shri Ashok Kumar Jha, IRS) (Retd.)	Onsite: Subject – CCS Conduct rules & Conflict of Interest	50
JNPA Antwerp	Offsite: Various subjects	3
ASCI	Onsite (Hybrid): Subject - Public procurement including GeM, CPPP, GFR	40
TOTAL OFFICIALS TRAINED		350+ by the end of October 2026

11.5 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	DOE Query received on 05.11.2026 DGMA reply shall be submitted by this week.		
8	Recruitment Rules	Pending RR notification expected by January 2027 (UDC & Steno Gr. II RR Notified on 04.11.2026)		

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 DGMA Approved Maritime Training Institute (MTI's)	176
DGMA 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 October 2026, 72 out of 162 operational MTIs have undergone CIP during 2026, representing 44.4% 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 31st October

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
7	Electro Technical Officer	1410
	Total	**18,185**

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	October 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

Governance and review

- Mission structure set with 45 interventions, six categories and DDG-wise action agendas.
- Mission 20% tracker taken up for final mapping of owners, milestones and dates.
- 7th Strategic Review chaired by DG(MA) on 22 October, with 23 consolidated action points.
- Full presentation on all 45 interventions submitted to the DGS Secretariat on 3 November.
- One-page action plans prepared for priority interventions, including C2.1, C4, C5, C8, C9, W8 and P2.

- Master Tracker updated on 2 November, mapping all 45 interventions with owners, activities and timelines.

Technology modules

- MTI Module launched in beta on 15 October 2026.
- RPSL Module launched in beta on 15 October 2026.

Priority interventions

Dual Awarding Body (NCVET)

- **October:** concept note prepared on aligning maritime qualifications with the national skills framework.
- **November:** note revised after DGMA feedback and discussed with the Ministry of Skill Development. Formal application and an agenda note for the STCW Compliance Board are next.

Sea-to-Shore Career Transition

- **October:** concept note prepared for a structured pathway into shore-based maritime roles.
- **November:** detailed scheme covering workflow, bridge training, employer-hosted immersion and funding placed on the SWFS Committee of Management agenda on 2 November.

Shipboard Training Revision

- **October:** concept note prepared on shorter shipboard training for GP Ratings and CCMC trainees, with simulator support and berth incentives.
- **November:** now one integrated programme covering berth digitisation, a digital training record book, more eligible vessels and sea-time optimisation. Vessel-wise berth mapping under way.

Maritime Ambassador Network

- DGMA met IMEI and CMMI. Both agreed to a joint proposal under one tripartite MoU with DGMA.

- Concept note prepared covering 66 cities and towns across 18 under-represented states and UTs, with focus on the North-East and Odisha.
- **Pilot:** 20 city-level programmes across five zones, each led by a deck officer and an engine officer.
- Support agency to be onboarded by 31 December 2026.
- Three early pilots proposed in Bhubaneswar, Bhopal and Guwahati in January 2027.
- **Target:** 25% rise in MTI applications from the target states.

Cruise sector

Costa

- **October:** concept note on a Costa-supported cruise MTI submitted to the Secretary.
- **November:** no Secretary-level feedback yet. Pending.

Carnival

- **October:** interest shown in cruise MTIs. Goa, Mumbai, Delhi, Assam, Chennai and Kolkata identified as options.
- **November:** proposal under internal review. Goa hub confirmation targeted for December, with a Goa site visit being coordinated.

MSC

- **October:** interest shown after the Cyprus pitch, covering cruise MTIs and visa facilitation.
- **November:** still in discussion, no written details yet. Pending.

Industry and international engagement

- Cyprus visit pitch deck prepared for the Joint Secretary, MoPSW and DDG Bisen, and presented to maritime companies.
- **MOL:** tanker jobs, the Philippines model and MTI collaboration discussed.
- **Fleet Management:** visa delays and ease of doing business discussed.

- Other engagements reported with Maersk, Anglo Eastern, Great Eastern, Seven Islands and Adani.
- **Maersk:** partnership deck shared on 5 November with six asks, from ambassadors and Sea-to-Shore placements to employer-led MTIs and sea-time berths.
- **MOL:** employer-led MTI pitch shared. Tanker job estimates still awaited.
- **Norway:** India–Norway presentation prepared for the Norwegian consulate.
- Investor pitch on three MTI partnership models shared with shipping companies.
- **GIZ green shipping:** online Power-to-X training held on 28–29 October. 13 MTI nominees for the Train-the-Trainers programme in Mumbai on 16–20 November.

Maritime English and employability

October

- Preliminary assessment with Wadhwani Foundation at BP Marine Institute, Panvel, on English proficiency and employability.

November

- Study continues through November.
- Training TSU shared a procurement note for the English course on 4 November.

Visa facilitation

October

- Study started on visa problems faced by companies deploying Indian seafarers. Company consultation under way.

November

- Issues collected from industry. Cruise Visa Facilitation Desk with MEA proposed under W9.
- Country-wise report to MEA planned for December 2026.

Priorities Action Items

- **Dual Awarding Body:** submit the application and place the agenda note before the Compliance Board.
- **Shipboard training:** finish vessel-wise berth mapping and set up the technical group for the digital training record book.
- **Sea-to-Shore:** get an in-principle decision from the SWFS Committee of Management.
- **Ambassador Network:** receive the joint proposal, sign the tripartite MoU and onboard the support agency by 31 December.
- **Carnival:** confirm the Goa hub and complete the site visit.
- **Employer-led MTIs:** revise the concept with a Section 8 structure and viability-gap support.
- **Visa:** share the country-wise report with MEA.
- **Maritime English:** review the Wadhwani findings and decide on the course procurement.
- **Technology:** report adoption figures and full rollout dates for the MTI and RPSL modules.
- **Follow-ups:** written responses from MSC, MOL and on the Costa note.

13.8 Visit by the Officials of DGMA to MTIs

The visit was undertaken by Shri Prashant Patil pursuant to the nomination by the Director General of Maritime Administration (DGMA) to represent DGMA at the convocation function of IMU, Chennai. In addition, visits were conducted to key maritime stakeholders, including the Mercantile Marine Department (MMD), Shipping Master's Office, Maritime Training Institutes (MTIs), Chennai Port, Seafarers' Welfare Infrastructure, and MASSA. The objective was to gain first-hand understanding of the functioning and regulatory role of these organizations, particularly the MMD and the Shipping Master and Seamen Employment Office, which safeguard seafarers' interests. The visit also included interactions with port leadership, observation of seafarers' welfare facilities, assessment of compliance with mandatory requirements at maritime training institutes, and engagement with faculty members and students to understand training and operational practices.

1. **MMD Chennai – 14 October 2026 , 3:00 PM to 6:00 PM**

During the visit, a briefing was received on the statutory, technical, and administrative functions of the Mercantile Marine Department (MMD), including ship registration, surveys and certification, Port and Flag State inspections, examinations, MTI oversight, and legal matters.

It was observed that the office faces space constraints, requiring an additional 500 sq. ft. waiting area for visitors and examination candidates. The department also highlighted the need to fill 20 existing vacancies and create 60 additional technical and support posts across its regional offices.

The existing accommodation at Anchorgate Building, Rajaji Salai, experiences significant pressure during examination periods due to high footfall. To address this, the Chennai Port Authority has agreed in principle to provide additional space for waiting and facilitation purposes.

The visit highlighted that increasing workload, adequate manpower, examination schedules, and office infrastructure are closely linked and play an important role in ensuring effective regulatory oversight and timely service delivery.

2. **Government Shipping Office(GSO), Chennai – 14 October 2026 , 3:00 PM to 6:00 PM**

During the visit, the functioning of the Government Shipping Office (GSO) was reviewed, including services related to seafarer documentation, CDC issuance, recruitment and placement regulation, grievance handling, and seafarer welfare. Under the Merchant Shipping Act, 2025, the Government Shipping Office and Seamen's Employment Office have been merged into a single office.

The office serves approximately 1.72 lakh seafarers, 83 shipping companies, 320 registered vessels, 29 maritime training institutes, and 50 RPSL licensees. While digitalization has improved service delivery, adequate staffing remains essential for licensing, enforcement, and grievance redressal.

A major concern highlighted was the lack of a sanctioned cadre structure, with the office currently functioning through deputation arrangements. A proposal for an expanded staffing structure and revision of Recruitment Rules has been submitted for approval. The office also reported operational challenges due to the absence of a dedicated DDO, affecting financial administration and the encashment of bank guarantees related to seafarer welfare cases.

Key Observations:

Lack of sanctioned cadre strength and reliance on deputation affect efficiency.

Limited career progression opportunities impact staff motivation.

Appointment of a dedicated DDO is required for effective financial administration and seafarer welfare functions.

3. **Seafarers Club, Chennai – 14 October 2026 , 1:30 PM to 3:00 PM**

The visit included the Seafarers' Club, Chennai Port and the Seafarers Welfare Club of MMD, Chennai. The Seafarers' Club, established with funding from the Seafarers Welfare Fund Society (SWFS), provides facilities such as accommodation, a banquet hall, gymnasium, restaurant, and prayer room. It was suggested that greater publicity be undertaken to increase utilization and support the club's long-term sustainability.

The Seafarers Welfare Club of MMD, Chennai is undergoing major upgradation works funded by SWFS. The facility is primarily used by seafarers and students appearing for examinations at MMD.

Key Observations:

The progress of civil repair and upgradation works at the Seafarers Welfare Club, MMD Chennai, needs to be expedited.

4. **AMET University, Kanathur - 15 October 2026 , 2:15 PM to 4:30 PM**

During the visit to AMET University, an interaction was held with the university management to understand its academic programmes, training pathways, and maritime education infrastructure. The university highlighted its growth from an initial intake of 14 marine engineering cadets in 1993 to an annual enrolment of around 4,000 cadets.

The interaction provided insights into various maritime training pathways, including B.E. Marine Engineering, Graduate Marine Engineering (GME), B.Sc. Nautical Science, Diploma in Nautical Science (DNS), Electro-Technical Officer (ETO), and General Purpose Rating (GPR) programmes. These programmes integrate classroom learning, practical training, sea service, and competency examinations.

During the campus visit, key training facilities were inspected, including the Ship-in-Campus facility, Full Mission Navigation Simulator, ECDIS laboratory, Engine Room Simulator, and bridge and steering simulators. These facilities provide practical and simulator-based training to prepare cadets for onboard duties.

The visit helped in understanding how maritime education institutions combine academic learning with hands-on training to develop competent seafarers.

5. **MASSA Maritime Academy (MMA), Chennai - 15 October 2026 , 5:15 PM to 6:15 PM**

During the visit to MASSA Maritime Academy (MMA), Chennai, interactions were held with faculty and students to understand post-sea competency training, simulator-based learning, and issues faced by serving seafarers. Students highlighted concerns regarding income tax provisions for seafarers and differences in remuneration and service duration on certain foreign-flagged vessels.

The academy demonstrated various training facilities, including Liquid Cargo Handling, Radar ARPA and Navigation, Engine Room, and Ship Handling Simulators, which are used to enhance operational skills, safety awareness, and practical competency.

The management also briefed on the role of MASSA in supporting maritime training, recruitment, placement, and seafarer welfare. MMA Chennai offers competency, modular, and simulator-based courses with a training capacity of approximately 276 trainees at a time.

The visit provided a first-hand understanding of MMA Chennai’s post-sea training methodology, simulator-based instruction, and institutional arrangements for competency development.

6. **HIMT Maritime Training Institute, Chennai: 16 October 2026 , 08:45 AM to 02:30 PM**

During the visit to HIMT Maritime Training Institute, Chennai, interactions were held with the institute's management, faculty, staff, and cadets to understand its pre-sea training arrangements, practical infrastructure, and use of modern training technologies. The cadets presented a well-organized Guard of Honour, reflecting the discipline and training standards maintained by the institute.

The visit included the inauguration of the institute's Full Mission Engine Room Simulator, which provides hands-on training in engine operations, machinery monitoring, and scenario-based decision-making in a controlled environment. The simulator is designed to enhance practical learning and prepare cadets for onboard responsibilities.

Training facilities inspected included the Full Mission Bridge Simulator, VR and AR laboratories, mechanical and seamanship workshops, and Ship-in-Campus facilities. These facilities help cadets gain practical exposure to shipboard systems, operations, safety procedures, and maritime work practices before going to sea.

An interaction was also held with over 300 cadets, during which issues related to maritime education quality, seafarer welfare, grievance redressal, and career opportunities in the maritime sector were discussed.

The visit provided valuable insights into HIMT's pre-sea training infrastructure and its emphasis on practical, simulator-based maritime education.

7. **International Maritime Institute (IMI), Greater Noida, on 29 October 2026.**

Shri Dinesh Hariram Mate, IA&AS, Deputy Director General of Maritime Administration (DDGMA), visited the International Maritime Institute (IMI), Greater Noida, on 29 October 2026. The visit report is in progress.

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.

86 STCW Compliance Board meetings had been held up to 22 October 2026. During October 2026, two meetings of the STCW Compliance Board, the 85th and 86th meetings, were held on 8 October 2026 and 22 October 2026, respectively.

During October 2026, the STCW Compliance Board continued to serve as a structured forum for consideration of regulatory, operational, policy and institutional matters relating to maritime training, Maritime Training Institutes (MTIs), examination systems, digitalisation, safety, welfare and the wider maritime training ecosystem.

The 85th meeting held on 8 October 2026 had 22 numbered agenda items. The meeting considered matters relating to course and in-principle approvals, MTI inspections and regulatory compliance, court cases, casualty and safety matters, foreign administration-approved courses, MTI reforms, Suraksha Sarvapratham, cruise-sector training pathways, pendency of MTI approvals, publication of examination results, Mission 20% entry-eligibility reforms and the GP Rating ITI reservation framework.

The 86th meeting held on 22 October 2026 had 36 numbered agenda items, substantially broadening the range of matters considered. In addition to course approvals, MTI inspections, compliance matters and legal cases, the Board considered foreign flag administration-approved training, Mission 20%, Merchant Navy outreach, institutionalisation of the STCW Compliance Board, development and rollout of the e-Navik/MTI Module, the Maritime Training Ecosystem, National Maritime Games, Annual Maritime Training Conclave, examination reforms, maritime training support arrangements, Sagar Mey Yog, Sagar Mey Samman, MTI reforms, Suraksha Sarvapratham, seafarer mental health and pendency of MTI applications.

Type of Agenda’s in STCW Compliance Board

1. **Course and Institutional Approvals:** Applications for new MTIs, in-principle approvals, additional course/batch approvals, commencement of courses and other approval-related matters.

2. **MTI Inspection and Compliance**: Inspection findings, CIP-related matters, non-conformities, show-cause proceedings, infrastructure requirements and regulatory compliance of MTIs.
3. **Policy and Training Reforms**: Mission 20%, MTI reforms, faculty eligibility and utilisation, training infrastructure, revised entry requirements, development of the Maritime Training Ecosystem and strengthening of maritime training capacity.
4. **Safety and Welfare**: Casualty incidents at MTIs, Suraksha Sarvapratham and development of a stronger safety framework, along with seafarer wellness and inclusion initiatives such as Sagar Mey Yog and Sagar Mey Samman.
5. **Digitalisation and Examination Reforms**: Development and implementation of the e-Navik platform and MTI Module, migration of MTI processes to the new digital system, and reform of MTI Exit, Ratings Exit and Certificate of Competency written/oral examinations.
6. **Legal and Regulatory Matters**: Court cases involving MTIs and candidates, implementation of judicial directions, show-cause and regulatory proceedings, and periodic review of legal matters concerning the Training Division.
7. **Foreign Administration-Approved Training**: NOCs, formal application requirements, physical inspection and compliance verification for courses approved by foreign maritime administrations, including UK MCA, Panama and Honduras-related proposals.
8. **Monitoring and Governance**: Pendency of online MTI applications, publication of examination results, institutionalisation of the STCW Compliance Board, development of standardized guidelines/checklists and review of regulatory and administrative matters.
9. **Strategic Maritime Training Initiatives**: Review of Mission 20%, Merchant Navy career outreach, National Maritime Games, Annual Maritime Training Conclave, maritime training competency/support arrangements and other initiatives aimed at strengthening India's maritime training and seafarer ecosystem.

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	4,03,353
Passed	3,61,224
Failed	42,129
Overall pass rate	89.56%
Overall failure rate	10.44%
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

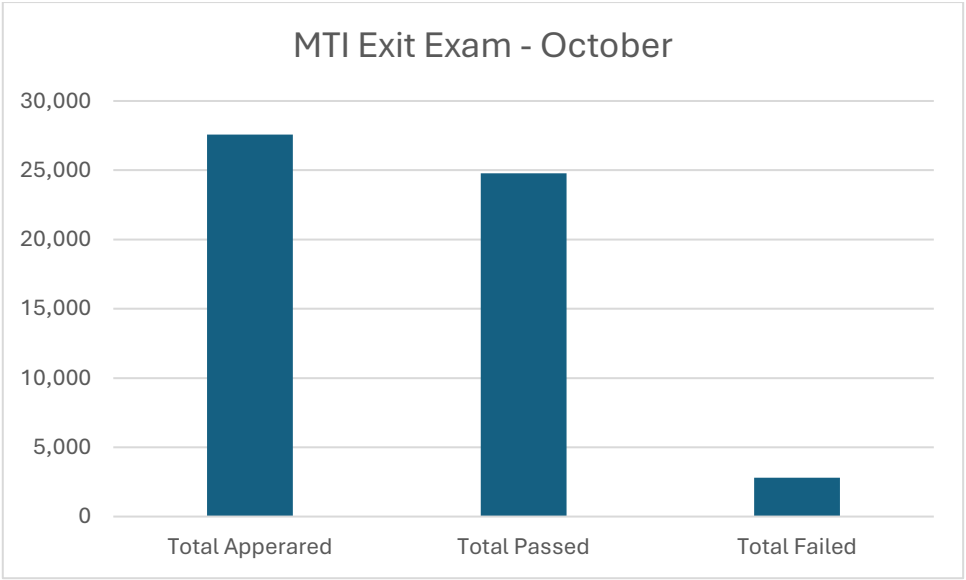
Pass-rate category	No. of MTIs	Share of active MTIs
95% and above	49	35.25%
90% to below 95%	31	22.30%
80% to below 90%	39	28.06%
Below 80%	20	14.39%
Total	**139**	**100%**

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 – October 2026

Result Category	Candidates	Percentage
Total Appeared	27,587	100.0%
Total Passed	24,789	89.9%
Total Failed	2,798	10.1%

Validation: Total Passed (24,789) + Total Failed (2,798) = Total Appeared (27,587).



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 October (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 – October 2026

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

Note – The next GP Ratings Exit Exam shall be held in 2027.

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 October (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 – October 2026

Course	Candidates	Passed	Failed	Pass Rate	Fail Rate

CCMC	74	45	29	60.8%	39.2%

Note – The next CCMC Exit Exam shall be held in 2027.

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
11.	OCEAN MYSTIQUE	Tug	New	OCEAN SPARKLE LIMITED	30.09.2026	01.10.2026	1 day	-
2.	SEAQUEST SOMNATH (Provisional)	Crew Boat	Second Hand	SARAF CORPORATION INDIA PVT. LTD	30.09.2026	01.10.2026	1 day	-
3.	VEDA 1	Offshore Supply Vessel	Second Hand	VEDANT SHIP MANAGEME	06.10.2026	07.10.2026	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
	(Provisional)			NT (INDIA) PVT. LTD				
4.	AM PROGRESS	Oil/Chemical Tanker	Second Hand	ALPHARD VENTURES PRIVATE LIMITED	16.10.2026	21.10.2026	1 day	-
5.	INSPIRE	Offshore Support Vessel	Second Hand	SEVEN ISLANDS SHIPPING LTD	21.10.2026	21.10.2026	1 day	-
6.	OSL TEJAS	Anchor handling Tug	Second Hand	OCEAN SPARKLE OFFSHORE LIMITED	21.10.2026	21.10.2026	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
7.	SPLENDOUR OPAL	Anchor handling Tug	Second Hand	HAL OFFSHORE LIMITED	23.10.2026	23.10.2026	1 day	-
8.	SONA IX	Tug	Second Hand	PYDA VENKATA RAMA LALIT RANJIT PYDA NAGA RAJENDRA VENKATA RAMANNA	22.10.2026	22.10.2026	1 day	-

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.	MAHANADI	GARWARE OFFSHORE SERVICES LTD.	07.10.2026	KOTAK MAHINDRA BANK LIMITED	07.10.2026	09-10-2026	2 days	2 days	-
2.	MAHANANDA	GARWARE OFFSHORE	07.10.2026	KOTAK MAHINDRA	07.10.2026	09-10-2026	2 days	2 days	-

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
		SERVICES LTD.		BANK LIMITED					
3.	SHAUN 2	SHINY SHIPPING AND LOGISTICS PRIVATE LIMITED	14.10.2026	BANK OF BARODA	07-10-2026	15-10-2026	1 day	6 days	Delay for document submission

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
4.	DESH VISHAL	THE SHIPPING CORPORATION OF INDIA LIMITED	19.10.2026	BANK OF INDIA	19-10-2026	21.10.2026	1 day	1 day	-
5.	DESH VIBHOR	THE SHIPPING CORPORATION OF	19.10.2026	BANK OF INDIA	19-10-2026	21.10.2026	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
		INDIA LIMITED							

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.							