MINUTES OF THE 36TH MEETING OF NATIONAL SHIPPING BOARD (NSB) HELD ON 23RD JULY 2026 & 24TH JULY 2026, AT 09:30 HRS AT RAMADA MARINA HALL CHENNAI TAMIL NADU

The 36th Meeting of National Shipping Board (NSB) was held on 23rd July 2026 & 24th July 2026. The list of participants/attendees (including online attendees) is as under:

Attendees:

Board Members:

1. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi
2. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai
3. Shri Rahul Modi, President, Coastal Containers Transporters Association
4. Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India, Mumbai
5. DIG Girish Datt Raturi, Coast Guard Headquarters, New Delhi
6. Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai
7. Shri Shantanu Kalita, Advisor, Indian Ports Association, New Delhi **(Online)**
8. Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai
9. Capt. Vikas Anand, Indian Navy, New Delhi
10. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai
11. Capt. Savio Ramos, General Secretary, MUI
12. Dr. K. Murali, Professor, IIT Madras, Chennai

Board Members absent with prior leave of absence:

13. Ms. Esha Srivastava, Joint Secretary (IC), MoPNG
14. CMD CSL

Ex Board Members whose substitutes are yet to be placed by the Government:

15. Shri Ajith Sukumaran, Ex CS DGS Shipping Mumbai (took VRS)

16. Shri Mandeep Singh Randhawa, Ex In-charge Maritime Administration Division, Ministry of Ports, Shipping and Waterways, New Delhi (Repatriated to his parent cadre)

Member Secretary:

17. Captain Nitin Mukesh, Secretary NSB

Permanent Invitees:

18. Chairman IWAI **(Representative absent)**
19. Capt. S.I. Abul Kalam Azad, Nautical Advisor-cum-Additional Director General of Shipping (Nautical) (Representative of DG Shipping Mumbai)

Special Invitees:

20. Shri Killi Mohana Rao, Chief Surveyor (i/c) Director General of Shipping
21. Captain Anish Joseph (Principal Officer), MMD Chennai
22. Shri R.R. Subbarao, Engineer & Ship Surveyor-Cum-DDG MMD Chennai
23. Shri Santosh Patil Vice President IRS
24. Shri Saikat Roychowdhury (Chief Operating Officer), IRS
25. Shri Sriram Ramaswami (Surveyor-In-Charge) IRS

Directorate General of Shipping, Mumbai:

26. Shri Shubham Jain, Consultant DGS

Tamilnadu Maritime Board:

27. Captain M. Anbarasan, State Port Officer, Tamil Nadu Maritime Board
28. Aman Gupta, Consultant Tamil Nadu Maritime Board

IIT Chennai:

29. Professor, Sriram Venkatachalam Department of Ocean Engineering, IIT Madras
30. Dr. Manu Santhanam, Professor, Department of Civil Engineering, IIT Madras

Kamarajar Port Limited:

31. C. Umashankar, DGM (MS), Kamarajar Port Limited
32. C.S. Vemanna DGM Finance, Kamarajar Port Limited
33. A. Karuppiah, GM (Operation). Kamarajar Port Limited

34. K. Thisumurym, EM (Operation), Kamarajar Port Limited
35. Kavita Satvi, GM Finance, Kamarajar Port Limited
36. Vignesh Marikrishnan, COM (CS &BD), Kamarajar Port Limited
37. Smt. J.P. Irene Cynthia, IAS, Managing Director, Kamarajar Port Limited

Chennai Port Authority:

38. K. Ravikumar, Chief Engineer, Chennai Port Authority
39. Mella Srinivas, FA&CAO, Chennai Port Authority
40. Dr. A. Anu Sujatha, CMO (i/c), Chennai Port Authority
41. S.D Satish Kumar, CME, Chennai Port Authority
42. Bhaskar Abhishek, Dy Traffic Manager, Chennai Port Authority
43. S. Kirupanalasang, Traffic Manager, Chennai Port Authority
44. Mithun Asir, Dy Conservator, Chennai Port Authority

Other Stakeholders:

45. Madesh Ganeshamoorthy, Managing Director, NVG Marine Service
46. Umesh Shede, President, Ennore Tanks Terminal Private Limited (ETTPL)
47. C. P. Vickramadith, Vice President, ETTPL
48. R. Nanda Kumar, Manager, Kubera Coast
49. V. Lakshminarayanan, GM (Terminal), Indianoil Petronas Private Limited (IPPL)
50. R. Sivakumar, GM (S&D), Indian Oil Corporation (IOC)
51. B. Pasumohan, SM (LPG S&D), Indian Oil Corporation (IOC), SRO
52. Capt. Venkatraman V, Head Agencies, HZPT
53. K. P. Narayanan, Deputy CEO, SSMT M-I
54. Capt. T. I. Paul, Deputy Director, SSMT M-I
55. M. Mahendran, Manager, Caterpillar
56. V. Venugopalan, Trade Lane Manager, V Group
57. Dr. V. Rajendran, Vice Chancellor, AMET University
58. Capt. Selvin Michael, Principal, AMET University
59. Y. Leeladharan, Chairman, Chensaa
60. Capt. Anil Rajvanshi, Director, Ozellar Marine
61. Capt. Suresh Sullivan, HOD / Faculty, Ozellar Marine Academy
62. Nabik Chandra, Manager – SEC, HTCL
63. Rangaprasad, GM – Mutag, JSW Infra
64. Murali Moganti, VP – Infrastructure, JSW Infra
65. Vikram P. Mhege, GM – O&D, S2, HPCL

66. B. G. Nagesh Kumar, GM – SEA, Nayara Energy
67. Capt. Avesan Vengran, HOD (SNS), Dahu Group

Date 23.07.2026 / / Executive Session: 9.30 A.M. to 10.30 A.M.

An executive session of the board was held in which only board members who participated physically participated were present. The deliberations were not recorded.

Date 23.07.2026 / Regular Session 1: 10.30 A.M. to 02.00 P.M.

1. **Opening Remarks and Attendance:**

1.1. The meeting commenced with **Captain Nitin Mukesh, Secretary, NSB,** taking the attendance of Board Members and invitees joining the meeting either physically or online.

1.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** opened the meeting and addressed the Board on the issue of attendance and engagement of members. He stated that the NSB meets once in 45 days and that notices of the dates are circulated three weeks in advance, and it is therefore expected that members keep the days of the meeting free. He observed that on numerous occasions members have either been unavailable for the full meeting or have sought leave of absence at the last minute after arrangements, including hotel bookings, were already made, resulting in avoidable cancellation costs to the Government. He stated that this would be the last time he would raise this issue and that, going forward, the matter may have to be taken up with the Ministry so that members who can devote adequate time continue on the Board.

2. Confirmation of the Minutes of the Meeting dated 12th June 2026 held online from the NSB Headquarters at Janpath, New Delhi:

2.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** informed the Board that the minutes of the meeting held on dated 12th June 2026 at NSB Headquarters, Janpath, New Delhi were circulated to members and that no requests for amendments have been received

so far. He sought confirmation from the Board as to whether the minutes could be treated as approved. **The Board unanimously confirmed the minutes of the meeting held at NSB Headquarters, Janpath, New Delhi and advised the Secretary NSB to upload the confirmed minutes on the NSB weblink.**
Action: Secretary NSB

3. Confirmation of the Minutes of the Meeting dated 09th July 2026 held online from NSB Headquarters at Janpath New Delhi:

3.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** informed the Board that the minutes of the meeting held on dated 9th July 2026 at NSB Headquarters, Janpath, New Delhi were circulated to members and that no requests for amendments have been received so far. He sought confirmation from the Board as to whether the minutes could be treated as approved. The Board unanimously confirmed the minutes of the meeting held at NSB Headquarters, Janpath, New Delhi. **The Board unanimously confirmed the minutes of the meeting held at NSB Headquarters, Janpath, New Delhi and advised the Secretary NSB to upload the confirmed minutes on the NSB weblink.**

Action: Secretary NSB

4. Action Taken Report on the Minutes of Previous Meetings:

4.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, took up the Action Taken Reports on the minutes of meetings held on 16.07.2025, 25.08.2025, 06-07.10.2025, 13-14.11.2025, 18-19.12.2025, 25-26.02.2026, 16-17.04.2026 and 11-12.05.26 as presented to the Board of **Annexure I to Annexure X** respectively. **The Board perused the action taken report of previous meetings and advised the Secretary NSB to apprise the updated status in the next NSB meeting.**

Action: Secretary NSB

5. Major Pending Actions:

5.1. Time Gap Between Constitution of Consecutive Boards and Tenure of the Board (NSB Rules 2026):

5.1.1**. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** reviewed the status of the action points relating to the time gap between the constitution of two consecutive National Shipping Boards and establishment of a permanent office for the Board. **Captain Nitin Mukesh, Secretary, NSB,** informed that the National Shipping Board Rules, 2026 have since been notified and that the relevant provisions have not adequately addressed the issue relating to continuity between successive Boards. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** informed that, in view of the non-inclusion of the board's views in the notified Rules, both the action points have been now been included in the NSB's Annual Report 2025-26 for further action by the Ministry. **The Board agreed that both action points may be dropped from the Action Taken Reports of the Board as no action is pending at the Board level.**

. **Action: Secretary NSB**

5.2. Secretarial Assistance to the Board and Headquarters of the Board (NSB Rules 2026):

5.2.1. **Captain Nitin Mukesh, Secretary, NSB,** informed the Board that the withdrawal of personnel earlier provided by the Directorate General of Shipping has considerably reduced the Secretariat's manpower at New Delhi and that only a limited number of staff (only two retired officers & one DEO) are presently available for day-to-day functioning. He stated that the process for deployment of at least two retired Upper Division Clerks (UDCs) or equivalent personnel have been initiated to meet immediate administrative requirements. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board,** observed that strengthening the Secretariat was essential for timely execution of Board functions and advised that necessary manpower support be arranged expeditiously. **The Board advised that DG Shipping should be requested to take immediate steps as per the provisions of the Merchant Shipping Act 2025 and NSB Rules 2026 to provide adequate secretarial assistance to the board and for framing / notifying the service of the NSB Staff.**

Action: DG Shipping Mumbai

5.3. **Permanent Office Accommodation for NSB in New Delhi*:***

5.3.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, referred to Rule 9 of the NSB Rules, 2026, which provides that the headquarters of the Board shall be located in New Delhi and that the Central Government shall provide office premises to the Board for discharging its functions. He stated that this provision did not exist for the past sixty years and has now been included pursuant to the Board's recommendation. He informed that against the requirement of 3000 sq. ft office space, NSB is working with only 680 sq. ft office space (SCI office 580 sq. ft plus transport Bhawan 100 sq.ft). **Captain Nitin Mukesh, Secretary, NSB**, informed the present office space at NSB office Delhi is inadequate for accommodating the Secretariat and additional staff and that a larger permanent office would be required to support the expanding activities of the Board. He informed that efforts were continuing to identify suitable office accommodation for the National Shipping Board at Delhi. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board,** emphasized the necessity of securing adequate office accommodation at the earliest. The **Board advised that DG Shipping should be requested to take immediate steps as per the provisions of the Merchant Shipping Act 2025 and NSB Rules 2026 to provide adequate office to the board.**

Action: DG Shipping Mumbai

5.4. Status of digitization of old NSB Records & missing records of period 2018-2020:

5.4.1. **Captain Nitin Mukesh, Secretary, NSB,** apprised the Board regarding the progress made in reconciliation and digitization of legacy records of the National Shipping Board. He informed that scanning of old records is continuing and that additional historical files are being traced and collected from various sources. He further stated that reconciliation of records is progressing alongside the scanning work and that the Secretariat is making sustained efforts to compile a complete and authenticated record of previous Board proceedings. **While appreciating the proactive approach & strenuous efforts of Captain Nitin Mukesh Secretary NSB & Shri Shubham Consultant DGS, the board advised that the work should be expedited so that the exercise could be completed at the earliest.**

Action: Secretary NSB

5.5. <u>Regulatory Issues Concerning Coastal Shipping / RO-RO Services:</u>

5.5.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** took up the queries raised earlier by Shri Rahul Modi, President, Coastal Containers Transporters Association, regarding regulatory issues affecting RO-RO services, and sought the status of the response from Shri Modi & DG Shipping. **Shri Rahul Modi, President, Coastal Containers Transporters Association,** stated that he has reviewed the note received but found it did not adequately address the issues raised, and reiterated that RO-RO services have not succeeded in India due to many operational and regulatory issues raised earlier. **Shri Shubham Jain, Consultant, DGS**, apprised the Board that the Directorate General of Shipping has undertaken examination of the issues relating to Ro-Ro services and coastal shipping in pursuance of the recommendations of the National Shipping Board. He informed that the matter has been examined in consultation with the concerned stakeholders and that the issues, including the regulatory aspects and the Coastal Cargo Promotion Scheme, would be discussed in detail with Shri Ravi Kumar, Directorate General of Shipping, under Agenda Item No. 10. **The Board took note of the status and agreed to consider the matter further during the detailed agenda discussion.**

5.6. <u>Ship Recycling – Workers' Issues (Gujarat):</u>

5.6.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** noted that the matter had arisen on the request of the General Secretary Alang Sossiya Ship recycling and General Workers Association (ASSRGWA). At present it is difficult to capture data on downstream workers (i.e., workers / contractors engaged in recycling of metal scrap / vessel component once they leave the recycling yard gate) and since responsibility for this segment is not always clearly accepted once the material has left the yard gate. The yard itself considers that it is no longer directly responsible though the Gujarat Maritime Board Act nonetheless places a responsibility here that needs to be properly addressed; a query was raised about how this should be handled. The DG Shipping was requested in July 2025 to take with Gujarat Maritime Board to obtain clarity on the matter but response is awaited. **The board advised that DG shipping should be requested to conclude its correspondence with GMB to conclude the matter.**

Action: DG Shipping

5.7. Status of submission of NSB Sub-Committee Reports:

5.7.1. **Captain Nitin Mukesh, Secretary, NSB**, apprised the Board regarding the status of the reports being prepared by the various NSB Sub-Committees. He informed that a majority of the Sub-Committee reports had either been received or were in the final stages of preparation. He further presented the proposed uniform format for all Sub-Committee reports, which would include a message from the Chairperson of the Sub-Committee, acknowledgement, list of contributors, abbreviations, terms of reference, key takeaways, executive summary, chapter-wise deliberations, findings, recommendations, action points, conclusion, future vision, disclaimer and bibliography. **Shri Rahul Modi, President, Coastal Containers Transporters Association and Chairperson of the Sub-Committee on Logistics Cost Reduction,** informed the Board that the his Sub-Committee have completed its report and submitted it to the NSB Secretariat. He stated that the report is ready for formatting and incorporation into the final compilation in accordance with the uniform reporting template discussed by the Board. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board,** noted the progress and advised that the report be processed along with the remaining Sub-Committee reports for final submission. He emphasized that all Sub-Committee reports should follow a common format to ensure consistency in presentation and advised that the finalized template be circulated to all Sub-Committee Chairpersons. He further advised that the reports should be finalized, formatted and submitted by 10 August 2026, after incorporating all necessary revisions, so that they could be processed for printing and further consideration by the Board. The Board noted the progress made by the various Sub-Committees and appreciated the efforts of the respective Chairpersons in advancing the work within the stipulated timelines.

Action: All Sub-Committee Chairs / Secretary NSB

5.8. FFFAI – Pending Inputs on Port and Shipping Line Charges:

5.8.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** sought an update on the status of inputs from the Federation of Freight Forwarders' Associations in India (FFFAI) regarding their representations on charges levied by shipping lines and ports. **Shri Rahul Modi,**

President, Coastal Containers Transporters Association, informed the Board that repeated follow-ups had been made with FFFAI through correspondence and other means; however, no meaningful response or formal written representation have been received. He further stated that, in the absence of any substantive inputs despite sufficient opportunity having been provided, there was no justification for keeping the action items pending indefinitely. **The Board agreed with the assessment and observed that the concerned action points had remained pending for a considerable period solely due to the non-receipt of inputs from FFFAI. The Board accordingly decided that the pending action items relating to FFFAI may be treated as closed and dropped from the Action Taken Report.**

Action: Secretary NSB

6. Discussion on the Ongoing Conflict in the Middle East and its Implications on the Shipping Sector, including Seafarers:

6.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, opened the discussion on the implications of the continued ongoing conflict in the Middle East for the shipping sector and for seafarers, and sought the views of members on the nature of Government intervention being sought.

6.2. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** raised the question of whether adequate legal safeguards are in place when a seafarer is assigned to work in a known high-risk area (such as a piracy- or conflict-affected zone) specifically, whether proper consent is obtained and whether compensation and other legal remedies are clearly available if something happens to the seafarer while so deployed. **Capt. S.I. Abul Kalam Azad NA DGS** noted that there is no single, blanket policy currently covering this, and that verifying informed consent for every individual seafarer joining a vessel (including in cases of crew changes at foreign ports, such as a seafarer joining a vessel in Singapore) is practically difficult given the sheer number of vessels and crew changes involved at any given time. **The board suggested a approach wherein a consent form/document could be signed by the seafarer that clearly captures all relevant details including an acknowledgement that the seafarer is voluntarily proceeding into a high-risk/conflict-affected area and that he / she has informed his / her family about the likely consequences,**

along with details such as the applicable insurance arrangement so that a single document captures everything required, including for any subsequent compensation claim (noting that P&I Clubs require this kind of documentation to process compensation). The Board stated that this can and should be signed at the point of joining for example, in Mumbai, before the seafarer joins a vessel already known to be heading into such an area so that the seafarer is fully informed of and has accepted the risk in advance of the voyage.

6.3. **Rahul Modi President CCTA** raised the issue whether the seafarers on the Indian sailing Vessels are entitled for any financial assistance either from NUSI or MUI, in case of any causality over and above what is granted by the Government. **Shri Milind Kandalgaonkar General Secretary NUSI** and **Captain Savio Ramos of MUI** informed that legally speaking only members of NUSI or MUI are entitled for such compensation and as seafarers of Indian Sailing vessels ate not their members, they are not eligible for such assistance from their respective unions. Further the membership of the unions cannot be forced on the seafarers and no deductions from wages towards the member ship fee or subscription can be forced. **Captain Savio Ramos of Maritime Union of India** flagged that the existing DG Shipping circular (referred to as dating from around 2020) on seafarer prohibits taking consent towards deductions from wages from Union membership / subscriptions to avail benefits from Union in case of casualty and may not adequately address compliance with the required declaration / filing, and cautioned that if compliance with this process were to involve any deduction from a seafarer's wages, it would run contrary to the Maritime Labour Convention (MLC) provision prohibiting deductions from seafarers' wages in any form, which he described as the central concern to be resolved. **Capt. Anish Joseph MMD Chennai** informed the Board that shipowners could voluntarily contribute towards welfare-related schemes without necessarily recovering the amount from the wages of seafarers. He stated that such contributions would be nominal and could be made directly by the companies. He further suggested that maritime stakeholders, including industry associations such as MASSA and FOSMA, may hold discussions on evolving a suitable mechanism for such voluntary welfare contributions, as the objective was to strengthen welfare support rather than impose any additional financial burden on seafarers. He also clarified that while some companies had earlier recovered such contributions from wages, several companies were already bearing the cost

themselves without making any deductions from seafarers' salaries. **Capt. S.I. Abul Kalam Azad NA DGS** suggested a welfare contribution of ₹1,000 per seafarer, clarifying that if shipowners make this contribution on their own initiative, over and above wages, no seafarer permission is required, since it is a nominal, additional welfare contribution rather than a deduction; express permission is required only where the amount is to be deducted from the seafarer's own wages. It was noted that some companies had previously deducted this amount from seafarers' wages (reflected as a line item, cited as around USD 10, on wage statements), while others paid it directly; the recommendation discussed was that companies move away from wage deduction and instead pay such welfare contributions directly, and that unions engage directly with the concerned bodies (referred to as "MASSA"/"FOSMA") on the mechanism for this. **The board suggested holding a dedicated clarity session with stakeholders to resolve the ambiguity on this point.**

Action: DG Shipping / General Secretary MUI /NUSI

7. Way forward on the meeting with the Member, CBIC on 28.04.26:

7.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** informed the Board that a reminder needs to be issued to pursue the pending GST & Custom related matters. **The Board emphasized the need for continued follow-up by the board as well as by the industry organisations with CBIC so that the proposals receive due consideration during the GST Council deliberations.**

Action: Chairperson NSB/CEO INSA/President CCTA /President ICCSA

8. Way forward on the meeting with the Member, CBDT on 06.05.2026:

8.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** informed the Board that a reminder needs to be issued to pursue the pending matter of reduction in TDS on seafarers' wages.

8.2. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** informed the Board that parallelly extensive consultations have been held with the Ministry of Ports, Shipping and Waterways and the Ministry of Finance regarding the proposal for rationalisation of Tax Deducted at

Source (TDS) applicable to Indian seafarers. He stated that while the industry's original proposal was for a uniform deduction of 5 per cent, the Ministry of Finance had initially suggested a staggered mechanism which envisaged different rates during different parts of the financial year. He observed that the proposed mechanism was operationally difficult to implement and would create compliance challenges for employers as well as seafarers. He further informed the Board that, after detailed discussions with all stakeholders, a consensus had emerged around a uniform deduction of 7.5 per cent TDS, which was considered a more practical and administratively feasible solution. He stated that this proposal has been accepted by the participating stakeholders (not Ministry of Finance) and has become the agreed position for further consideration by the Ministry of Ports Shipping & Waterways. He further explained that the arrangement would remain subject to the applicable provisions of the Income Tax Act, and individual seafarers would continue to determine their final tax liability while filing their income tax returns. He also informed the Board that discussions with the Central Board of Direct Taxes (CBDT) has not progressed so far beyond the consultative stage and that the final decision now rested with the competent authorities.

8.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** observed that the proposed deduction of 7.5 per cent would only represent an advance deduction towards the eventual tax liability of individual seafarers. He explained that while filing their income tax returns, seafarers would be entitled to claim the benefit of eligible deductions, exemptions, insurance, investments and other admissible reliefs under the Income Tax Act, thereby substantially reducing any difference between the tax deducted and the final tax payable. The Chairperson further noted that, if only a relatively small number of Indian seafarers presently fall within the taxable income bracket, and then it would be administratively impractical to devise a separate tax regime for such a limited category.

8.4. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** further emphasized that while finalising the proposal, it would be essential to clearly define the term "Indian Ship" so as to remove any ambiguity regarding the applicability of the TDS provisions. He suggested that the benefit should uniformly extend to all Indian-flag vessels, irrespective of whether they were engaged in coastal trade, overseas trade or any other service,

and irrespective of whether the seafarers were directly employed by the shipowner or engaged through Recruitment and Placement Service (RPS) agencies. He stated that a clear definition would ensure uniform implementation of the policy and avoid interpretational issues during compliance.

8.5. **The Board emphasized the need for continued follow-up by the board as well as by the industry organisations with CBDT so that the proposal receives due consideration during the Budget deliberations.**

Action: Chairperson NSB / CEO INSA / President ICCSA

9. Way Forward for discussion with MHA on Immigration related issues of foreign vessels and coastal vessels including issues on shore leave signing off/signing on/procedure for immigration etc.

9.1**. Capt. S.I. Abul Kalam Azad, Nautical Adviser-cum-Additional Director General (Nautical) (i/c), Directorate General of Shipping, Mumbai**, informed the Board that the Directorate General of Shipping had already issued the necessary orders pursuant to the circular dated 3rd July,2026 for foreign vessels. He stated that several procedural restrictions had been removed and emphasized that the revised instructions would facilitate a uniform immigration and crew transfer procedure across all ports, thereby eliminating variations in implementation at individual ports. He further informed that the port authorities have been sensitized regarding the revised procedures and that discussions have also been held with the concerned Chairpersons of the Ports to ensure effective implementation.

9.2. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** informed the Board that the issue relating to Indian coastal vessels had already been taken up with the Ministry of Home Affairs and that the proposal had been forwarded through the Ministry of Ports, Shipping and Waterways. He stated that the communication had been submitted to the Secretary, Ministry of Home Affairs, and that the matter was presently awaiting further information and action from the Ministry.

9.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** observed that while the revised orders will address the procedures relating to signing-on and signing-off of crew, practical

implementation issues still required verification, particularly with respect to foreign crew and coastal vessels. He emphasized that the shipping agents must also be adequately informed of the revised procedures to ensure uniform compliance.

9.4. **The Board requested Capt. Azad NA DGS to share the relevant orders issued by the MHA / Directorate General of Shipping and stated that the board would be happy to independently verify the field level implementation status with the concerned Port Chairpersons and other maritime stakeholders, particularly regarding the procedures applicable to foreign and coastal vessels.**

Action: DG Shipping

10. Way Forward on discussion with Infrastructure finance companies and Department of Financial Services:

10.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** observed that despite the grant of infrastructure status to eligible vessels, financing constraints continued to be experienced by the maritime sector, particularly by operators of smaller vessels. He stated that the objective of engaging with infrastructure finance companies was to encourage greater investment in the shipping sector, as financial institutions continue to extend greater support to other infrastructure sectors. The Chairperson recalled that the Board had earlier resolved to engage with infrastructure finance companies and financial institutions to understand their concerns and apprise them of the financing requirements of the maritime sector.

10.2. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** informed the Board that the expectation following the grant of infrastructure status was that shipowners would receive the benefit of longer loan repayment tenures and improved restructuring facilities. However, he stated that no significant evidence had yet emerged to indicate that these benefits were being realised at the ground level. He further observed that although vessels above the prescribed threshold have been included in the Harmonised Master List for infrastructure status, the key issue was whether banks and financial institutions are actually extending the intended financing benefits. He suggested

that the Board should continue its engagement with the financial institutions to assess the implementation of the policy and address any operational concerns.

10.3. **Shri Killi Mohana Rao, Chief Surveyor, Directorate General of Shipping, Mumbai,** informed the Board that although policy measures relating to ship financing had been introduced, the anticipated benefits had not yet been fully realised by the shipping industry and further efforts would be required to improve implementation.

10.4. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** concluded that a more comprehensive discussion would be required after obtaining additional industry inputs, both from large ship owners as well as owners of small ships. He therefore decided that the agenda item would be taken up again in the presence of Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai, which is representing large ship owners to facilitate a more detailed deliberation on the financing challenges faced by the shipping industry.

10.5. The Board advised that Chairperson & the NSB Finance Sub Committee should continue its engagement with the financial institutions to assess the implementation of the policy and address any operational concerns.

Action: Chairperson, NSB / NSB Finance Sub-committee

11. Way Forward on discussion with Cargo Owners for aggregation of demand for Merchant Ships:

11.1. **Shri Rahul Modi, President, Coastal Containers Transporters Association,** briefly apprised the Board regarding the proposed discussions with cargo owners for aggregation of cargo demand to promote the utilisation of Indian merchant ships. He stated that the agenda for the proposed interaction and the list of stakeholders to be invited would require further refinement before convening the meeting. **The Board agreed that meaningful consultations with the concerned cargo owners and industry stakeholders would facilitate identification of measures to enhance cargo aggregation and improve cargo availability for Indian-flag vessels.**

Action: Secretary NSB/ Shri Rahul Modi President CCTA

12. <u>Examination on the RO-RO issue by DG Shipping:</u>

12.1. **Shri Ravi Kumar, Directorate General of Shipping**, informed the Board that, pursuant to the recommendations of the National Shipping Board, the Directorate General of Shipping has undertaken a detailed examination of the regulatory barriers affecting coastal shipping, particularly those impacting the development of Roll-on/Roll-off (RO-RO) services. He stated that extensive consultations have been held with stakeholders through three rounds of meetings, following which the Directorate General of Shipping had prepared the Coastal Cargo Promotion Scheme (CCPS). He informed that the Scheme proposed financial incentives for both coastal vessel operators and cargo owners to promote coastal movement of cargo and the scheme has been forwarded to the Ministry of Ports, Shipping and Waterways for consideration in consultation with the Indian Ports Association. He further stated that the Scheme addressed various regulatory and taxation issues affecting coastal shipping, including GST input tax credit on multimodal logistics, restrictions relating to co-loading of EXIM and coastal cargo, rail freight concessions, first and last mile logistics costs, and port-related taxation issues. He also informed that dedicated incentive packages had been proposed for RO-RO operators and cargo owners under the Scheme and that, upon finalisation of the Scheme, the budgetary requirement would be submitted to the Ministry of Finance for approval.

12.2. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, raised the specific issue regarding the existing restriction on permitting truck drivers to accompany vehicles transported through RO-RO services. He observed that the restriction adversely affected operational efficiency and sought clarification regarding the regulatory position on the matter.

12.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** expressed concern that the issue was raised by the National Shipping Board more than a year earlier and that repeated reminders were issued to the Directorate General of Shipping. He observed that the matter should have been examined well in advance and emphasized the need for timely disposal of issues referred by the Board. The Chairperson further stated that while detailed examination of technical issues was necessary, prolonged delays in

arriving at a decision adversely affected implementation of policy measures intended to promote coastal shipping.

12.4. **Shri Ravi Kumar, Directorate General of Shipping**, informed the Board that he had only recently assumed charge of the concerned section and had become aware of the issue during the present meeting. He assured the Chairperson that the matter would be examined on priority and that the Directorate General of Shipping would undertake the necessary technical assessment before arriving at a considered decision.

12.5. **Capt. S.I. Abul Kalam Azad, Nautical Adviser-cum-Additional Director General (Nautical) (i/c), Directorate General of Shipping, Mumbai,** clarified that the proposal related to permitting drivers to accompany vehicles on Inland Vessels and explained that such cases could not be addressed through a general policy applicable to all operations. He stated that each proposal would require examination on a case-by-case basis, taking into account the vessel design, operating area, voyage duration, prevailing weather conditions, life-saving appliances, passenger safety arrangements and other operational parameters. He further informed that the Directorate General of Shipping had in the past, in certain special circumstances, granted permissions under existing provisions for specified categories of personnel travelling on board, subject to adequate safeguards. He requested that detailed operational particulars of the proposed service be furnished so that the Directorate General of Shipping could undertake a technical assessment before taking an appropriate decision.

12.6. **The Board agreed that the matter required detailed examination on its merits and directed that the complete proposal, along with the technical details of the vessel and the proposed operation, be submitted to the Directorate General of Shipping for examination. The board observed that the issue could thereafter be discussed further with the National Shipping Board after the technical assessment is completed.**

Action: DG Shipping

12.7. **Capt. S.I. Abul Kalam Azad, Nautical Adviser-cum-Additional Director General (Nautical) (i/c), Directorate General of Shipping, Mumbai,** further informed the Board that, during formulation of the Coastal Cargo Promotion Scheme, he has recommended removal of certain restrictive eligibility

conditions, including voyage duration requirements, so that the Scheme could also benefit operators undertaking shorter coastal voyages. He stated that the objective is to ensure wider participation by coastal shipping operators without imposing unnecessary operational restrictions.

12.8. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** observed that incentive schemes should remain simple and practical to facilitate greater participation by the industry. He stated that incentives should not be confined only to incremental cargo movement, as many coastal operators were already operating at financial losses despite handling existing cargo volumes. He suggested that the Scheme should also support vessel owners to enable reinvestment in fleet expansion and modernization, thereby strengthening the coastal shipping sector.

12.9. **The board observed that excessive eligibility conditions often reduced the effectiveness of Government schemes and suggested that the Ministry may consider simplifying the incentive framework to encourage greater utilisation of coastal shipping services.**

Action: MoPSW

13. Details of NSB Meetings held prior to 2020:

13.1. **Captain Nitin Mukesh Secretary NSB** informed the Board that efforts are being made to retrieve the records of National Shipping Board meetings held prior to 2020. He stated that the Secretariat would coordinate with the concerned officials, examine the records available with NSB section in DGS Mumbai and visit the record room in DG Shipping for retrieval and digitisation of the archived documents. He further informed that assistance would also be sought from the concerned officers to locate and verify the historical records so that the complete repository of previous Board proceedings could be restored. The Board agreed with the suggested approach.

Action Secretary NSB

14. Augmentation Of Indigenous Salvage Infrastructure And Capacity:

14.1. **DIG Girish Datt Raturi, Coast Guard** apprised the Board of the increasing operational challenges arising from abandoned, arrested and distressed

vessels in Indian waters. He informed that in several cases, while judicial proceedings facilitated relief to the crew members, the vessels themselves remained unmanned and unattended for prolonged periods, thereby posing serious navigational, environmental and safety risks, particularly during the monsoon season. He cited recent instances of abandoned vessels drifting towards the Indian coastline, including vessels carrying hazardous cargo, and observed that delayed intervention owing to the absence of adequate salvage arrangements could potentially result in marine pollution, grounding and threats to coastal infrastructure. He further highlighted that the shortage of high-capacity ocean-going tugs and professional salvage operators within India continued to adversely affect the country's emergency response capability and stressed the need for augmentation of indigenous salvage infrastructure and capacity.

14.2. **Capt. S.I. Abul Kalam Azad, Nautical Adviser-cum-Additional Director General (Nautical) (i/c), Directorate General of Shipping, Mumbai,** informed the Board that the proposed Merchant Shipping legislation has incorporated comprehensive provisions empowering the Central Government to intervene in cases involving abandoned vessels and maritime emergencies. He stated that the Directorate General of Shipping is simultaneously encouraging reputed international salvage organisations to establish operational bases in India and has strengthened the Port Entry Rules by mandating vessel owners to maintain valid contracts with recognised marine pollution response organisations, approved insurers and classification societies. He further informed that the revised Port Entry Rules also prescribed stricter classification requirements for older vessels and mandatory arrangements for recognised salvors, thereby strengthening India's preparedness for maritime emergencies and improving overall risk management.

14.3. **DIG Girish Datt Raturi, Coast Guard,** further observed that while the proposed legal framework would strengthen the Government's powers, capacity augmentation within the salvage sector remained equally important. He stated that merely empanelling service providers would not adequately address emergency situations unless they possessed sufficient operational capability, including high-capacity ocean-going tugs and specialised salvage equipment. Drawing from operational experience, he informed the Board that internationally reputed salvage companies continued to mobilise assets from Singapore or Bahrain, resulting in avoidable delays of several days before reaching Indian

waters. He suggested that India should encourage internationally recognised salvage operators to establish permanent operational bases at strategic locations such as Kochi and other major ports so that emergency response time could be significantly reduced.

14.4**. Prof. Dr. K. Murali, Professor, IIT Madras, Chennai,** enquired about the international best practices adopted by other maritime nations for handling abandoned vessels and emergency salvage operations. Responding to the query, **Capt. S.I. Abul Kalam Azad NA DGS** informed the Board that many developed maritime nations maintain dedicated Government-supported emergency towing arrangements, while certain countries deploy Government-funded Emergency Towing Vessels at strategic locations to ensure immediate response. He explained that the Indian model has evolved over time and that the existing mechanism of positioning emergency towing vessels during the monsoon season has substantially improved the country's preparedness compared to earlier years. Nevertheless, he observed that India's maritime operating environment remained unique owing to the large volume of international transit traffic passing through Indian waters.

14.5. **Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai,** informed the Board that internationally, salvage operations are generally undertaken under standard salvage agreements which provide adequate legal safeguards and security for recovery of costs from vessel owners. He observed that although such commercial mechanisms existed, Government intervention continued to remain essential in emergency situations where immediate action was necessary to safeguard life, property and the marine environment.

14.6. **Capt. Vikas Anand, Indian Navy, New Delhi**, emphasized that enhancing India's emergency towing and salvage capability would substantially reduce the environmental and economic consequences of maritime accidents. He suggested that additional Emergency Towing Vessels (ETVs) may be strategically positioned on both the eastern and western coasts to ensure rapid mobilisation during emergencies. He observed that although the initiative would require initial Government investment and budgetary support, it would significantly strengthen India's maritime emergency response architecture and minimise environmental damage arising from delays in deployment of salvage assets.

14.7. **The Board requested Secretary NSB to prepare a detail note on this issue so that board can take up with the Ministry Ports Shipping and Waterways.**

Action: Secretary NSB

15. Indian Coast Guard's representation on the Board of Major Port Authorities:

15.1. During the discussion on maritime sector reforms, **DIG Girish Datt Raturi, Coast Guard**, also proposed restoration of the **Indian Coast Guard's representation on the Boards of Major Port Authorities**. He informed that despite not being nominated as the member under the Major Ports Trusts Act,1963, the Indian Coast Guard representation was included in the Major Ports Trusts Act, 1963, pursuant to the recommendations of the Group of constituted after the Kargil Review Committee, recognizing the Indian Coast Guard's critical role in maritime security. However, following the enactment of the **Major Port Authorities Act, 2021**, the specific representation of the Indian Coast Guard has ceased, with only one representative from the Ministry of Defence being provided on the Board. He explained that the Indian Coast Guard continued to discharge the statutory responsibilities under the Indian Coast Guards Act, 1978 including maritime law enforcement, coastal and ports security rescue, marine pollution response and coordination with various maritime stake holders. He further informed that the matter has already been pursued with the Ministry of Ports, Shipping and Waterways as well as the Ministry of Defence; however, the Ministry has indicated that inclusion of the Indian Coast Guard might require amendment of the Major Port Authorities Act. Shri Girish Datt Raturi, DIG, Coast Guard suggested that, considering the historical background under which the Coast Guard had earlier been included on the Port Trust Boards through Government decisions, a similar mechanism could be explored under the existing statutory framework or through suitable amendments to the Rules, without necessarily waiting for amendment of the Act. He emphasized that restoration of the Coast Guard's representation would significantly strengthen institutional coordination and ensure that maritime security, coastal surveillance, pollution response and operational considerations received due importance in the decision-making process of Major Port Authorities.

15.2. The Chairperson suggested that the proposal would be included among the Board's reform recommendations and to explore the feasibility of addressing the issue either through subordinate legislation or any other appropriate administrative mechanism before considering legislative amendments.

15.3. The board appreciated the importance of the proposal and observed that the issue merits detailed examination. The board advised **DIG Girish Datt Raturi, Indian Coast Guard** to submit a comprehensive note indicating the statutory provisions, historical background and specific justification for restoration of the Indian Coast Guard's representation on the Boards of Major Port Authorities.

Action: DIG G D Raturi ICG

16. Protection of innocent Seafarers on Sanctioned and Shadow fleet:

16.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** invited Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India, Mumbai, to apprise the Board regarding the agenda item on the protection of innocent Indian seafarers serving on sanctioned and shadow fleet vessels. The Chairperson enquired whether the concerns and recommendations **(Annexure XI)** on the subject have been appropriately incorporated in the draft report of the concerned sub-committee.

16.2. **Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India, Mumbai,** informed the Board that the issue had been duly examined and the recommendations relating to protection of innocent Indian seafarers engaged on sanctioned and shadow fleet vessels have already been incorporated in the report. He stated that the report highlighted the need to safeguard Indian seafarers from legal, financial and employment-related hardships arising out of circumstances beyond their control while serving on such vessels. He further informed that the report recommended suitable measures to protect the welfare and legitimate interests of Indian seafarers in accordance with the applicable national and international legal framework.

16.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** took note of the submission and observed that the issue is of significant importance considering the increasing involvement of Indian seafarers on vessels operating under sanctions-related restrictions. He

emphasized that the recommendations should adequately protect innocent seafarers who have accepted employment in good faith and should clearly distinguish the liability of seafarers from that of shipowners and operators.

16.4. **The board advised that the recommendations contained in the report should be appropriately reflected in the Board's final recommendations for submission to the Hon'ble Minister PSW**.

Action: Shri Milind Kandalgaokar NUSI

17. Abolishing of Customs Bond for Import Containers:

17.1. **Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai**, informed the Board that under the existing Customs procedure, import containers brought into India under bond are required to be re-exported within the prescribed period, failing which the bond is required to be renewed periodically. She stated that the process of obtaining repeated extensions and renewal of Customs Bonds has become cumbersome and administratively burdensome for container operators. She further observed that delays in re-export of containers, arising due to operational or commercial reasons, resulted in frequent applications for extension of the bond period. She, therefore, requested that the existing requirement for execution and periodic renewal of Customs Bonds for import containers may be reviewed and simplified in consultation with the Central Board of Indirect Taxes and Customs (CBIC).

17.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, sought clarification regarding the rationale behind the existing Customs Bond mechanism and invited the Members to deliberate on possible alternatives that would reduce procedural burden without compromising Customs safeguards.

17.3. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, observed that the requirement appeared to have been introduced to safeguard Government revenue; however, the existing system imposed a significant compliance burden on container operators. He suggested that the underlying objective of the Customs Bond mechanism should be examined to identify a more practical and efficient alternative that would facilitate ease of doing business while ensuring compliance with Customs requirements.

17.4. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai**, explained that the Customs Bond requirement was founded on the principle that import containers entering the country constitute imported goods having assessable value. He stated that importers are therefore required either to pay the applicable Customs duty on the container or execute a bond undertaking to re-export the container within the prescribed period. He observed that the Customs authorities' requirement for execution of a bond is legally justified and, therefore, complete abolition of the bond mechanism may not be feasible. However, he pointed out that the principal difficulty faced by operators is not the execution of the bond itself but the cumbersome process of container-wise monitoring and periodic renewal of individual bonds. He further suggested that, instead of maintaining individual bonds for each container, the Customs authorities may be requested to introduce a **comprehensive or "running" bond mechanism** covering the estimated number of containers handled by an operator during a specified period. Under such an arrangement, operators could execute a single consolidated bond for an agreed quantity of containers and maintain internal records regarding movement and re-export of individual containers. He stated that Customs authorities could verify such records through audits or inspections whenever considered necessary, thereby substantially reducing procedural delays while adequately safeguarding Government revenue. He also referred to similar arrangements that had earlier been adopted for container shipping operations and suggested that the proposal could be suitably adapted for the present system. He informed the Board that he would also consult other industry associations, including AMTOI, to obtain their views and incorporate any additional practical suggestions before finalising the proposal. However, he stated that Ministry of Finance Department of Revenue CBIC Circular No. F. No. 450/41/2005-Cus-IV dated 11/07/2026 **(Annexure XII)** addresses these concerns.

17.5. **Following detailed deliberations, the board agreed that the Ministry of Finance Department of Revenue CBIC Circular No. F. No. 450/41/2005-Cus-IV dated 11/07/2026 may be examined first. In case, it fails to address the valid concerns of the shipping industry then only a detailed proposal may be prepared and submitted to the Central Board of Indirect Taxes and Customs (CBIC) for examination**.

Action: Shri Anil Laxman Devli

18. Welfare of seafarers serving on mechanized vessels:

18.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** invited the Members to deliberate on the issue relating to the welfare of seafarers serving on mechanized vessels. He observed that while the Directorate General of Shipping administers the Seafarers' Welfare Fund for merchant seafarers, an appropriate mechanism may be explored to extend welfare benefits to mechanized vessel seafarers, wherever feasible.

18.2. The Members deliberated on the scope of extending welfare support to this category of seafarers and observed that the existing legal and regulatory framework governing mechanized vessels differs from that applicable to merchant shipping. It was, therefore, considered necessary to examine the issue in detail, including the legal provisions, funding mechanism and eligibility criteria before any recommendation could be made.

18.3. The Board agreed that a comprehensive examination of the issue would be required in consultation with the Federation of All India sailing Vessels Associations, Directorate General of Shipping, office bearers of SWF and other concerned stakeholders before formulating its recommendations.

Action: DG Shipping

19. Continued uncertainty on withdrawal of MoPSW orders No. 1,2,3 of 2018:

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19.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, recalled that concerns regarding MoPSW orders Nos. 1, 2 and 3 of 2018 were raised by several stakeholders during previous deliberations. This was also highlighted in the interactions of the board with the Hon'ble Minister in Aug 2025. Post discussions, these orders were withdrawn. However, after withdrawal of these orders, the withdrawal of the orders was suspended **(Annexure XIII)**. **Shri Anil Laxman Devli** raised the issue relating to the continued suspension of **DG Shipping Orders No. 1, 2 and 3 of 2018** concerning container shipping. He observed that prolonged uncertainty regarding these Orders has adversely affected investment decisions in the container shipping sector, discouraging acquisition of container vessels by Indian operators.

He emphasized that regulatory certainty is essential to promote investment in Indian container shipping capacity and requested that the suspension of the Orders be reviewed at the earliest.

19.2. **The board observed that these orders require detailed legal and policy examination in order to assess their impact on Indian shipping and the competitiveness of Indian-flag vessels. A long-term policy certainty was essential for investment decisions in the shipping sector, particularly considering that acquisition of merchant vessels involved substantial capital investment and long asset life. The board suggested that CEO INSA, President CCTA & President ICCSA should consult their members and submit their clear views on the issue to Chairperson NSB. Upon submission of the views, a comprehensive note identifying the difficulties faced by stakeholders and the corresponding recommendations should be prepared by Chairperson NSB and submitted to the Board. After obtaining the views of the Board, an appropriate communication incorporating the Board's recommendations would be submitted to the Ministry of Ports, Shipping and Waterways for consideration. The Board emphasized that the recommendations should provide clear policy guidance so that the concerns of the industry could be addressed in a structured manner**
Action: CEO INSA, President CCTA , President ICCSA, Chairperson NSB

20. GIFT City Maritime Framework:

20.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** invited discussion on the issues relating to GIFT City and the measures required to promote Indian-flag vessels through the International Financial Services Centre (IFSC) framework. He observed that while several incentives had already been extended for entities operating from GIFT City, there remained considerable uncertainty regarding their practical application and their impact on Indian shipping companies. He informed the Board that a detailed study needs to be undertaken to identify the regulatory, taxation and legal issues affecting Indian shipowners and to ascertain the specific hurdles preventing Indian operators from fully utilising the benefits available under the GIFT City framework. He further stated that, after completion of the study, a detailed note would be circulated amongst the Members and appropriate

recommendations would be submitted to the Ministry of Ports, Shipping and Waterways.

20.2. **Capt. S.I. Abul Kalam Azad, Nautical Adviser-cum-Additional Director General (Nautical) (i/c), Directorate General of Shipping, Mumbai**, informed the Board that the recent policy changes relating to GIFT City had provided exemptions in respect of certain licensing and registration requirements. He explained that companies established in GIFT City could now own vessels under foreign flags without several of the restrictions that are otherwise applicable. He further clarified that amendments in the relevant Rules have relaxed the earlier requirement relating to equivalent Indian tonnage and permitted Indian-controlled companies greater flexibility in operating foreign-flag vessels. However, he observed that while these measures enhanced flexibility, several policy issues relating to the operation of Indian-flag vessels and the applicability of existing cabotage, licensing and Right of First Refusal (RoFR) provisions still required further clarity.

20.3. **Shri Rahul Modi, President, Coastal Containers Transporters Association,** observed that Indian-flag vessels registered under the conventional Indian regime continued to face a competitive disadvantage vis-à-vis entities operating through GIFT City. He emphasized that the regulatory framework should ensure a level playing field so that Indian-flag vessels are not placed at a commercial disadvantage merely because of their place of registration.

20.4. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, stated that the Board should first identify the specific legal, taxation and regulatory impediments affecting Indian-flag vessels before formulating recommendations.

20.5. **The board observed that IFSC provisions require detailed legal and policy examination in order to assess their impact on Indian shipping and the competitiveness of Indian-flag vessels. A long-term policy certainty was essential for investment decisions in the shipping sector, particularly considering that acquisition of merchant vessels involved substantial capital investment and long asset life. The board suggested that CEO INSA, President CCTA & President ICCSA should consult their members and submit their clear views on the issue to Chairperson NSB. Upon submission**

of the views, a comprehensive note identifying the difficulties faced by stakeholders and the corresponding recommendations should be prepared by Chairperson NSB and submitted to the Board. After obtaining the views of the Board, an appropriate communication incorporating the Board's recommendations would be submitted to the Ministry of Ports, Shipping and Waterways for consideration. The Board emphasized that the recommendations should provide clear policy guidance so that the concerns of the industry could be addressed in a structured manner
Action: CEO INSA, President CCTA , President ICCSA, Chairperson NSB

21. Finalisation of the Structure of the Hon'ble Minister's Programme / Proposed NSB Event Schedule:

21.1**. Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** advised Secretary NSB to prepare two structured PowerPoint presentations for the Hon'ble Minister on the NSB Annual Report 2025-26 as well as on recommendations of the fifteen NSB sub-committees, noting that it would not be practically possible for the Hon'ble Minister PSW to read the entire reports in the short time available before any related press engagement. The presentations are therefore intended to brief the Hon'ble Minister on the report's subject matter, key recommendations and the members who have worked on preparing it. **The board agreed with this approach.**

Action: Secretary NSB

21.2. A discussion followed on fixing a date for the Minister's programme (understood to be an event involving presentation/release of the NSB Annual Report 2025-26 , fifteen NSB sub-committee reports and launching of NSB web-site), with participants noting that if the Minister's presence is required, pushing the matter too close to the event's date will be risky, and that scheduling needs to proceed cautiously and be "frozen" as soon as possible.

21.3. **Shri Shantanu Kalita Advisor IPA** (online) advised that since Parliament will be in session till 13th August 2026, he suggested that no date be fixed before 13th August. He cautioned that the Minister's own dates are still not fully firmed up, and suggested that a date be proposed and a formal request then be made to the Minister's office to block / reserve it; potential dates discussed in this context were 18th and 21st August 2026, alongside the earlier-mentioned 17th, 19th and

20th August. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** requested Shri Shantanu Kalita for an early confirmation of dates for the Hon'ble Minister's programme.

21.4. It was noted in discussion that, quite apart from the Minister's own availability, at least about four weeks' lead time is generally needed to secure firm commitments from panellists and other major participants once a date is fixed; it was observed that once an event manager/coordinator is engaged, the logistical arrangements themselves could be organised relatively quickly, but that early confirmation of dates remains important to lock in participant commitments, particularly for busier invitees.

21.5. The discussion turned to venue options, including a possible venue referred to earlier as "Ashoka", and, in this follow-up conversation, the Civil Services Officers' Institute (CSOI) at Chanakyapuri, New Delhi. It was agreed that once Shri Shantanu Kalita and the Chairperson were both back in Delhi (Shri Shantanu Kalita confirmed he would be in Delhi until Wednesday), they would visit the shortlisted venue(s) together. Reference was made to a Shri K.K. Dhavan, who is already visiting/scouting venue locations in Delhi, with a suggestion that the group coordinate with him so that venue options could be finalised efficiently.

21.6. The Board unanimously approved following Committees:

(i) <u>Program organizing Committee</u>:

Shri Rakesh Singh as Chair

Shri Milind Kandalgaonkar as co-Chair

Shri Anil Devli as Member

Shri Shantanu Kalita as Member,

Shri K. K. Dhawan (IRS representative) as Member

Ms. Sanjam Sahi Gupta as Member

Captain Nitin Mukesh as Member Convenor

- ✓ The Program Organizing committee will finalize the program finer details like finalisation of venue / selection of event manager / finalization of caterers / finalization of vendors / component wise budget / finalisation of event partners / Receipt and expenditure details / payments of bills /

preparation of statement of accounts / finalization & distribution of mementos etc

- ✓ To finalize Minute-to-Minute program, Invitee list, design / printing / distribution of invitation cards, finalisation of the Chief Guests, MOC, technical experts, time manager, reception of guests etc. for inaugural session
- ✓ To coordinate with other committees

(ii) <u>Seminar Committee I on "Seafarers & other labour force in Shipping"</u>

Shri Milind Kandalgaonkar as Chair

Shri Rakesh Singh as Member

Capt. Savio Ramos as Member

Sanjam Sahi Gupta as Member

Shri Santosh Patil (IRS) as Member

- ✓ To finalize Minute-to-Minute program, Invitee list, design / printing / distribution of invitation cards, finalisation of the Chief Guests, MOC, technical experts, time manager, reception of guests etc. for Seminar session I
- ✓ To coordinate with other committees

(iii) <u>Seminar Committee II on "Augmentation of Indian Tonnage"</u>

Shri Anil Laxman Devli as Chair

Shri Rahul Modi Member

Shri Rakesh Singh Member

Shri Santosh Patil (IRS) as Member

- ✓ To Finalize Minute-to-Minute program, Invitee list, design / printing / distribution of invitation cards, finalisation of the Chief Guests, MOC, technical experts, time manager, reception of guests etc. for Seminar session II
- ✓ To coordinate with other committees

21.7. It was unanimously agreed by the Board that the event will be organised in collaboration with the Maritime Stakeholders and with the support of willing partners. It was agreed by the board that IRS being one of the members of the NSB having good organization capability and being one of the member of the organising committee shall be authorised by the Board to undertake the administrative arrangements and to coordinate the event on behalf of the NSB

with the help of other NSB Members and the other willing partners under the overall guidance and directions of the Organising Committee constituted and approved by the Board for the event which is already approved by the Board. The IRS's role in relation to the event shall be limited to the administrative arrangements specifically authorised by the NSB/Organising Committee, and IRS shall not be construed as the principal organiser of the event. The overall responsibility and direction for the event shall remain with the NSB through the Organising Committee. The Organising Committee will be responsible for taking the necessary decisions and approvals relating to the successful conduct of the event including selection of the venue, identification of the vendors and for keeping due records of all the transactions to be made by IRS on behalf of the Board related to the event. IRS will keep a separate bank account and accounting records for organization of this event following due procedure applicable to IRS. The Statement of the account for the event will be placed by the OC through Chairperson NSB before the board for information and record in the subsequent NSB meeting.

21.8. The discussion concluded on that note, with venue and date finalisation to follow as outlined above.

Action: Shri Shantanu Kalita Advisor IPA / Chairperson NSB

The session ended at this stage.

Date 23.07.2026 / Regular Session 2: 02.30 A.M. to 06.30 P.M.

22. Discussion on Function and Staffing of Government Shipping Offices / Seamen's Employment Offices:

22.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** opened the 2nd session informing about his interaction with official of GSO / SEO under MMD Chennai (**Note at Annexure XIV**) and requesting Shri Killi Mohana Rao CS DGS to explain the function of the Government Shipping Offices / Seamen's Employment Offices under MMDs – what they do and how they are organised.

22.2. **Shri Killi Mohana Rao CS DGS** explained that these offices handle matters relating to seafarer / crew-related administration and licensing (including RPSL – Recruitment and Placement Service Licence – matters) and that the concerned staff report through this structure. On staffing strength, he stated that

MMD Chennai has a total sanctioned / working strength of about six to seven personnel; MMD Mumbai has about 20-plus personnel; and MMD Kolkata has about ten regular staff plus a further approximately ten additional staff. He explained that RPSL licences cover both seafarer welfare and seafarer employment functions, and that the bank guarantee required of an RPSL licence-holder is graded according to the scale/capacity of seafarers the company is licensed to place he cited illustrative slabs, with a bank guarantee in the range of about ₹5–10 lakh for smaller-capacity licences, rising to about ₹1 crore for companies licensed to place more than 1,000 seafarers.

22.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** queried on whose name such guarantees are issued, how such bank guarantees/deposits are actually held and in which account they are encashed if any RPSL fails to adhere to his commitments towards the Seafarers, noting a concern that this should not fail for want of a proper account to deposit into.

22.4. A detailed procedural discussion followed on how RPSL bank guarantees and related deposits are held, given that the Shipping Office / Seamen's Employment Office under MMD structure does not have its own independent bank account. It is observed that:

• bank guarantees (BG) are presently taken with certain nationalised banks, but there is no dedicated account structure in place for encashment of BG, which is not a healthy position; a FD arrangement could be as a safer alternative.

• Alternatively, a bank guarantee could instead be taken in the name of DG Shipping (or the concerned Principal Officer, having drawing & disbursing authority from a government entity), since an office without DDO authority cannot deposit funds into a Government Treasury account without a recognised code / disbursing & drawing authority – the Treasury will not accept a deposit from a person who does not hold DDO authority.

• a Personal Ledger Account (PLA), maintained with the Chief Accounts Officer (CAO) exists which was created specifically for this kind of purpose, but it cannot be operated through ordinary banking / internet channels since it does not sit with DDG DG Shipping directly.

• the possibility of routing deposits through the Pay and Accounts Office (PAO), Kolkata could be an option. But it was noted that the PAO itself does not hold independent funds outside what is allocated to it, and that only a Drawing & Disbursing Officer (DDO) can operate such an account – it was mentioned that vouchers / documentation has, in the past year, been handled on a paper basis for this reason, since only a DDO can operate the relevant account / voucher.

• a reference could be made to "CGA" or to the PAO on how such an amount could correctly be lodged in the PLA.

22.5. **The board agreed to request DG Shipping to prescribe a proper procedure for encashment and deposit of the bank guarantee by GSO / SEO.**
Action: DG Shipping

22.6. **Shri Killi Mohana Rao CS DGS** explained that, at certain locations, there are effectively two distinct offices a (general) Shipping Office and the MMD – and that at some places the same officer holds combined charge of more than one function (citing, by way of example, a Shipping Master also holding charge of the Seamen's Employment Office at one location). He indicated that this dual structure has historically arisen from workload considerations – a single office / officer being unable to handle the full combined mandate and that the appropriate staffing/structure for each function needs to be examined. He stated that post enactment of the Merchant Shipping Act 2025, the GSOs & SEOs are to be merged as a single office under the name GSO. He noted that this restructuring proposal has already been discussed, with a proportionate increase in staff and officer strength agreed in principle as part of that exercise. He also raised a concern regarding the career-progression ("pyramid-style" promotion) structure for a specific category of staff understood to relate to welfare-office personnel who currently have no clear promotional avenue within their own cadre, leaving them without progression prospects. He indicated that steps are being considered to identify or create a promotional pathway for this category so that they are not left permanently without advancement.

22.7. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** informed that he has also raised similar issues in his note **at Annexure XIV.**

22.8. **The board agreed to request DG Shipping to examine issues raised in the meeting as above as well those raised in Chairperson NSB in his Note at Annexure XIV.**

23. **Discussion on the NSB Sub-Committees' Report:**

`23.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** opened the session by stating that the purpose of making presentations on the sub-committees' report is precisely to equip Board Members with a clear, summarised understanding of each report's contents and recommendations, so that the Board can meaningfully consider and approve the sub-committee's work, including ahead of any subsequent public presentation of the report's findings

23.2. **Presentation by the Sub Committee 8 - To prepare a roadmap for development of a robust Maritime Emergency Preparedness and Response ecosystem to achieve MAKV-2047 Goals**

23.2.1. **Capt. Vikas Anand (Indian Navy)** presented **(Annexure XV)** the report of Sub-Committee 8 on Maritime Contingency Management, explaining that the sub-committee's mandate covered the full range of maritime contingencies oil and chemical spills, container loss, fire, sinking, wreck, natural disasters, and other coastal emergencies and that the sub-committee had engaged with the relevant agencies to map existing capabilities and identify gaps before arriving at its recommendations.

23.2.2 The report set out the present institutional landscape for maritime contingency response, comprising: the Indian Coast Guard and Indian Navy as primary operational responders; the Maritime Rescue Coordination Centre (MRCC) network; port authorities and oil-handling agencies (who own and maintain their own response inventories within their areas); DG Shipping, in its role as maritime administrator; the National Disaster Management Authority (NDMA) and State Disaster Management Authorities (SDMAs); the Ministry of Earth Sciences and related scientific bodies; and a Cabinet Committee of Secretaries that becomes involved for larger-scale incidents. It was noted that responsibilities across these agencies presently overlap in places and are not always clearly demarcated.

23.2.3. The sub-committee highlighted India's role as a regional support provider for pollution response and related contingencies under an existing South Asian regional cooperation arrangement covering India, Sri Lanka and the Maldives, given that smaller neighbouring economies often lack dedicated response assets of their own. It was noted that Indian naval/Coast Guard vessels transiting the region routinely carry humanitarian disaster relief (HDR) items, enabling them to render assistance for example, during a cyclone affecting vessels 100–200 nautical miles away even where they are not the primary responder for that country

23.2.4. A central finding of the report was that, once a maritime contingency occurs, there is presently no clearly designated national policy identifying which agency or authority takes overall charge (the "head") of the response; in practice, the Coast Guard and/or Navy typically deploy assets in the first instance, with State administrations engaging on a case-by-case basis as the scale or shore impact of an incident becomes apparent, rather than under a clear, pre-established command structure.

23.2.5. The report identified significant ambiguity in jurisdictional responsibility depending on where an incident occurs: within a major port's limits, the port authority is the first responder; outside port limits but in state/coastal waters (illustratively, incidents 100–150 nautical miles from shore, or very close to a particular coastal state/district), responsibility becomes less clear, particularly where the incident does not squarely fall under a notified State Disaster Management Authority mandate. It was noted that SDMAs are generally oriented towards land-based disasters and are not, by default, considered competent to handle maritime conditions unless specifically invoked; there was discussion of a specific instance (a Kerala Government compensation claim) where State involvement in a maritime pollution matter had in fact occurred, illustrating that the position is not applied consistently. It was also noted that a maritime incident becomes a purely Central subject unless it directly affects a State, at which point States become involved case-by-case rather than under a standing framework; and that there was, at one point, an unresolved question between the Coast Guard and NDMA as to which of them should be the nominated authority for coastal/maritime-linked natural-calamity response (e.g., cyclone-related emergencies), which had to be referred back for a decision, though it was noted that this mandate is now considered largely settled.

23.2.6. The sub-committee highlighted the absence of a clear, single mechanism for registering, verifying and processing compensation claims arising from a maritime pollution incident from fishermen, coastal communities, the tourism/hospitality sector, and other affected parties. Referencing the Exxon Valdez oil-spill litigation as an instructive precedent, it was noted that claims in that case extended well beyond direct economic loss to include, for example, compensation for loss of recreational/amenity value (people who could no longer enjoy visiting the affected area), illustrating the potentially very broad scope of compensable claims following a major spill. It was recommended that a clear claims registration, verification and processing mechanism be established (potentially under the proposed national authority described below), recognising DG Shipping's central coordinating role in such matters including issuing notices to shipowners, ensuring salvage arrangements are made, and coordinating the various categories of claims (from fishermen, port authorities, Coast Guard's own response costs, etc.) for eventual pursuit against the shipowner, flag state or insurer.

23.2.7. Under the existing National Oil Spill Disaster Contingency Plan (NOSDCP), it was noted that responsibility for shoreline cleanup (once pollution reaches the shore) rests with the concerned State Government, since this work requires large-scale, extensively manual (casual) labour to physically collect oil sludge and clean beaches, mud and rocks resources that Central maritime agencies (Coast Guard/Navy) do not themselves maintain. State Collectors are designated to organise this, generally by hiring casual labour as needed, and periodic exercises/workshops (including on-the-job training days) are conducted to prepare for this role. The report noted lack of clarity on which agency is formally responsible for ecological/damage assessment following an incident with different bodies (including the Ministry of Earth Sciences and related scientific institutions) having been involved on an ad hoc basis in the past – and that this lack of clarity had previously led to public confusion and inconsistent media reporting during an actual incident, underscoring the need for a clearly designated assessment authority going forward.

23.2.8. The sub-committee found that India's current legal framework provides for pollution prevention (under the Merchant Shipping Act) but lacks a dedicated statutory framework specifically for maritime contingency response – the current

position was described as, at most, a limited administrative reference (e.g., within an MSN-type circular) rather than a full legislative chapter or set of rules. The recommendation was for a full, dedicated legal framework/chapter addressing maritime contingency response, potentially introduced with statutory backing once the broader Merchant Shipping legislative reforms are enacted.

23.2.9. On piracy, the sub-committee noted that India's domestic legal framework currently addresses the subject only in a limited way (a single reference rather than comprehensive legislation), and recommended that a fuller piracy law be developed, covering both at-sea enforcement and the legal/prosecutorial handling of captured pirates. It was noted, by way of illustration of the practical consequences of this gap, that a case involving pirates apprehended around 2010 (held following action by a Mumbai police station) remains unresolved: the accused continue to be held in India because Somalia (their country of origin) lacks a functioning mechanism to receive them back, leaving their cases effectively in limbo.

23.2.10. On Hazardous and Noxious Substances, the sub-committee noted that India has ratified the relevant HNS (Hazardous & Noxious Substances) Convention and is in the process of developing corresponding contingency-planning capability; officers and surveyors are being trained (including through ITOPF (International Tankers Owners Pollution Federation)-linked programmes) to identify HNS-related hazards and appropriate response measures, with this capability still being built up. The recent MSC ELSA 3 container-ship incident off the Kerala coast (involving calcium carbide and related cargo hazards) was cited as an example of the practical challenges HNS incidents present, and as a driver for accelerating this capacity-building work.

23.2.11. By contrast, the sub-committee found Search and Rescue arrangements to be comparatively well established, with clearly defined agency roles and duties; India's SAR region is significantly larger than its EEZ (cited as two to three times the size), involving coordination across 13–14 resource agencies, and MRCC Mumbai routinely coordinates with counterpart centres beyond national boundaries (an example was cited of coordination with Pakistani and Omani MRCCs in the Gulf of Hormuz area).

23.2.12. The sub-committee's report cites international best practice as a reference point for India's proposed framework, including: Japan's integrated forecasting and operational response system, with a centralised, unified command structure and dedicated hazardous-response units; and the United Kingdom's Secretary of State's Representative (SOSREP) model, under which a designated official holds clear authority to direct intervention/salvage operations during a maritime emergency. The sub-committee recommended that India's proposed national authority draw on these established international protocols.

23.2.13. The sub-committee's central recommendation is the establishment of a National Maritime Contingency Management Authority (or similarly titled body), with responsibility for strategic planning, policy integration, capability development, and coordination of large-scale maritime incident response. Following discussion earlier on the day of presentation, the scope was further refined to also explicitly cover dedicated response capability, specialist/technical training and workforce development, and emergency-response coordination specifically, in addition to the originally proposed functions.

23.2.14. It was clarified that the sub-committee's report does not attempt to prescribe every operational detail in advance, since doing so would be unduly binding; rather, once established, the proposed Authority itself would be tasked with developing detailed Standard Operating Procedures and protocols covering the various realistic contingency scenarios, in a manner not limited to any single template.

23.2.15. The sub-committee proposed that the operational response be organised into phases: a distress phase, involving SAR coordination and deployment of the nearest available assets (Coast Guard/Navy, extending to naval assets beyond the EEZ where necessary); a stabilisation phase, covering damage assessment, firefighting, dewatering and evacuation, with capacity to be built up so this phase is kept as short as possible; and a recovery phase. The Board was invited to give its views on whether the report should go further in specifying which authority should be mandated for each phase and how associated capacity/assets should be organised.

23.2.16. On asset ownership, it was clarified that, within port limits, the port authority owns the relevant pollution-response inventory; oil-handling agencies

own their own inventory; and the Coast Guard separately maintains dedicated Pollution Control Vessels covering the Indian coastline. The discussion identified a broader need for the proposed Authority to maintain (or mandate reporting toward) a consolidated national inventory of available specialised response assets – including private-sector salvage/tug capacity (citing, for example, private operators and industrial players such as Adani, which maintain their own assets) – since no single agency presently has full visibility of what is available and where. It was noted that engaging private salvage/tug support can be costly (cited illustratively at around ₹1 crore per day, comparable to international rates), and that establishing a basic, shared inventory (even if payment/commercial arrangements remain a separate matter to work out with the provider) would materially speed up response in an actual incident.

23.2.17. **DIG G. D. Raturi ICG** described a persistent capability gap in shallow-water and close-inshore response: vessels grounded very near the shore, in shallow water, are often the hardest to reach, since larger Coast Guard/Navy vessels are frequently unsuited to operate that close inshore; one instance was described where a Coast Guard vessel could not approach a adrift vessel directly and had to lower a boat to manually run a line ashore to secure it. Both speakers supported developing dedicated capacity to close this gap – including a proposed "Emergency Response Vessel" capability and increased use of drones for close-inshore monitoring/response – noting that the existing private salvage-industry ecosystem does not, on its own, generate adequate standby capacity for this kind of scenario, making a government-provided solution the more practical near-term option.

23.218. In discussing the economics of salvage response, it was noted that the international salvage industry increasingly relies on the SCOPIC clause (Special Compensation P&I Clause) under standard salvage agreements (such as Lloyd's Open Form) as a built-in mechanism to ensure salvors are paid on a cost-plus-markup basis for environmentally motivated salvage efforts, rather than purely on a "no cure, no pay" basis recognising that a salvor may expend very substantial sums without a successful outcome. It was suggested that India's own framework and practice should recognise and, where appropriate, leverage this internationally established mechanism.

23.2.19. Discussion touched on the practical difficulty of maintaining a real-time, task-matched inventory of vessel capabilities suited to specific contingency response needs: while DG Shipping/related bodies maintain general vessel traffic and technical data (including for Indian-flag vessels), readily searchable data matching a specific vessel's capability to a specific contingency task is not currently available in a structured format, making asset-matching difficult during an actual incident. It was suggested that maintaining fully updated readiness data at all times may not be feasible, but that a risk-based approach focusing heightened ("selective intensive") monitoring and readiness around the monsoon season (roughly the three-month monsoon period plus about 15 days on either side) would be a practical priority, since the majority of maritime incidents around the Indian coast were noted to occur within this window due to weather conditions. An illustrative case was cited where Coast Guard vessels could not proceed in poor weather, requiring the deployment of larger Naval vessels/destroyers instead, which themselves faced operational difficulty – underscoring the role of operational experience in judging how much risk can safely be taken in a given response.

23.2.20. The sub-committee cited India's assistance to Mauritius during the 2020 MV Wakashio oil-spill emergency as an example of fast, effective multi-agency coordination when supporting another country – booms and other pollution-response equipment were reportedly delivered within hours via an Indian Air Force C-130 aircraft, with support drawn from the Ministry of External Affairs and Ministry of Defence as needed, without requiring the involved ministries to first resolve which of them had primary responsibility. It was observed that this kind of rapid, informal coordination tends to work more smoothly when helping another country than in equivalent domestic incidents, where multiple domestic agencies may each expect another agency to take the lead reinforcing the case for the Authority explicitly designating a lead agency by default where no other agency has clearly stepped up.

23.2.21. The Members noted that maritime pollution incidents typically attract rapid media and activist attention, sometimes running ahead of the actual, more gradual pace at which environmental impact materialises, and that this can occasionally give rise to misinformation (citing past instances along the Maharashtra/Gujarat coast where inaccurate reports of damage required active clarification through the media by response agencies); it was suggested that the

proposed Authority's remit include a clear public-communication protocol to manage this risk during future incidents.

23.2.22. **Captain Vikas Anand from IN** informed the Board that in many countries, immigration authorities are able to issue a shore pass digitally, linked to the vessel's particulars/code, and recommended that India's system move to a similar model. He stated that the relevant digital platform has, or is expected to have, immigration onboarded this quarter, and that once this is in place, the system should be able to generate a shore pass directly through immigration's own module, without requiring a seafarer to physically visit an immigration office to apply.

23.2.23. **Shri Rakesh Singh President ICCSA** queried the practical process for seafarers under this proposal specifically, whether a seafarer wishing to go ashore would need to repeatedly reapply (for example, every seven days) for a fresh shore pass each time, given the inconvenience this would represent, particularly for ship's engineers and others needing more frequent shore access.

23.2.24. **Capt. S.I. Abul Kalam Azad NA DGS** clarified that the intent is for the entire process to move online avoiding the need for physical contact with an immigration office and payment of fees in person and that the sub-committee's recommendation is that this be handled entirely through the digital portal, with immigration processing shore-pass applications submitted online rather than requiring in-person attendance.

23.2.25. **Shri Killi Mohana Rao CS DGS** informed in the case of coastal vessels, the associated cost/fee be collected by immigration at the time of boarding on arrival with immigration officials issuing a soft copy of the shore pass at that point, which can then be printed by the vessel/seafarer as needed, rather than requiring a separate, prior in-person visit to complete payment.

23.2.26. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** thanked Capt. Vikas Anand and the Sub-Committee 8 team for a comprehensive report, and indicated that the Board would consider the recommendations including establishment of the proposed National Maritime Contingency Management Authority, the phased response framework, the national asset-inventory proposal, the shallow-water/Emergency Response Vessel capability

gap, and the recommended legal reforms on contingency response and piracy for further action.

23.3. <u>Presentation by Sub Committee 10 - To prepare a roadmap for Creation of an Integrated National Single Maritime Window that is Globally Compliant to achieve MAKV-2047 Goals:</u>

23.3.1 Captain Nitin Mukesh (Secretary, NSB) presented **(Annexure XVI)** the report of Sub-Committee 10, covering two related digitalisation initiatives: the Maritime Single Window, version 2 (MSW 2.0, also referred to as Sagar Setu), and the proposed digitalisation of the shore-pass/immigration procedure for seafarers. He requested a few minutes to complete the presentation.

23.3.2. **Captain Nitin Mukesh Secretary NSB** explained that the Maritime Single Window is a digital platform enabling a vessel operator or agent to submit all required regulatory documents through a single-entry point, covering various statutory/regulatory requirements, rather than dealing with each authority separately.

23.3.3. **Captain Nitin Mukesh Secretary NSB** informed the Board that adoption of MSW 2.0 has grown substantially since its introduction from about 3% around April 2026 to about 60.9% at present and indicated an ambition to take this further, towards a target of about 90% adoption.

23.3.4. A discussion followed on the format in which documents are submitted through the platform. It was noted that documents are presently often uploaded as PDF/image files, whereas certain receiving stakeholders (referred to in the discussion as “IPA”) require the underlying data in a structured, machine-readable format (referred to as XML) so that it can be validated and processed automatically, rather than merely stored as an image that a system cannot itself read or verify. It was noted that a full set of forms (six or seven, described as required by Customs) are involved in this process.

23.3.5. **Captain Nitin Mukesh Secretary NSB** explained that agents have expressed reluctance to take on responsibility for manually entering/constructing structured data themselves, given the liability this could create if the data is later found to be inaccurate; the sub-committee's recommendation is therefore to allow

agents to upload the document (e.g., as a PDF) accompanied by a signed declaration, rather than mandating that agents themselves reconstruct the data in structured form.

23.3.6. **Shri Rakesh Singh President ICCSA** and other participants noted that this remains a live point of discussion with the Indian Ports Association (IPA), which has indicated that further data integration work will be carried out, and that IPA is expected to arrange a stakeholder session the following week to work through the issue further.

23.3.7. A further concern raised was that agents currently have to upload the same underlying documents separately to Customs and, again, in a different form, for IPA/MSW purposes creating duplicated effort. The recommendation discussed was that whatever is uploaded on one platform should flow through automatically to the other (or vice versa), so that agents are not required to submit the same information twice in different formats; it was noted that DG Shipping has already issued clear direction on this point, and that this data, once submitted, should not need to be separately re-verified or re-entered by the same party for a different agency. Participants agreed to follow up on the practical implementation of this going forward, noting that a number of changes have recently been made to the platform and that stakeholders' experience of these changes should be checked.

23.3.8. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** thanked Captain Nitin Mukesh for the presentation, and the session concluded with thanks extended to all participants for their contributions to the day's proceedings.

23.4. **Presentation by Sub Committee 11- To prepare a roadmap for development of Skilling eco-system for future ready shipping sector (ship building, ship repairs, and ship recycling) to achieve MAKV-2047 Goals:**

23.4.1. **Shri Arun Sharma Executive Chairman IRS** introduced the session, noting that two sub-committee reports had already been received, and that these were being presented to the Board for consideration and endorsement of the sub-committees' work; presentations relating to certain other sub-committees would be made available online for members' reference. He indicated that the report under discussion had three broad parts, and introduced two subject experts associated with the work one focused on electronic/automation systems and another on decarbonisation who would be available for questions, before handing

over to Shri Santosh Patil (IRS) to present the sub-committee's findings on skilling and workforce development for shipbuilding, ship repair and ship recycling.

23.4.2. It was noted that the sub-committee reports had gone through a structured process comments were collated after an initial meeting, with a further physical meeting held to finalise the report before circulation; extensive interaction had also been carried out with stakeholders and members, and no further comments were received after the final circulation.

23.4.3. **Shri Santosh Patil Sr. VP IRS** presented **(Annexure XVII)** the sub-committee's assessment of current workforce conditions in the shipbuilding, ship repair and ship recycling segments, describing several structural issues: the workforce is heavily dominated by short-term/casual workers drawn from various states; there is a supply gap at the entry level, since many yards rely on workers with little or no prior formal training, who are then trained on the job; and this problem is particularly acute for smaller/less specialised jobs, where workers tend to move on to other work once they gain some experience, undermining retention.

23.4.4. It was noted that there is presently no clear training pipeline aligned with the increasing automation and technology content of modern shipbuilding (e.g., more automated processes, and a need to identify and build in the specific new skills these require), and that curricula have not kept pace with this shift.

23.4.5. The presentation highlighted that workers frequently migrate from their home states to yard locations for work and back again after a period, rather than settling long-term, in part because remote or industrial yard locations (cited examples included Alang and similar locations) lack basic social and recreational infrastructure; workers typically come without their families and return after a few months. This pattern was noted to be a particular challenge for the ship-recycling segment specifically, given the often remote nature of recycling yard locations.

23.4.6. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** added, in relation to Alang specifically, that workers migrating from states such as Uttar Pradesh and Bihar are often unable to bring their families, partly because of the absence of adequate schooling in a language/medium familiar to them (schools

available being in the Gujarati medium); he stressed that resolving this requires strong coordination with the State Government, since without addressing labour welfare and family-support infrastructure at the location, a trained workforce will still not be reliably available or willing to stay on.

23.4.7. The sub-committee's findings were stated to be based on a structured survey/questionnaire circulated to shipyards and other stakeholders, inviting written input; about eight or nine responses were received, which was described as a reasonably good representation, supplemented by direct engagement with member organisations. The survey covered: the current workforce/training scenario versus the desired future state; the specific skill sets yards are currently struggling to source; anticipated workforce needs over the next three to five years and beyond; existing in-house training capacity and facilities; and awareness of Government plans for capacity building in shipbuilding. The sub-committee also benchmarked India's pace of skill development and production against other shipbuilding nations, noting that India currently lags in the speed at which new skills and capacity can be built up.

23.4.8. Skills identified as needed going forward include CNC and advanced machine operation, AI-assisted ship design, and broader technology-linked skills across the shipbuilding ecosystem (including IoT-enabled systems), reflecting the pace of technological change in the sector. For ship recycling specifically, the sub-committee highlighted the ongoing need for updated, technology-aligned safety training to keep pace with new recycling techniques and to help prevent incidents and accidents.

23.4.9. Given that formal training capacity at individual yards is limited (illustratively, a given facility might be able to train only about 100–200 people at a time, well short of overall sector requirements) and that training infrastructure is currently concentrated at only a few locations, the sub-committee proposed a model under which a pool of trainers would travel across shipyards nationally to deliver training, rather than requiring workers to travel to a small number of fixed training centres.

23.4.10. The sub-committee proposed creation of a centralised, DG Shipping-style database of trained and certified shipyard trade professionals (comparable to databases maintained for seafarers), which industry could access to locate

certified workers by trade and location, rather than relying on ad hoc, informal searches.

23.4.11. For the large existing pool of workers who have gained skills informally over time but hold no formal certification, the sub-committee proposed a Recognition of Prior Learning (RPL) mechanism, under which such workers' existing competence would be formally assessed and, where it meets the required standard, certified – allowing them to be included in the proposed database alongside newly trained personnel, benefiting both the worker (formal recognition) and industry (a larger, searchable pool of certified talent).

23.4.12. **Shri Sameer Kumar Khare, IAS (Retired) Chairperson NSB** suggested that the proposed data architecture have two tiers: first, a list/register of accredited institutes recognised to certify maritime skills (so that industry could approach an accredited institute directly, including for master-trainer support), and second, the database of individually certified workers as proposed by the sub-committee. He cautioned, however, that certain activities – particularly in ship recycling, such as dismantling an engine – are carried out by a team/group rather than an individual, and that any certification framework needs to account for group-based work, not only individual certification.

23.4.13. **Shri Santosh Patil Sr. VP IRS** acknowledged this point and confirmed that both the RPL-based recognition principle and the roving/mobile trainer model are intended to address gaps in coverage, so that yards do not each need to build out separate, parallel training infrastructure.

23.4.14. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** cautioned against a one-size-fits-all national approach, observing that requirements differ materially by region citing Tuticorin as being at a relatively advanced stage with a particular set of requirements, Odisha's ship-recycling/repair customers as having different needs again, and Gujarat as a further distinct case and that the sub-committee's recommendations should be sensitive to these regional differences rather than assuming uniform needs across the coastline.

23.4.15. It was noted that engagement with the sub-committee's work including on curriculum alignment towards practical, hands-on training, placement support,

and R&D collaboration was more forthcoming from certain government-linked shipyards (referenced in the discussion as an “Indian Institute for Shipyard” and Ministry of Defence-affiliated shipyards) than from at least one private-sector yard, whose lower level of engagement was attributed mainly to a heavy existing order-book leaving limited bandwidth to participate.

23.4.16**. Shri Santosh. Patil Sr. VP IRS** informed that while yards such as Alang (and other locations referred to in the discussion) have reasonably good core facilities such as dry docks, they continue to lack adequate social infrastructure hospitals, schools and reliable housing, water and electricity making it difficult to attract and retain even professional staff such as surveyors, who were said to sometimes go without water or electricity for extended periods at these locations.

23.4.17. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** observed that States such as Tamil Nadu and Odisha have a long historical tradition as seafaring communities, with India's historical maritime influence in South-East Asia rooted in these traditions; he noted that over time this traditional skills base has eroded, such that shipyard labour today is largely sourced from outside these states, even though there is no inherent reason local communities given their historical maritime skills legacy could not be trained and engaged instead.

23.4.18. The discussion also touched on the preservation of traditional/intangible maritime skills such as traditional boat-building techniques and associated craft knowledge drawing a parallel with how other intangible cultural skills (crafts, traditional songs, etc.) are formally documented for posterity, a recent example was cited of a traditionally built vessel, using an historic stitched-plank construction technique, having recently been sailed out from India as a heritage initiative. It was suggested that while this may be a matter better taken forward by a different group/initiative, there is scope for further work on documenting and preserving such traditional maritime skills.

23.4.19. The sub-committee's report was stated to recommend addressing India's current lack of a dedicated institute (or institutes) for ship design, noting that Indian shipbuilders presently rely significantly on ship designs sourced from Europe or America; it was suggested that developing indigenous ship-design

capability, potentially linked to the broader shipbuilding cluster strategy, is an important gap for the sector to close.

23.4.20. A proposal was discussed to formally recognise experienced tradespeople (with two to three decades of practical experience) as “Professors of Practice”, enabling them to formally train and mentor others, drawing an analogy with how experienced mechanics in India's road transport sector informally train apprentices without a formal licensing framework; it was suggested that a similar, more formalised arrangement could be extended to shipbuilding/ship-repair trades, and potentially to coastal-shipping-related training contexts as well.

23.4.21. It was further observed that, unlike several other manufacturing industries that actively engage with national skill-certification and curriculum-design bodies, the maritime/shipbuilding industry has not similarly engaged on skill certification and curriculum design at a national level; it was suggested that the sector consider establishing its own dedicated academy or certifying body to fill this gap.

23.4.22. **Prof. Dr. K. Murali IIT Chennai** referred to the proposal (to be presented the following day) for a N**ational Maritime Skill Development and Research Academy**, including facilities proposed within shipbuilding clusters, and suggested that the shortcomings identified by this sub-committee be aligned with that proposed Academy model, with appropriate stakeholder support, rather than the two efforts proceeding independently.

23.4.23. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** agreed that, once the Academy proposal is presented the following day, a paragraph could be added to this sub-committee's report cross-referencing and aligning with those recommendations, to ensure the two pieces of work are mutually consistent.

23.4.24. Members discussed the merits of a cluster-based approach to training establishing training centres/academies co-located with clusters of shipyards noting that, unlike many other manufacturing industries which are geographically dispersed, the shipbuilding industry tends to be concentrated in clusters, which should make it easier to design a common curriculum and build stronger industry-academia linkages at a regional level.

23.4.25. It was suggested that, as domestic training infrastructure and capacity improve, India could increasingly position itself as an exporter of skilled shipbuilding and ship-repair tradespeople, noting that workers from India and other countries already work in shipyards in the Middle East, a stronger domestic training pipeline could support expanding this further as a recognised strength.

23.4.26. A concern was raised that current wage structures in the sector generally do not link pay to productivity workers are paid similarly regardless of output and that this, combined with generally low wages, was said to be contributing to both poor workforce retention and higher attrition ("mortality") in the trade; it was suggested that the report also address wage-structure and productivity-linkage reform alongside its training recommendations.

23.4.27**.** It was noted that certain trades including riggers and EOT (Electric Overhead Travelling) crane operators, among others are presently not part of the formal DG Shipping-recognised training framework, and it was recommended that these trades be incorporated into the formal training and certification framework going forward.

23.4.28. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** informed In the context of planning three seminar sessions (linked to the broader Ministry programme discussed separately), it was suggested that one session be structured to allow interaction between sub-committee chairs and the press, potentially facilitated through existing media contacts, so that sub-committee findings and recommendations receive appropriate public visibility, including the possibility of the subject being raised in questions to the Minister.

23.4.29. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** noted, on being informed that the report ran to about 50 pages (up from an initially envisaged scope of about 30 pages), that length was not a concern provided the report comprehensively covers all relevant aspects, with detailed supporting data and a clear rationale for each recommendation.

23.4.30. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** thanked Shri Arun Sharma Chairman IRS, Shri Santosh Patil Sr. VP IRS and the entire IRS team present for the detailed presentation and the extensive stakeholder consultations underpinning the report, and indicated that the recommendations

including on the proposed talent database / RPL mechanism, the roving-trainer model, ship-design institute capacity, wage-structure reform, and alignment with the proposed Maritime Skill Development and Research Academy would be taken forward by the Board.

23.5. **Presentation by Sub-Committee 13 -To prepare a roadmap for Emerging Technologies like Autonomous vehicles/advance navigation and Engine Systems/Alternate Fuels and propulsion technologies (including Nuclear)/Green Technologies/Climate Adaption & Mitigation Strategies to achieve MAKV-2047 Goals:**

23.5.1. **Shri Karan Doshi (IRS)** introduced the presentation **(Annexure XVIII)**, noting that he would present Part A of the report, covering green shipping technologies, alternative fuels and engine systems, while his senior colleague, Shri Srinivas (IRS), would present Part B, covering autonomous ships – reflecting the sub-committee's deliberately diverse range of expertise. He explained that the presentation would cover the introduction, scope, working methodology, and the stakeholders consulted.

23.5.2. **Shri Karan Doshi (IRS)** stated that the sub-committee's mandate was to assess India's preparedness for the rapid global shift toward automation, digitalisation and data-centric maritime operations expected to dominate the sector over the next two to three decades, and that the report's methodology proceeded in three stages: first, establishing India's current baseline; second, engaging stakeholders on the current position and future outlook; and third, developing a roadmap (Phase 3) based on the first two stages, which forms part of the final report.

23.5.3. **Shri Karan Doshi (IRS)** listed the stakeholders consulted as spanning the maritime industry broadly: shipowners (through INSA and ICCSA); shipyards and designers, including Hindustan Shipyard, Garden Reach and naval ship designers; ports, including New Mangalore Port (NMPT), Cochin Port, Marmugao Port, Deendayal Port and Jawaharlal Nehru Port; seafarers, through NUSI and MUI; training institutes; and technology providers.

23.5.4. **Shri Karan Doshi (IRS)** presented the sub-committee's policy recommendations towards India's Maritime Amrit Kaal Vision 2047 goals, organised under four pillars: skill development, shipbuilding, shipping, and ports.

23.5.5. On skill development specific to alternative fuels (methanol, ammonia and other new fuel types), the recommendations included: identifying training topics and developing national training courses covering the full spectrum of stakeholders; assessing the adequacy of domestic faculty/expertise for these new subject areas, and considering recruitment of foreign experts where needed in the initial stage; building international partnerships to remain at the forefront of this field; ensuring cross-disciplinary interaction between shipyards, shipping companies, classification societies and training institutes; and establishing a national maritime knowledge portal to enable stakeholders to share knowledge and lessons learned on a single platform.

23.5.6. Key shipbuilding-related findings and recommendations included the need for a dedicated green shipbuilding policy addressing new vessels being built to run on fuels such as methanol, ammonia and hydrogen, and the development of a stronger indigenous maritime supply chain noting that new fuels such as cryogenic hydrogen and ammonia require specialised steel, welding, pumps, compressors, sensors and IoT equipment, much of which India currently has to import due to a shortage of domestic marine-sector manufacturers.

23.5.7. The sub-committee recommended pursuing further pilot projects, citing India's own experience with a hydrogen-fuelled vessel built at Cochin Shipyard with IRS as the classification society, which yielded valuable design, construction and approval experience, comparable to pilot projects undertaken in South Korea, the UK, Germany and Norway. Other recommendations included developing standardised vessel designs (to reduce the need for shipyards to design from scratch each time), financial support for R&D, and establishing domestic testing and certification facilities – citing, as an example of the current gap, the absence in India of a facility capable of testing 700-bar compressed-hydrogen cylinders, which currently requires Indian developers to send prototypes abroad (e.g., to Germany) for testing. Further recommendations included strengthening academic research on practical industry problems, deepening cooperation with other shipbuilding nations, and developing indigenous software (citing reliance on

foreign software such as NAPA for stability calculations) to reduce foreign-exchange outflow and retain technical expertise domestically.

23.5.8. On the shipping side, the sub-committee noted that India's fleet is a mix of newer and (predominantly) older vessels, and that decisions will need to be calibrated to the IMO's evolving net-zero framework. Recommendations included developing a fuel-transition roadmap covering both new-building and existing vessels (acknowledging that not every existing ship can be converted to an alternative fuel); incentives for retrofitting and consumption of ships at Indian shipyards (to also support domestic shipbuilding); financial incentives for shipowners participating in pilot projects; and policy measures to encourage India's EXIM cargo to be carried on Indian-flag ships using alternative fuels.

23.5.9. The report also flagged nuclear propulsion as a potential long-term "game changer", noting that the US Nuclear Regulatory Commission, US Coast Guard and American Bureau of Shipping have recently held early discussions on a national policy framework for nuclear propulsion, and that the US and UK see this as a significant future development to be monitored. On more immediate, operational measures, the sub-committee recommended straightforward efficiency steps such as improved anti-fouling paint and more frequent hull cleaning to reduce drag and fuel consumption, and suggested prioritising international-voyage vessels first (given their direct exposure to schemes such as the EU Emissions Trading System, the UK Emissions Trading Scheme and the IMO Net Zero framework), with lessons then carried over to domestic shipping.

23.5.10. For ports, the sub-committee suggested India explore becoming a net exporter of alternative marine fuels, given the country's growing green electricity production capacity, and recommended incentives to encourage bunkering of alternative fuels at Indian ports – noting that LNG is currently the primary focus, alongside a pilot methanol-bunkering project already completed at Kandla Port, with further such projects to be encouraged given India's strategic location on major shipping routes. Biofuel was highlighted as a comparatively low-hanging opportunity, since it can generally be used as a drop-in fuel and India already has a strong biofuel production base; incentives for biofuel and other green fuel production for the maritime sector were recommended, alongside development of alternative-fuel bunkering infrastructure (given the special handling considerations for LNG, ammonia and hydrogen) and a green fuel certification

framework to verify and certify “green” ammonia, hydrogen and similar fuels for bunker suppliers.

23.5.11. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** commented on the biofuel-promotion recommendation, noting that the report broadly recommends a mechanism to incentivise biofuel promotion, with the detailed data on production and consumption sourcing to be worked out separately, and confirmed his understanding of the recommendation as presented.

23.5.12. **Shri Karan Doshi (IRS)** presented a three-phase implementation roadmap: a foundation-building phase over the next three to four years, an execution phase from around 2030 onwards, and a long-term vision phase once experience is gained from the first two.

23.5.13. **Foundation Building Phase (present–2030):** identify India's likely alternative fuels LNG, methanol and ammonia are expected to be the principal fuels for the next 10–20 years, with ammonia and hydrogen as longer-term options from around 2040–2050 – and align future maritime programmes and policy accordingly; build a scaling framework and train a new generation of seafarers and ship designers equipped for these fuels' specific hazards; begin developing local supply chains (leveraging India's existing, ongoing shipbuilding cluster projects rather than initiating new shipyards at this stage, while monitoring timely completion of those already under way); refine a fuel-transition roadmap matching ship types to suitable fuels, including reassessing India's reliance on imported methanol against the potential to produce green methanol domestically; explore participation in emerging “green shipping corridors” (noting that some countries, including the UK and US, have already established a nuclear shipping corridor); continue to build experience through pilot projects (citing the hydrogen-vessel experience as valuable in dispelling technical misconceptions); pursue domestic zero-carbon and biofuel production, referencing ongoing engagement with the National Biofuel Alliance on FAME biodiesel and ethanol integration into shipping; keep a watching brief on nuclear-powered shipping, noting active interest from the US, UK, France, the Netherlands and Germany; identify opportunities for cross-sector cooperation among shipbuilding, ports, shipping, training institutes and regulators; and establish the proposed national maritime knowledge portal.

23.5.14. **Execution phase (from around 2030- 2040/50):** finalise a fuel-transition roadmap specific to India's ports, identifying which facilities each port needs to develop; commence training delivery through the national training courses and faculty developed during the foundation phase; continue monitoring and supporting India's shipping and shipbuilding transition; develop schemes to help position Indian shipbuilding as a net exporter; support Indian ports' transition to alternative-fuel bunkering in line with the fuel-transition roadmap; and continue to evaluate nuclear-powered shipping as a still-futuristic but increasingly relevant option.

23.5.15**. Long-term vision Phase (2040/50 onwards):** complete India's fuel transition by the early 2040s or 2050, depending on progress and on the international timeline for the IMO's net-zero framework; target at least one Indian-flag nuclear-powered vessel by the early 2040s to mid-2040s; and, based on progress achieved, consider setting targets for India's share of the global shipbuilding/ship-export market.

23.5.16. **Shri Srinivas (IRS)** presented **(Annexure XX)** Part B of the report, on autonomous maritime technologies, noting that these are no longer a distant, future concept: the IMO adopted a draft Maritime Autonomous Surface Ship (MASS) Code in May 2026, expects to finalise the Code by 2030, and anticipates it becoming mandatory around 2032 though recent discussion at the IMO's Maritime Safety Committee suggests this could extend to 2034–2036. He noted that major maritime nations are already actively developing and applying autonomous vessel technologies, and framed India's opportunity in this space as extending beyond mere regulatory compliance: to promote indigenous technology in line with the Atmanirbhar Bharat initiative, expand India's exports of maritime technology and engineering services, and develop a globally competitive maritime workforce.

23.5.17. The sub-committee organised its recommendations on autonomous shipping under five policy pillars:

(i) Legal/regulatory adoption: evolving India's regulatory framework in line with the IMO's MASS Code, while providing legal clarity for autonomous operations.

(ii) Infrastructure and smart ports: recognising that autonomous operations require dedicated digital infrastructure, including Remote Operating Centres (ROCs) and advanced port infrastructure, to be developed in an integrated manner alongside other port infrastructure.

(iii) Contingency, mitigation and cyber resilience: addressing the increased cyber-attack surface created by greater ship-to-shore data flows, including protection of communications and critical systems, and having contingency/mitigation measures in place for any compromise.

(iv) Domestic innovation: encouraging indigenous development of navigation systems, sensors, communications and networking technologies, so India builds independent capability in these emerging areas.

(v) Workforce development: recognising that new technology cannot succeed without an equally well-prepared workforce, and that India's future success depends on training, certifying and developing Indian seafarers and shore-based personnel for these new roles.

23.5.18. Recommendations presented included: adopting a phased approach to implementation progressing from decision-support systems, to remote control, to advanced autonomy – consistent with the approach seen in other countries that have introduced these technologies; developing an enabling regulatory framework aligned with the IMO MASS Code in parallel with technology development; strengthening shore-based infrastructure, including smart ports and Vessel Traffic Systems (VTS) capable of interacting with autonomous vessels through Remote Operating Centres; and establishing dedicated testing centres/test beds for autonomous vessels, an area the sub-committee found to be of particular importance based on stakeholder interaction.

23.5.19. On testing methodology, it was explained that, given these are new technologies, extensive testing needs to occur first at the simulation stage, then at the harbour stage (so-called “systems-in-loop” and “hardware-in-loop” testing), before a vessel is permitted to proceed to sea trials. Cybersecurity was again emphasised as critical, given the extensive data flow involved in ship-to-ship and ship-to-shore communications, requiring secure communications and continuous monitoring/control capability.

23.5.20. The sub-committee reiterated the importance of promoting indigenous technology development as a means for India to position itself as a leading global player in this space, noting India's position as a major supplier of maritime workforce globally, and stressing that technology development must go hand-in-hand with training, certification and workforce standards. Finally, it recommended that Government establish an institutional coordination mechanism – potentially drawing on DG Shipping, IPA, classification societies, seafarer unions and others – to oversee phased implementation of these recommendations.

23.5.21. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** raised the importance of cybersecurity in this context, referring to his own past attempt to test/understand GPS or communications "spoofing" vulnerabilities, and observed that every autonomous system or piece of connected equipment could potentially become both a target and, in the wrong hands, a means of causing harm ("a weapon") underscoring the criticality of the cyber-resilience pillar in the sub-committee's recommendations.

23.5.22. **Shri Srinivas (IRS)** presented the proposed roadmap for autonomous shipping in three phases:

Short term: establishing the regulatory framework, pilot projects and designated test beds/areas for autonomous vessel testing; securing ship-to-shore communications; and establishing requirements for Remote Operating Centres, including their capabilities and training standards.

Medium term: strengthening operational capability through actual deployment and operation of Remote Operating Centres; integrating Vessel Traffic Systems so that vessels can be tracked at all times; and progressive deployment of technologies once proven.

Long term: full alignment with the mandatory IMO MASS Code, and establishment of an integrated national vessel-tracking/traffic system.

Throughout the roadmap, the guiding principle emphasised was that a "human in the loop" approach should apply first, progressing to remote operations, and only

thereafter to higher levels of autonomy once systems and confidence are sufficiently mature.

23.5.23. **Shri Srinivas (IRS)** concluded by urging the Board to view these technologies as an opportunity for India to position itself globally as a leader in autonomous maritime technology, while ensuring the workforce is trained to remain globally competitive.

23.5.24. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** thanked Shri Karan Doshi and Shri Srinivas, and the IRS team, for the comprehensive presentation covering both green shipping/alternative fuels and autonomous ship technologies, noting that the recommendations across skill development, shipbuilding, shipping, ports, and the five autonomous-technology pillars would be taken forward by the Board.

The session was concluded at this stage.

Date: 24/07/2026 Session I: 09.30 AM to 11.30 AM

24. Meeting Senior Management Of Tamil Nadu Maritime Board:

24.1. **Opening Remarks:**

24.1.1. **Sameer Kumar Khare, IAS (Retired) Chairperson, NSB** opened the interaction session by providing a brief introduction to the National Shipping Board. He informed the gathering that the NSB is a statutory body constituted under the Merchant Shipping Act, 1958, and has been in existence for over 60 years. Its primary mandate is to advise the Government of India on all shipping related matters. He explained that the NSB regularly interacts with state governments, maritime boards, and key stakeholders across the maritime sector including shipbuilders, shipyard owners, classification societies, the Indian Navy, the Indian Coast Guard, and other associated entities. During such visits to various ports and states, the NSB endeavours to understand ground-level problems and escalate them to the Government of India where immediate intervention is required. Where policy-level changes are needed, the NSB advises the Ministry of Ports, Shipping and Waterways (MoPSW) accordingly.

24.2. **Tamil Nadu State Maritime Perspective Plan:**

24.2.1. **The Representative of Tamil Nadu Maritime Board (TMB)** opened the interaction by a presentation **(Annexure XIX)** and informed the Board that, pursuant to the direction that all port-related entities in the State come together to prepare a consolidated maritime perspective plan, the State has prepared and submitted its plan on 29th April. The plan integrates inputs from major ports, and from the Fisheries, Skill Development, Tourism, and Environment & Forest Departments, in addition to the maritime/ports sector. He stated that the plan envisages an estimated outlay of approximately ₹85,000 crore over the next ten years for Chennai Port, Kamarajar Port and Tamil Nadu's port sector taken together, broadly comprising: port development and modernisation (covering the three major ports) – approximately ₹85,000 crore in aggregate; Tourism sector – approximately ₹19,672 crore; Fisheries – approximately ₹1,800 crore; Skill Development – approximately ₹2,030 crore; and coastal ecosystem/afforestation works under the Environment & Forest Department – approximately ₹536 crore. He added that the plan is overseen by a State-level committee headed by the Secretary (Highways), Government of Tamil Nadu, with the Ports Department as Convener, and that this arrangement is unique to Tamil Nadu, as major ports elsewhere typically report through a different State-level structure. He noted that the committee had held four to five meetings before the plan was finalised and approved by the State Government.

24.3. **Revival of the Buckingham Canal (National Waterway No. 4):**

24.3.1. **The Representative of Tamil Nadu Maritime Board (TMB)**informed the Board that the single largest component of the Tourism head (approximately ₹15,000 crore) is the proposed revival of the Buckingham Canal – National Waterway No. 4 – for inland waterway transport. The canal runs from Kakinada and passes through Chennai city. He stated that the Government of Tamil Nadu is keen on the project, that the Chief Minister had reviewed the subject roughly ten days prior to the meeting, and that the matter would be taken up with the Government of India. He noted that crossing through the congested, low-lying stretches of Chennai city is the principal engineering challenge, and that a detailed project report is being prepared, drawing on the experience of the National Waterway 1 (Ganga) revival, which he cited as a successful precedent.

24.4. **Revival of a Non-Operational Port through PPP:**

24.4.1. **The Representative of Tamil Nadu Maritime Board (TMB)** informed the Board of a port that had remained non-operational for about 40 years for want of funding, despite its strategic location with road and rail connectivity. With Sagar Mala funding, preliminary works were carried out, following which the State selected a private developer on a Public-Private-Partnership basis for a 40-year lease, with a moratorium of two to three years to allow the developer to complete infrastructure development and statutory approvals. The developer, who also undertakes port operations in Mozambique, has been mandated to bring the port to first-cargo operational readiness by July 2027. He stated that the port has an inner harbour already handed over on a 120-acre leasehold with existing assets – a breakwater, one berth, and a channel dredged to 9 metres – and that the developer proposes to expand into an outer harbour with deeper water. He informed the Board that a public hearing for environmental clearance had been held the previous week without a single objection, since the surrounding fishing community had for generations depended on the port for livelihood and was keen to see it reopened; land required for the expansion had already been transferred to the developer and there were no outstanding environmental issues.

24.5. **Nagapattinam (India) – Kankesanthurai near Jaffana (Srilanka) International Ferry Service:**

24.5.1. **The Representative of Tamil Nadu Maritime Board (TMB)** briefed the Board on the Nagapattinam–Kankesanthurai (Jaffna, Sri Lanka) international passenger ferry service, a distance of about 60 nautical miles. He stated that the service was launched within a record three months of the initiative of the Prime Minister and the President of Sri Lanka, with funding from the Ministry of External Affairs (MEA) for the passenger terminal, and commenced operations in October 2023. He noted that the terminal has full customs, immigration and security facilities comparable to an airport, and that the service currently operates with two return sailings a day, each carrying up to about 61 passengers. He stated that terminal and facilitation charges on the Nagapattinam side are borne by the MEA, originally for a period that was to end in August, but that following a meeting a few days before this NSB meeting, an extension of three years has been requested, since removing the subsidy would require levying an additional ₹2,000–2,500 per ticket, rendering the service commercially unviable. He added that the single operator currently running the service is keen to see the subsidy

extended, and that the State would welcome additional ferry operators, offering to connect any interested INSA members with the relevant authorities. **Shri Anil Devli CEO INSA** observed that if the route is commercially viable, operators will come forward on their own; his understanding is that continuation of the MEA subsidy is what determines commercial viability, and once that is assured for three years, the route should attract interest. A stakeholder representative (Technical manager, Nautilus Maritime) added that they have obtained the necessary CDC/employment permissions and had recently received a letter of interest from another prospective operator, which was being followed up with INSA.

24.6. **Kanyakumari – Vivekananda Rock Ferry Service and Bridge:**

24.6.1. **The Representative of Tamil Nadu Maritime Board (TMB)** informed the Board that the Kanyakumari port primarily services ferry transport of pilgrims/tourists to the Vivekananda Rock and Thiruvalluvar Statue. With Sagarmala funding, a hanging pedestrian bridge with a glass floor section connecting the two islands was completed and commissioned about a year ago, approved within 15 days by the then Minister. He stated that footfall at the island rose from about 20 lakhs to a further 20 lakh visitors following the opening of the bridge, which has itself become a visitor attraction. He explained that with three ferries of 150-passenger capacity, the actual crossing takes only about five minutes, but embarkation and disembarkation together take 15–20 minutes, causing all three ferries to queue for berth availability. To address this, the State proposes a single-point alighting arrangement – passengers would land on the rock, walk across the bridge, and return to the mainland from the bridge landing point – thereby freeing up berths for more frequent ferry movement. He added that two additional berths are being constructed to allow more ferries to operate concurrently. He informed the Board that the ferry service is operated by Poompuhar Shipping Corporation Limited, a Tamil Nadu Government undertaking, at a government-fixed ticket price of about ₹100, with online/QR-code ticketing now introduced; daily off-peak ticket revenue is approximately ₹7,000.

24.7. **Kattupalli Port – Multiple Entities and Proposed Expansion:**

24.7.1. **The Representative of Tamil Nadu Maritime Board (TMB)** described the port area comprising three distinct entities: a commercial cargo terminal

operated by MIDPL (the Adani Group); a shipbuilding and ship-repair facility operated by L&T Shipbuilding; and a modular fabrication facility, L&T Energy, which fabricates offshore rigs and structures for the oil and gas industry. Statutory and regulatory compliance, including for boatage, rests with the respective entities. He informed the Board that the Adani Group has proposed an expansion on the northern side of the port comprising 25 additional berths and two single-point moorings, for which the developer has obtained the necessary in-principle approval from the Government of India; a decision on execution is pending with the State Government. On query, he clarified that a land dispute is pending on the western bank of the Buckingham Canal, where both adjoining ports are seeking allotment of salt-pan land for their respective expansion plans; the matter, which also has environmental sensitivities, is yet to be decided by the Government of Tamil Nadu.

24.8. **Ennore Minor Port (Captive Facilities):**

24.8.1. **The Representative of Tamil Nadu Maritime Board (TMB)** described Ennore Minor Port – predating Kamarajar (Ennore) Port, into which it was subsequently subsumed as a minor port – which comprises limited, captive single-buyer facilities: a four-point mooring buoy system operated by Coromandel International Limited for discharge of LPG/ammonia cargo (handling about eight ship calls a year), and an island jetty operated by Chemplast Sanmar Limited for handling vinyl chloride monomer (VCM), which is piped roughly seven kilometres to the company's plant. He also referred to a single-point mooring facility between Cuddalore and Nagapattinam handling naphtha for a fuel-based power plant.

24.9. **Kudankulam RoRo Jetty:**

24.9.1. **The Representative of Tamil Nadu Maritime Board (TMB)** informed the Board that a Ro-Ro jetty has been created at Kudankulam exclusively to serve the Kudankulam Nuclear Power Plant (Nuclear Power Corporation of India Limited), enabling oversized power-plant equipment and cargo to be transported by sea instead of by road. The facility handles no commercial cargo. He noted that Units 1 and 2 of the plant are operational, Units 3 and 4 are about 95% complete, and work on Units 5 and 6 is in progress.

24.10. **Udangudi Port:**

24.10.1. **The Representative of Tamil Nadu Maritime Board (TMB)** informed the Board of a new coal-handling port at Udangudi, about 60 kilometres south of Thoothukudi (VOC Port), with an 8-kilometre-long closed conveyor system (avoiding open handling/pollution), a jetty length of about 555 metres, and a natural depth alongside berth of about 17 metres, capable of accommodating Panamax and Handymax vessels. He stated that the port has recently obtained customs clearance to receive foreign-flag vessels, having so far handled coastal cargo on Indian-flag vessels only; the associated 3,000 MW power plant is expected to be commissioned shortly.

24.11. **PY-3 Oil Field – Designation as a Port:**

24.11.1. **The Representative of Tamil Nadu Maritime Board (TMB)** explained that the PY-3 oil field, east of Karaikal, operated under Ministry of Petroleum approval by Hardy Exploration & Production, has been notified as a port solely to enable levy of port dues on ship-to-ship (STS) cargo transfer operations at the field. The field was non-operational between 2011 and 2025; operations have since resumed, with three vessels handled so far.

24.12. **Proposed Rameswaram – Talaimannar Ferry Service:**

24.12.1. **The Representative of Tamil Nadu Maritime Board (TMB)** presented a proposal to develop passenger ferry infrastructure at Rameswaram to operate a high-speed service (about 29 knots) to Talaimannar, Sri Lanka – a distance of about 26 nautical miles, north of Adam's Bridge, which could be covered in about one hour. A proposal for approximately ₹100 crore has been sent to the Ministry for jetty and passenger-terminal infrastructure at Rameswaram, with a jetty length of about 70 metres; the Government of Sri Lanka is stated to be keen on the route as well. He informed the Board that, at a meeting held about four days prior with the Indian High Commission in Colombo, it emerged that the Talaimannar side is not yet ready and that Sri Lanka is looking to India for funding to develop that side; the Government of India would need to take a call on extending economic assistance, which in principle has been indicated favourably. **Shri Anil Devli CEO INSA** noted, drawing a comparison with the historical "boat mail" service that operated until 1964 (a single through-ticket from Chennai to Talaimannar via rail and ferry), that a similar model – without the earlier requirement of a passport, given today's requirements – could allow passengers to walk from the railway station directly to the jetty, which is planned to be located about 300 metres from

the Rameswaram railway station, utilising an existing large office building for customs and other facilities.

24.13**. <u>Pamban Channel / Pamban Bridge – Draft Restriction for Coastal Shipping:</u>**

24.13.1. An extended discussion took place on the restriction posed by the Pamban Channel (around Rameswaram/Pamban) to coastal shipping between the west and east coasts. 25.5.1. **The Representative of Tamil Nadu Maritime Board (TMB)** noted that the channel currently permits a draft of only about two metres due to constraints at the old Pamban rail bridge, forcing many coastal vessels to detour via Sri Lankan/international waters to move between the west and east coasts. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** stated that the old bridge is being progressively dismantled following the commissioning of the new rail bridge about a year ago, and that with the old structure's removal, an opportunity exists to seek an increased channel depth he suggested seeking clearance to at least six metres in the first instance, with the possibility of extending further – which would allow medium-sized coastal vessels, Coast Guard and Navy vessels to use the channel. **Shri Rakesh Singh, ICCSA** stated that under the earlier bridge regime, ships requiring passage between the east and west coasts had to seek special permission and often had to route via Sri Lankan waters, causing operational difficulty; even a six-metre depth would materially help, though pilotage remains a separate concern as the channel is currently piloted only informally by local fishermen familiar with the route, and not by qualified marine pilots. **Shri Anil Devli CEO INSA** supported urgent attention to the matter, noting that it directly affects the commercial viability of coastal shipping along the east–west corridor; it was also clarified that dredging of the channel is not opposed by the local fishing community – the restriction has been on account of the railway bridge structure, not environmental objections. **The Representative of Tamil Nadu Maritime Board (TMB)** informed the Board that an earlier detailed project report reportedly prepared by an IIT professor for the matter had been requested from the concerned authority on three occasions but had not been shared; he requested that the Board's sub-committee assist in obtaining this report, and confirmed that a formal proposal for increasing the channel depth would be sent by the State, given that funding requirements for the work are expected to be modest. **Shri Killi Mohana Rao CS DGS** stressed for improved coordination between the Railways and the maritime administration on bridge-opening schedules for shipping movement,

noting that adequate advance notice/consultation before railway line announcements would help shipping better plan transits through the channel.

24.14. **New Port Proposal and Shipbuilding Capacity – Overcapacity Concerns:**

24.14.1. **The Representative of Tamil Nadu Maritime Board (TMB)** informed the Board of a proposed new commercial port location with 1,200 acres of identified land, without habitation or fishing villages nearby, with road and rail connectivity and a natural depth of about 10 metres approximately 1.5 kilometres from shore; about 500 acres on the northern side is earmarked for port-city development, with a shipyard also under consideration at the site, though land acquisition and clearances are at an early stage. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** raised the question, in the context of public consultation responses received, of whether India should concentrate shipbuilding capacity at two locations on each coast (citing this as claimed international practice) rather than dispersing it across many States. **Shri Anil Devli CEO INSA** responded that a similarly rigid view was once held about concentrating transshipment at only two ports, which in practice proved impractical since commercial viability, not planning intent, determines where such capacity is used; he argued shipbuilding should likewise be allowed to develop wherever investors find it commercially viable, without the State being expected to underwrite it. **Shri Rakesh Singh, ICCSA** cautioned that with about 15–20 shipyards coming up along the east coast alone, and roughly 19 shipbuilding projects reportedly announced on the west coast, there is a real risk of overcapacity leading in future to financial distress and insolvency proceedings for some yards, comparable to precedents already seen in the sector. **Shri Arun Sharma Executive Chairperson IRS** observed that ultimately this is an internationally competitive business – competing with China, Japan and Korea – so ownership will naturally not flow only to the largest yards; he suggested a need for the Government to engage with State Governments on a coordinated view of shipbuilding capacity, given roughly 30 shipyards are currently either operating or being planned nationally. **Shri Rakesh Singh, ICCSA** separately drew a distinction between shipbuilding and ship-repair/dry-docking capacity, noting a substantial and currently underserved business opportunity in ship repair given India's location on major east–west shipping corridors, citing a recent instance where a vessel requiring urgent repairs had to be diverted to Colombo/Dubai for want of adequate repair facilities and turnaround capability in India. **Shri Sameer**

Kumar Khare, IAS (Retired), Chairperson NSB agreed that procurement rules for ship repair and shipbuilding require reform, since existing procurement timelines (of several months) are incompatible with the fast turnaround required for ship-repair work. **Shri Saikat Roy, COO, IRS** observed that a degree of competition is necessary to drive up quality and infrastructure standards; he noted that some yards currently lack even basic infrastructure such as cranes or quality-control departments before securing orders, and that unless there is competitive pressure, quality will not improve. He also flagged that Customs and immigration clearance delays affect ship-repair, coastal shipping and salvage operations alike, and urged the Ministry to address this common bottleneck across these related businesses.

24.15. **Coastal Shipping – Reducing Port Turnaround and Feeder Opportunities:**

24.15.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** stated that the Government's objective is to reduce average port turnaround time from about six hours to about four hours, and that a sub-group is examining models to increase modal shift to coastal shipping, including identifying, for major cargo-generating ports such as Chennai, the extent of cargo currently moving to/from the hinterland by rail and road that could instead be served by smaller coastal feeder vessels along the coast. **The Representative of Tamil Nadu Maritime Board (TMB)** responded that coastal/postal shipping in India has historically struggled for two reasons: the absence of assured return cargo (with vessels running empty on the return leg), and high port charges on both legs of a voyage. He stated that the sub-committee has recommended that private ports be encouraged to participate without an obligation to discount charges, and noted that the Indian coastline is not homogeneous – coastal shipping models need to be designed around cargo pairs rather than assuming uniform economics along the entire coastline.

24.16. **Funding under Sagar Mala 2.0 – Consultative Allocation Sought:**

24.16.1. **The Representative of Tamil Nadu Maritime Board (TMB)** made a submission on the forthcoming Sagar Mala 2.0 scheme (with an indicative outlay of about ₹1 lakh crore), requesting that project selection be consultative, with States invited to nominate their priority projects rather than allocations being determined solely by each State's ability to contribute its share. He explained that

under the extant funding pattern (Centre 50%, State 50%), States with larger budgets, such as Gujarat (with an annual outlay of about ₹1,000 crore), can propose and fund larger projects, whereas the Tamil Nadu Maritime Board, which is a self-financing statutory board with annual revenue of only about ₹15–16 crore and no State budgetary support, is unable to bear a 50% matching share for larger projects. He requested that select high-priority/innovative projects be considered for full (100%) central funding, on the lines of the funding extended to Union Territories, citing as an example a set of small recreational sea-viewing jetties proposed for the Chennai coastline (estimated at 100–200 metres each). **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** acknowledged the request and noted that demand for such consideration should also be seen from other States, and not Tamil Nadu alone.

24.17. **Regulatory Clearances (CRZ/EC) for Minor Port Works:**

24.17.1. **The Representative of Tamil Nadu Maritime Board (TMB)** requested that expansion of existing berths and construction of floating jetties within an existing port's limits be exempted from the full Coastal Regulation Zone (CRZ) and Environmental Clearance (EC) process, drawing an analogy with the simpler approvals available for widening an existing road or extending a room within an already-approved building. He stated that the current process, including public hearing requirements even for minor within-limits works, is disproportionately onerous and affects all major ports similarly.

24.18. **Viability Gap Funding (VGF) and Project-Approval Timelines:**

24.18.1. **The Representative of Tamil Nadu Maritime Board (TMB)** raised two funding-related issues concerning the proposed Rameswaram–Talaimannar and similar new ferry services: first, that the bulk of the VGF requirement (about 75%) arises from the cost of statutory (CISF/security) deployment, and that States are reluctant to bear this cost without full central support given the sensitivities of deploying State police in this role; and second, that DPR approvals often take about two years, during which any cost escalation is treated as the State's liability – he requested a mechanism for revising sanctioned project costs to account for such escalation, and full (100%) funding support for postal/coastal and new international passenger ferry services generally, since India currently has very limited experience operating such services and strict DGS safety guidelines already keep the sector's safety record strong. He further requested that a

maintenance-dredging component be included under the Sagar Mala funding framework, noting that several non-major ports (including some with only two-to-three-metre depths) currently have no source of support for this recurring requirement.

24.19. **Tourism Infrastructure at Port/Coastal Sites:**

24.19.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** observed, drawing on his own travel experience, that while religious/temple tourism sites in Tamil Nadu are well served with infrastructure, coastal viewpoints such as behind the fishing harbour at Kanyakumari lack basic visitor amenities; he suggested the State consider holistic development of such sites. **The Representative of Tamil Nadu Maritime Board (TMB)** responded that this would be taken up once the proposed ferry services commence, through coordination with the Tourism Department, and noted that 100% funding has been sought for tourism-linked infrastructure at these sites, with a consultant already engaged for the related study.

24.20. **Port Facility Security – ISPS Compliance and CISF Deployment:**

24.20.1. **The Representative of Tamil Nadu Maritime Board (TMB)** raised concerns regarding the applicability of ISPS Code requirements to small, purely domestic ferry operations such as Rameswaram (a five-minute crossing) and Kanyakumari, neither of which handle EXIM/international cargo, questioning why such short domestic routes should be subject to the same Port Facility Security Assessment and certification regime, with its attendant costs (cited at about ₹7 lakh per assessment), as ISPS-designated EXIM ports. **Shri Rakesh Singh, ICCSA** supported this concern, noting that India's ISPS compliance threshold has in practice been applied more stringently than the SOLAS/ISPS Convention requirement (500 GT and above), and that this has been raised in the relevant international fora previously. **Capt. S.I. Abul Kalam Azad NA DGS** clarified that ISPS itself is a Government of India direction requiring a baseline level of security across notified ports, and that the assessment/certification process, going forward, would be carried out by CISF as the Recognised Security Organisation (RSO), with the objective of a realistic, risk-based approach rather than a uniform checklist for all ports. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** summarised that the underlying concern – heightened following security considerations on the West Coast, where non-

major ports were found to have variable security standards – is to have security assessed on a port-by-port basis and appropriate, proportionate measures put in place, rather than applying a one-size-fits-all standard; this assessment is to be reviewed by the Port Facility Security Advisory Committee under the National Shipping Board. He further stated that a hybrid model of port security is under discussion with the Ministry of Home Affairs, under which 80% of security personnel could be private (CISF-trained) and 20% CISF-deployed, given that private security operates in three shifts of eight hours whereas deploying full CISF battalions (which come with prescribed minimum strength) is both logistically heavier and materially more costly for non-major ports; he noted that any additional cost is expected to ultimately be recovered through port tariffs. **DIG G.D. Raturi (Indian Coast Guard)** noted that Coast Guard assets and other central agency support would similarly be extended to States for maritime security requirements, and confirmed that CISF audit of security arrangements, including at fish-landing centres, is being carried out on a phased basis. **The Representative of Tamil Nadu Maritime Board (TMB)** added that, separately, out of Tamil Nadu's 1,069-km coastline, notified port limits cover only a small fraction (about 10 km), while the State has 434 fishing harbours/fish-landing centres where security infrastructure remains largely absent; declaring further port limits is itself a lengthy process (7–10 years from notification to commissioning), and coordination with State Police/Coast Guard for monitoring of vulnerable and sensitive stretches of coastline, including areas frequented by specific categories of foreign tourists, was discussed as an interim measure.

24.21. **Closing Remarks:**

24.21.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB (Shri Sameer Kumar Khare)** thanked **the Representative of Tamil Nadu Maritime Board (TMB)** for the comprehensive presentation, and requested that written submissions on the specific asks – particularly on Sagar Mala 2.0 funding, the Pamban Channel depth, VGF/DPR approval timelines, the CRZ/EC exemption request, and ISPS/security cost-sharing – be forwarded to the NSB Secretariat for consolidation and onward pursuit with the Government of India and other concerned agencies.

Action: Secretary, NSB / Tamil Nadu Maritime Board

The session was concluded at this stage.

Date: 24/07/2026 Session 2: 11.30 AM to 12.30 PM

25. Meeting Held With Senior Management Of IIT Chennai:

25.1. Opening Remarks:

25.1.1. **Sameer Kumar Khare, IAS(Retired) Chairperson, NSB:** opened the session by informing the Board that Dr. K. Murali, Professor, IIT Madras and a Member of the NSB representing the Institute, was unable to attend on account of urgent work. He welcomed **Prof. V. Sriram, Department of Ocean Engineering**, and **Dr. Manu Santhanam, Dean (ICSR), IIT Madras**, on behalf of the Board. He noted that the Board was keen to understand the innovative work being carried out by IIT Madras in the shipping and maritime sector and to explore potential collaboration with the private sector, the Board's members, and IRS in particular.

25.2. Overview of IIT Madras' Industry and Sponsored Research Engagement:

25.2.1. **Dr. Manu Santhanam, Dean (ICSR), IIT Madras** informed the Board that his office manages all externally sponsored research projects brought in by IIT Madras faculty, providing end-to-end support including IT, legal, accounting and purchase management. He stated that the Institute secures externally sponsored/industry projects worth close to ₹1,000 crore annually, with Civil, Mechanical and Electrical Engineering among the largest contributing departments. He noted that while many projects are short-term, problem-solving assignments for industry, an increasing number are evolving into long-term, consortium-based research programmes spanning multiple engineering disciplines through the Institute's Centres of Excellence. **Prof. V. Sriram** added that this cross-disciplinary, centre-based model of research is one of IIT Madras' key strengths and that the Institute remains ahead of other Indian academic institutions in industry engagement, and extended an invitation to Board Members to visit the campus and interact with the relevant research groups.

25.3. Institutional Profile and International Collaborations:

25.3.1. **Prof. Sriram, Department of Ocean Engineering and Co-Principal Investigator of the National Technology Centre for Ports, Waterways and**

Coasts (NTCPWC), gave a brief presentation **(Annexure XX)** covering three areas: IIT Madras' institutional profile, the National Technology Centre for Ports, Waterways and Coasts (NTCPWC) and the Institute's proposal for an upskilling/research academy for the shipbuilding sector. He informed the Board that IIT Madras was established in 1959 as the third IIT in the country, and has been ranked the No. 1 institute in India by the Ministry of Education (NIRF) for the last ten years; it has also been designated an Institute of Eminence. The campus spans about 620 acres with 18 departments and one school, approximately 12,000 students and 78,000 alumni. In addition to the main campus, the Institute has an overseas campus in Zanzibar and a satellite campus ("Discovery Campus") near Thanjavur, about 40 km from the main campus, where the NTCPWC's large-scale testing facilities are located; a further campus is being developed to address space constraints at the main campus. He stated that IIT Madras is one of the largest technology-startup incubators in the country, having incubated close to 580 startups valued at over USD 8 billion, and now incubates over 100 startups a year. The Institute files more than one patent a day (over 400 patents annually). On international collaboration, he informed the Board that IIT Madras will launch a joint M. Tech programme in Offshore and Maritime Engineering with City University London in July, and a joint Maritime MBA programme with the Australian Maritime College in the same period, both intended to award dual/joint degrees or certifications.

25.4. **National Technology Centre for Ports, Waterways and Coasts (NTCPWC):**

25.4.1. **Prof. Sriram** informed the Board that the NTCPWC was established in 2018 with initial funding from the Ministry of Shipping for three years, and has since become self-sustaining. He stated that the Centre was set up as a technical arm of the Ministry to provide technology, advisory and research support to both major and minor ports, and functions with a Ministry-nominated governing structure, drawing faculty from ocean, mechanical and civil engineering, supported by an advisory board. He described the Centre's core competencies as: (i) technology development, (ii) modelling and in-house software products including a 3D bridge/navigation simulator, and (iii) large-scale physical test facilities housed at the Discovery Campus, which he described as among the largest of their kind in Asia.

25.5. **Large-Scale Wave Basin and Model-Testing Facilities:**

25.5.1. **Prof. Sriram** informed the Board of a large shallow-water wave basin (approximately 65m x 90m, with water depth up to about one metre, capable of generating waves at 1:40 scale) commissioned in 2018 and completed over three years, developed entirely in-house, including the wave-maker units. He stated that an equivalent imported wave-maker system had been quoted at about ₹70 crore, whereas the Centre developed its own system, fully designed and fabricated in-house (including electronics), for about ₹7 crore. He added that a further, larger facility (about 500m long, 5m wide, with a shallow-water carriage system) is under development with part-funding already committed under Sagar Mala, for which additional funding is being sought. He clarified, in response to a query, that the facility is used for physical model testing only – covering ship resistance, manoeuvring and offshore structure testing in shallow water – and is not comparable in depth to a facility such as NSTL (Naval Science and Technology Laboratory), since it was designed with port and shallow-water applications in mind.

25.6. **Inland Waterways – Physical Modelling and River Training (NW5, NW1, NW2):**

25.6.1. **Shri Rakesh Singh President ICCSA** noted that the NTCPWC's work modelling Indian port and inland waterway systems is valuable, given the limited success achieved so far in developing India's national waterways. He stated that the central challenge, particularly on National Waterway 1 and National Waterway 2, is maintaining assured depth due to siltation – citing a ₹380 crore dredging contract on a 10-km siltation-prone stretch of NW2 – and observed that the issue is not simply one of dredging but of river training, an area where international (e.g. Dutch) expertise may be required. He remarked that inland waterways require assured depth to be viable at all. **Prof. Sriram** informed the Board that IIT Madras has been engaged by IWAI to develop a physical model of National Waterway 5, including a lock-gate structure, to study sedimentation behaviour, and offered to host Board Members for a visit to view the facility. He added that the Centre has also developed online/GIS-based waterway mapping tools for IWAI (referred to as “Blue Zone 1/Blue Zone 2” in the discussion) and had separately conducted a dredging-volume survey for fishing-vessel channel usage.

25.7. **Digital and Smart-Port Technologies Developed by NTCPWC:**

25.7.1. **Prof. Srira**m presented a range of digital products developed by the Centre, including: a real-time tide-gauge monitoring system with a public dashboard (for a river referred to as the "Bhubli River"); an online bridge/navigation monitoring dashboard; a laser-based berthing/docking guidance system providing real-time approach-speed data; an under-keel clearance decision-support tool for shallow-water and inland-waterway operations; and a Just-in-Time (JIT) vessel arrival/departure optimisation tool, currently being piloted at one port. On the JIT tool, Prof. Sriram observed that broader port adoption has been limited by various operational constraints, since effective implementation requires coordinated participation of multiple stakeholders at each port; he stated that the Centre would follow up further on this. He also described a vessel-tracking mobile application developed for IWAI, and an Inland Vessel Traffic/Data System (referred to as "IVDS") developed in partnership with a startup, which is being installed at several major ports on a technology-transfer basis. He further described a digital-twin pilot developed for a port (referred to as "KTL", understood to be Kattupalli), funded through the Institute's "Maritime Experiments to Maritime Experience" Centre of Excellence, modelling container and vessel movement, and stated that the technology could be extended to other port operations.

25.8. **Digital Maritime Education Programmes:**

25.8.1. Prof. Sriram informed the Board of an existing online Executive MBA ("EMBA") in Digital Maritime and Supply Chain, aimed primarily at seafarers transitioning to shore-based careers though open to other applicants, delivered as a self-paced, module-based programme that can be completed over two to four years at a cost of about ₹12 lakh. He stated that from July, this programme will be offered jointly with the Australian Maritime College. He reiterated that a new international M. Tech in Offshore and Maritime Engineering with City University London will also commence in July.

25.9**. Discussion on Electric/Battery Propulsion for Harbour Craft:**

25.9.1. **Shri Anil Devli CEO INSA** raised the issue of harbour craft (tugs) being built with imported (Chinese) batteries, and asked whether Cochin Shipyard Limited (CSL) had engaged IIT Madras on indigenous battery development for such craft. He offered to connect INSA members currently building tugs (about

12–15 under a phased programme) with the Institute's relevant research group, to explore the use of indigenous batteries. **Prof. Sriram** clarified that he was not aware of any specific engagement with CSL on this, but confirmed that the Institute has a dedicated e-mobility/battery research group spanning electrical, mechanical and chemical engineering faculty, and agreed to take this forward with them.

25.10. **Discussion on Ship Model-Testing Capacity:**

25.10.1. **Shri Saikat Roy, COO, IRS** observed that Indian vessel owners currently send most large-vessel model testing abroad (citing facilities in the Netherlands and the United States with test-basin depths of around 4–5 metres), whereas the NTCPWC's current facility, at about one metre depth, addresses only smaller-vessel testing; he asked whether there were plans to develop deeper-water testing capacity. **Prof. Sriram** responded that the Ministry had given the Centre a free hand in deciding the facility's specifications, and that a decision was taken to prioritise the shallow-water/port-oriented facility given resource constraints, while also developing a separate facility (about 500m long) capable of ship-resistance testing in deeper water. He stated that a further deep-water basin (about 10 metres depth) is contingent on a proposal submitted to ISRO for a zero-gravity/neutral-buoyancy training facility linked to India's Gagan Yaan human spaceflight programme, which, if sanctioned, would also enable deeper-water ship model testing. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** suggested that there is scope for IRS and Indian shipowners to consolidate their model-testing requirements and route this volume of work to IIT Madras, which could help justify Ministry support for scaling up the facility, including addressing any funding constraints. **Shri Saikat Roy COO IRS** also raised the issue of lead time for model testing (typically around six months) as a factor pushing owners to test abroad. **Prof. Sriram** acknowledged this, but stated that where speed is critical — citing an example of an Adani-linked project requiring an 18,000 sq. ft. wave-basin facility to be readied in about 14 days against an original ask of 40 days — the Institute's internal, faculty-driven decision-making (bypassing lengthy procurement cycles applicable elsewhere) allows for significantly faster turnaround.

25.11. **Proposed Maritime Skill Development and Research Academy (MSRA):**

25.11.1. **Prof. Sriram** presented IIT Madras' proposal, already submitted to the Ministry, for a national Maritime Skill Development and Research Academy, intended to address the gap between India's growing shipbuilding/cargo ambitions and the shortage of certified, skilled technical manpower. He clarified that the Academy's intent is not to create an entirely new workforce, but to re-skill and redirect existing manpower from allied trades (construction, civil, mechanical and similar disciplines) into the shipbuilding sector. He described the proposal as a "twin-hub" model: a Skill Development Hub offering certified short-term courses (3, 6 and 12 months), and a Research and Design Hub allowing high-performing trainees, including Navy personnel who complete the programme, to progress into design and engineering research roles. He stated that the Academy would draw on IIT Madras' existing faculty (mechanical and civil engineering), its central workshop, in-house CFD software, and vocational training infrastructure. He informed the Board of a 24-month roadmap to full-scale operation, with the associated testing/asset facility proposed to be developed at a location referred to as "Mukhopadhyay", and the testing component based at IIT Madras, with project management under the Institute's oversight. He requested full Ministry funding support in the initial years, transitioning to partial and eventually self-sustaining funding over about five years, on the same model followed by the NTCPWC.

25.12. **Discussion on Marine Engineering Faculty and Education Pipeline:**

25.12.1. **Shri Arun Sharma Executive Chairman IRS** suggested exploring collaboration on both short-duration courses in emerging/future skill areas (e.g. mechatronics, CNC, robotics) and on strengthening the trainer pool for existing vocational programmes, and separately raised the need for dedicated faculty strength in Naval Architecture and Marine Engineering at the IITs, noting that marine engineering teaching is often carried out by mechanical-engineering faculty. **Prof. Sriram** agreed this is a long-standing structural issue, explaining that fewer students opt to write the GATE paper in Marine Engineering compared to Naval Architecture, largely because marine engineering graduates from maritime-specific institutes can move directly into high-paying sailing jobs, reducing the incentive to pursue a further academic/GATE route. He referred to

an ongoing discussion at a higher forum on introducing a combined "Marine Mechanical Engineering" degree that would qualify graduates as either marine engineers or mechanical engineers, citing historical precedent from an earlier generation of industry leaders who had worked with the Government to enable mechanical/electrical engineers to qualify for sea service through a structured post-graduation training programme; it was agreed that this area merits further work.

25.13. **Remarks on Autonomous Vessels and International Protocols:**

25.13.1. **Shri Killi Mohana Rao CS DGS** thanked IIT Madras for the presentation and raised the subject of autonomous/unmanned vessel technology, noting that international regulatory frameworks in this area are still evolving. He requested that, if IIT Madras' faculty working on autonomous systems have research inputs relevant to international protocols, these be routed through DG Shipping so that they can be taken up at the appropriate international forums on maritime safety. **Prof. Sriram** confirmed that two faculty members at the Institute work on autonomous vessel systems, and agreed to share relevant research inputs with DG Shipping through the appropriate channel, noting that this had not yet been formally shared at the international level.

25.14. **Closing Remarks:**

25.14.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson and Shri Anil Devli** thanked Prof. V. Sriram and Dr. Manu Santhanam for a comprehensive and valuable presentation, and observed that IIT Madras' work across port technology, digital tools, model testing and skill development represents significant potential for collaboration with the Board, its members, IRS and the wider shipping industry. The Chairperson requested that follow-up be taken forward on: (i) collaboration between IRS/shipowners and IIT Madras on model-testing volumes and facility scale-up; (ii) engagement between INSA members and the Institute's battery/e-mobility research group on indigenous propulsion for harbour craft; (iii) the proposed Maritime Skill Development and Research Academy; and (iv) sharing of research inputs on autonomous vessel protocols with DG Shipping.

Action: Secretary, NSB / IIT Madras / IRS / DG Shipping

25.15. **Vote of Thanks:**

25.15.1. The meeting ended with vote of thanks from the Chair.

The session was concluded at this stage.

Date: 24/07/2026 Session 3: 12.30 AM to 02.00 PM

26. Meeting With Cmd And Senior Management Of Kamarajar Port Limited (KPL) Chennai:

26.1. **Opening Remarks:**

26.1.1. **Sameer Kumar Khare, IAS (Retired) Chairperson, NSB:** opened the session with a brief account of the origin and mandate of the National Shipping Board. He stated that the NSB was constituted in 1958, predating the Ports Act / Major Port Trusts Act regime, at a time when shipping was predominantly in the private sector and a body was required to act as an interface between stakeholders and the Government. He noted that the NSB is older than every maritime body except the Directorate General of Shipping, and that it is reconstituted every two years to advise the Hon'ble Minister PSW. He described the Board's composition as unique, comprising: political representation (four Members from the Lok Sabha and two from the Rajya Sabha, not presently nominated); eight Government representatives from the Ministry of Ports, Shipping and Waterways / the Ministry of Petroleum & Natural Gas / the Navy / the Coast Guard / DG Shipping / Indian Ports Association / Cochin Shipyards Limited / a Govt Nominee , private-sector representatives covering ship owners & seafarers (ICCSA / INSA / CCTA / NUSI / MUI), classification society(IRS), R&D institute (IIT Chennai) and a representative for gender diversity (Director Sitara Shipping). He explained that the Board's function operates both top-down – assessing how Government policies are working on the ground, gathering stakeholder reaction, and recommending policy calibration to the Minister, with a formal review roughly every three months – and bottom-up, channelling stakeholder requirements and concerns to the Government. He described the Board as a valuable feedback mechanism given the difficulty for the Ministry to engage directly with the very large number of stakeholders across the shipping sector, from ship owners to fishermen, shipping agents and customs/forwarding intermediaries.

26.2. **Kamarajar Port – Overview of Terminals and Facilities:**

26.2.1. **The Kamarajar Port Limited (KPL) representative** made a detailed presentation **(Annexure XXI)** on the port's terminals and operations. The port currently operates a mix of captive and public-private-partnership (PPP) terminals – four on captive mode and four on PPP mode. He described two coal-handling berths (operated on captive mode by Tamil Nadu Generation & Distribution Company -TANGEDCO) with a depth of about 16 metres, handling thermal coal cargo; a container terminal that handled approximately 7.8 million TEU last year; an LPG terminal with a bottling/de-bottling capacity of about 5 MTPA, connected by pipeline network across Tamil Nadu and extending to Bangalore and Karnataka; a liquid/chemical terminal (a subsidiary handling petroleum products and LPG) with a capacity of about 6 MTPA, four loading arms and 64 storage tanks totalling about 2.5 lakh KL; and two general cargo berths operated directly by KPL, each with a capacity of about 3 MTPA (one commissioned in 2012, the other in 2024), handling automobiles (Ro-Ro), break-bulk and project cargo. For the automobile (Ro-Ro) trade, they informed the Board of a dedicated storage yard of about 3,00,000 sq. m capable of accommodating about 25,000 vehicles, with 20 days' free storage for customers, along with an automatic car-washing facility and pre-delivery inspection (PDI) services.

26.3. **Expansion Plans and Capacity Roadmap:**

26.3.1. **The KPL representative** informed the Board of several capacity-addition projects under way or proposed, including: an additional coal berth under construction (expected completion by December this year); a proposed second container terminal, to be developed on a PPP basis with Adani; a proposed general cargo berth (Berth 3); a proposed bulk terminal with a capacity of about 18 MTPA; conversion of an existing terminal to also handle coal; a proposed dedicated railway line for general cargo, automobiles and CFS traffic; and additional open storage/back-up yard space. They also referred to ancillary projects including a desalination plant and stack-yard rehabilitation. On overall capacity, KPL stated that the port's long-term master plan envisages capacity of about 187 million tonnes by 2047, but that the port expects to reach a capacity of about 130 million tonnes well ahead of schedule by around 2030 and ultimately to achieve the 2047 target roughly ten years early. They stated that handling

capacity has grown from about 54 million tonnes three years ago to about 70 million tonnes currently, and is expected to reach about 85 million tonnes by the end of December this year. They added that with land currently under occupation supporting growth up to about 180 million tonnes, and land constraints becoming binding beyond that, further growth including any future outer-harbour development will require additional land.

26.4. **Port Connectivity – Rail, Road and Hinterland:**

26.4.1. **The KPL representative** described the port's connectivity as a key strength: a doubled railway line with a handling capacity of about 44 rakes per day against current utilisation of only about 6–7 rakes per day, indicating significant spare capacity to absorb future growth. On road connectivity, they referred to National Highway links, the upcoming six-lane Chennai Peripheral Ring Road (CPRR), the Northern Port Access Road and the Southern Port Access Road (which connects, via Royapuram, to Chennai Port), and a further road (crossing the city from Minjur, bypassing the urban core) under five-phase construction, expected to be substantially complete by around March 2027. They stated that the port's effective hinterland extends well beyond Tamil Nadu, covering Bangalore (a major source of container cargo), southern Andhra Pradesh, Hyderabad, and southern Tamil Nadu including Coimbatore's textile industry, aided by good rail, road and pipeline connectivity with minimal congestion.

26.5. **Request for Allotment of Adjoining Salt-Pan Land for Port-Led Industrialisation:**

26.5.1. **The KPL representative** requested the Board's support for allotment of adjoining Central Government salt-pan land to enable port-led industrialisation, noting that beyond coal-handling activity the port has not otherwise been able to pursue industrial development around the port. They stated that, being a Central Government organisation, KPL could offer greater transparency and reliability, and could execute such development in the shortest possible time given its track record. On query from the Chairperson as to who holds decision-making authority, KPL clarified that the land is Central Government salt land, with the Salt Commissioner's office based in Delhi, and that under Government policy first priority for such land is accorded to a Ministry's request; they noted that the Ministry of Ports, Shipping and Waterways had made this request approximately

two years ago and that studies could commence immediately once the land is allotted. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** supported the request, observing that the Board's port members have generally been responsive on similar matters, and noted that three undertakings already hold land nearby one operated by Adani, one by L&T, and the port itself (KPL) – and recommended that the land in question be allotted to KPL. He stated that such decisions should be guided by policy considerations and the wider (including intangible) benefits of port-led industrialisation, rather than purely by revenue maximisation, while noting that the State Government's own view on the matter was not yet known, though Tamil Nadu is generally understood to be pro-industry. **The KPL representative** added that the total land area under the port is about 3,140 acres, and that there is considerable industrial demand for land close to the port citing enquiries from OEMs such as Caterpillar and Komatsu, and windmill/wind-turbine manufacturers currently located 80–100 km away who would prefer to be located closer to the port.

26.6. **Coastal Shipping / Ro-Ro Automobile Movement – Feasibility Discussion:**

26.6.1. **Shri Rakesh Singh President ICCSA** raised the potential for Kamarajar Port to function as a coastal hub, given its existing rail, road and pipeline connectivity, and asked whether any study had examined using the port as an aggregation point to move automobile/other cargo by coastal (short-sea) shipping to nearby coastal regions such as southern Andhra Pradesh and Chennai, rather than by road. **The KPL representative** responded that a coastal cargo promotion scheme has already been introduced for automobile cargo (Tamil Nadu hosting several major automobile manufacturers), and that Government incentives of about ₹3,000 per vehicle are being offered, but that availability of Indian-flag Ro-Ro tonnage remains a constraint, along with difficulty in the application process and weak last-mile connectivity at destination. **Shri Rakesh Singh President ICCSA** observed that a coastal cargo promotion scheme alone will not be sufficient to promote coastal automobile shipping, and that the central challenge is first-mile and last-mile connectivity, which leads to costly double handling; he noted the classic “chicken-and-egg” problem between assured cargo volumes and vessel availability, and asked whether KPL had specifically studied its potential as an aggregation hub for short-distance (order of 200 km) coastal movement. **The KPL representative** stated that this specific hub-and-spoke perspective had not been formally studied, and that recent discussions with OEMs indicated that

manufacturers are willing to hand over cargo only if it is picked up directly from the factory gate and delivered to the customer's location, with no appetite for additional handling; they noted that any coastal service would also require adequate storage capacity at the destination port to hold vehicles pending onward distribution, which adds further cost and complexity, and noted that an earlier attempt at a coastal car service had lacked return cargo and did not sustain. **Shri Rakesh Singh President ICCSA** agreed that first-mile/last-mile connectivity, multiple handling and multiple insurance are among the greatest challenges to promoting coastal shipping, and suggested that Ro-Ro vessels may help overcome some of this, provided volumes are large enough to justify dedicated destination storage; he noted that shorter routes such as Haldia/Kolkata may not be draft-suitable for larger Ro-Ro vessels, but that Kolkata could serve as a hub for onward movement into the North-East and potentially into Bhutan and Bangladesh, and suggested this warrants a dedicated study. **Shri Rahul Modi President CCTA** informed the Board of an earlier Chennai–Kochi automobile coastal movement handled by Mitsui O.S.K. Lines (MOL) some four to five years ago, along with a Chennai–Kandla movement, and stated that MOL (through its Chennai-based representative, primarily serving Hyundai) is keen to restart such services; he offered to share KPL's contact details with MOL to explore renewed automobile coastal movement, including a potential Gujarat–Chennai route.

26.7. **Operational and Financial Performance; Digitalisation:**

26.7.1. **The KPL Representative** shared key performance indicators: revenue growth of about 7% year-on-year, with revenue of about ₹1,280 crore last year; vessel turnaround time improved to about 43.2 hours (from about 46 hours the previous year, against an internal target of 45.5 hours); and average container throughput of about 8,000 TEU per day, up about 7% over the previous year. He stated that KPL has among the highest per-employee revenue among major ports, supported by a lean organisational structure. On digitalisation, he stated that it was the first port to introduce an integrated operations dashboard, covering functions ranging from disaster management to day-to-day terminal operations, along with advanced ERP systems and automated gate-management systems.

26.8. **Green Initiatives, CSR and Seafarer Welfare:**

26.8.1. **The KPL Representative** informed the Board of a 320-kW solar power plant, shore-power supply infrastructure for berthed vessels (to reduce reliance

on bunker fuel), electric vehicles for internal port operations, a sewage/waste-water treatment plant, and dust-suppression systems (sprinklers) at its coal-handling berths. On CSR, he stated that since inception it has contributed over ₹100 crore towards more than 500 initiatives, focused mainly on education, healthcare and rural development, with about ₹14.5 crore spent in the last year alone. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** enquired about seafarer welfare facilities at the port. **The KPL Representative** responded that a dedicated seafarers' welfare centre has been constructed and is currently being fitted out, expected to be ready by around end-August, and has been located within the customs boundary to avoid additional clearance requirements for visiting seafarers. He added that a golf-cart facility for internal transport is also proposed, and that the port has begun transitioning its staff transport fleet to electric and hybrid vehicles (about 50% electric, balance hybrid), while all vehicles used strictly within the port area are already fully electric.

26.9. **Shore Power, Alternate Fuels and Bunkering – Extended Discussion:**

26.9.1. **The KPL Representative** stated that it has provided shore-power supply infrastructure at two berths, and that, after considerable persuasion, two vessels have been retrofitted to use shore power; however, wider adoption remains very limited. He stated that offering a financial incentive of ₹75,000 per vessel visit for uptake of shore power had not materially changed the response, since ship owners are reluctant to invest (estimated at USD 200,000–300,000 per vessel) for retrofitting without assurance that the investment can be recovered, particularly as many owners report that charterers are unwilling to give calling preference to retrofitted vessels. He suggested that DG Shipping may consider a policy mechanism requiring or incentivising charterers citing TANGEDCO (Tamil Nadu's power utility, which charters about six vessels calling at the port) as an example to give calling preference to vessels fitted for shore power. They also noted the absence of available port land as a constraint on hosting alternate-fuel bunkering infrastructure (LNG etc.), and stated that a study by IOCL had concluded that LNG bunkering is not currently feasible at the port; they proposed convening a joint meeting between the port, oil marketing companies and shipping lines to gauge actual demand for alternate-fuel bunkering. **Shri Anil Devli CEO INSA** observed that alternate marine fuel adoption (methanol as the nearer-term option, LNG and biofuels as intermediate options, and hydrogen/ammonia likely only after 2040) is ultimately driven by the oil marketing companies (IOCL, BPCL, HPCL) as charterers/bunker suppliers, since

they decide which fuel to promote. He stated that INSA's crude-oil fleet is about 30–35% Indian-flag, and that its gas-carrier fleet is relatively young and well placed to adopt greener options, but that ship owners have for several years sought government funding support for green retrofits without success; he noted that adoption must ultimately make commercial sense, and suggested that a time-bound government subsidy, alongside a policy nudge to charterers, could help catalyse uptake. **The KPL Representative** added that its principal request is twofold: financial support to offset the retrofit cost (estimated at about ₹1–1.3 crore per vessel), and a policy push – for instance, requiring Government/PSU tenders to include a preference clause for retrofitted vessels – stating that with both in place, industry-wide adoption could realistically follow within about six months. It was noted that Kamarajar Port is presently the only major port offering shore-power supply, and that the benefit is limited since most vessels calling there are bulk carriers rather than the full range of vessel types (including tankers), reinforcing the need for a national policy rather than a port-specific initiative. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** asked what the principal obstacles are to wider LNG/alternate-fuel bunkering adoption. **Shri Killi Mohana Rao CS DGS** responded that regulatory / ISPS-related requirements and, in particular, customs procedures are a constraint, since customs currently does not permit a single vessel call to supply bunkers to multiple recipient ships in one operation – each parcel is tied to a specific vessel and quantity (e.g. 500 tonnes), which raises operating costs; enabling a single vessel to carry and distribute a larger bulk quantity (5,000–10,000 tonnes) across multiple recipients would improve economics, and this is an area DG Shipping and Customs need to work on. **Shri Anil Devli CEO INSA** further stated that Indian bunker pricing needs to be competitive with the Singapore hub to retain vessels that currently divert there for bunkering; he noted that a committee (including Shri Saikat Roy of IRS) has reviewed the bunkering question and is expected to bring forward recommendations, and that a small number of LNG-fuelled Ro-Ro /container vessels already calling in India could serve as an initial pilot for LNG bunkering demand, cost considerations permitting. He added that IRS has been separately approached by a stakeholder to jointly assess LNG bunkering feasibility, and that this work is under way.

26.10. **<u>Container Coastal Service</u>:**

26.10.1. **Shri Rahul Modi President CCTA** asked whether there were any issues concerning container coastal shipping services at the port. **The KPL**

Representative responded that this was not seen as a significant issue, and noted, in the context of coastal container movement between Kamarajar Port and Paradip Port, that vessel calls between the two occur regularly, though a dedicated coastal short-call service between them has not yet commenced.

26.11. **Closing Remarks:**

26.11.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** thanked the officials of Kamarajar Port for a detailed and informative presentation, and requested KPL to share, in writing, the specific interventions sought from the Board particularly on allotment of adjoining salt-pan land for port-led industrialisation, support for coastal / Ro-Ro automobile shipping, and policy measures on shore power and alternate-fuel bunkering for consolidation and pursuit with the Ministry and other concerned authorities.

Action: Secretary, NSB / Kamarajar Port Limited

The session was concluded at this stage.

Date: 24/07/2026 Session 4: 02.30 PM to 04.00 PM

27. Minutes With The Chairman And Senior Management Of Chennai Port Authority:

27.1. **Opening Remarks**:

27.1.1. **Sameer Kumar Khare, IAS(Retired) Chairperson, NSB:** opened the session by requesting Board Members and representatives present to introduce themselves to the officials of Chennai Port Authority before deliberations began. Members present introduced themselves and the deliberations begun.

27.2. **Chennai Port – Overview:**

27.2.1. **The Chennai Port Authority (CPA) Representative** informed the Board that their presentation **(Annexure XXII)** would cover four areas: an overview of the port, existing port facilities, ongoing and planned developments (including alignment with Maritime India Vision 2047), and trade-promotion initiatives. He described Chennai Port as a three-dock system with 27 berths in total, handling multiple cargo types including the largest vessel sizes the port can accommodate. They stated that Chennai Port is the largest container port in the

Bay of Bengal region and the largest automobile-exporting port in the region, with strong sea connectivity eastward to Asian nations and westward to West Asia and Europe. He confirmed that Kamarajar Port is a wholly owned subsidiary of Chennai Port Authority.

27.3. **Historical Background and Relationship with Kamarajar Port;**

27.3.1. **The CPA Representative** added historical context that until around 2010–11, Chennai Port alone handled all cargo, including coal and other bulk cargo, at a time when the port's city-centre location increasingly restricted such operations on pollution grounds; this led to the creation of Kamarajar Port, whose infrastructure was originally built by Chennai Port. He stated that Chennai Port Authority initially held about 33% of Kamarajar Port, with the Government of India holding the remaining 66–67%, and that in 2020 the Government of India agreed to Chennai Port Authority's proposal to acquire full ownership; Chennai Port Authority took a loan of about ₹1,700 crore to acquire the Government's stake at a valuation of about ₹2,700 crore, making Kamarajar Port a 100% subsidiary. He noted that Kamarajar Port pays Chennai Port Authority an annual dividend of about ₹300 crore. He further traced the port's history: evidence of maritime trade dating to 1639, when vessels anchored offshore and cargo/passengers were ferried by small "Masula" boats in the absence of a pier or breakwater; a single pier built in 1860 (subsequently damaged in cyclones in 1868 and 1872); and the first breakwater completed in 1881, which is treated as the port's formal founding making 2026 its 145th year of operation, and Chennai the third-oldest major port in India after Kolkata (1870) and Mumbai (1873). He described the evolution of the harbour entrance and breakwaters (including what is now the Dr. Ambedkar Dock), the addition of the Jawahar Dock in 1967 (six berths, three each on the east and west sides), and the subsequent northward expansion to create the Bharathi Dock, which handles POL/crude cargo and hosts container terminals operated by DP World (west side) and PSA (east side).

27.4. **Port Infrastructure and Capacity:**

27.4.1. **The Chennai Port Authority (CPA) Representative** stated that the port has 27 berths and over 6 km of quay length, a design capacity of about 104 million tonnes per annum, an approach channel about 7 km long with a depth of about 20.2 metres on the outer side and 18.6 metres in the inner harbour, and turning circles of about 560 metres (Bharathi Dock) and 420 metres (Ambedkar Dock).

He stated that Chennai Port and Kamarajar Port together crossed 100 million tonnes in the last financial year (combined volume about 107 million tonnes), with combined operating income of about ₹2,400 crore and combined capital expenditure of about ₹1,000 crore in the last financial year.

27.5. **Cargo Volume Trends and Composition:**

27.5.1. **The Chennai Port Authority (CPA) Representative** presented five-year cargo trends: Chennai Port's own cargo grew from about 48.56 million tonnes in FY 2021-22 to about 57.9 million tonnes last year, while Kamarajar Port grew from about 38.74 million tonnes to about 49.08 million tonnes over the same period. He noted that combined volumes, which had earlier dipped, are expected to recover to around 61 million tonnes (Chennai Port) by the end of this year. They stated that Chennai Port's cargo mix is roughly 65% containerised and about 30% liquid (including POL), together accounting for about 90% of throughput, whereas Kamarajar Port is predominantly non-containerised bulk/dry cargo. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** asked about the rationale for developing Kamarajar Port as a separate entity rather than as a satellite of Chennai Port. **The Chennai Port Authority (CPA) Representative** responded that the original intent was indeed for it to function as a satellite port, but the Government subsequently decided it should grow into a major port in its own right, with industry co-investment. On capacity headroom, he stated that against a design capacity of about 104 million tonnes, Chennai Port is already handling volumes in the 60s (million tonnes) and is close to saturation on the container side in particular with existing capacity of about 2.5 million TEU and current throughput of about 1.85 million TEU such that without capacity addition, the port could exhaust available headroom within three to four years. On land availability, officials stated that the port holds about 700 acres, with limited scope for further expansion within the existing ("inner harbour") footprint, necessitating the outer-harbour project described later. **Shri Anil Devli CEO INSA** asked which entity imports fertiliser through the port. **The Chennai Port Authority (CPA) Representative** confirmed that fertiliser (including ammonia) is imported through Kamarajar Port. On competitive position, t**he Chennai Port Authority (CPA) Representative** acknowledged that while Chennai/Kamarajar remain leading ports for automobile exports on a cumulative basis, Mundra currently handles a larger volume of automobile export traffic.

27.6. **Cargo Growth and Performance Indicators:**

27.6.1. **The Chennai Port Authority (CPA) Representative** reported year-on-year growth across the port's four principal cargo categories ("4 Cs" – Containers, about two-thirds of cargo; Crude oil, about 27%; Cars, where Chennai is the largest exporter in the Bay of Bengal region; and Cargo/fertiliser): container volumes grew by about 6.7%, crude oil by over 11%, cars by over 11%, and fertiliser cargo recorded the highest growth at about 78.4%, with roughly 4 lakh tonnes of fertiliser landing at the port for onward movement, including to Karnataka. On operational KPIs, he stated that overall vessel turnaround time improved by about 8.2% to 44.72 hours (36.08 hours for container vessels specifically); import dwell time improved by about 11.6% to 56.64 hours and export dwell time similarly improved by about 11% to 87.36 hours; and output per ship-berth-day improved by about 13.5% to an average of 19,151 tonnes per vessel. They stated that on these metrics, Chennai Port's improvement was the highest among major ports last year. On container facilities, he stated the port has a rated container-handling capacity of about 3 million TEU, 14 quay cranes across seven container berths, about 7,404 ground slots, and a maximum permissible draft of 8.5 metres for calling container vessels, served by two international container terminals operated by DP World and PSA respectively.

27.7. **Ongoing Development Projects:**

27.7.1. **The Chennai Port Authority (CPA) Representative** described several ongoing projects, spanning seafarer welfare, cruise facilities, connectivity, heritage conservation and cargo-handling infrastructure: a newly developed Seafarers' Club within the port; enhancement of the existing international cruise terminal to increase passenger-handling capacity; paving of open cargo-stacking yards; rehabilitation of oil docks (DD1 and DD3); a multimodal logistics park at the port's hinterland edge with onward connectivity to nearby ports; construction of four new CFS/godown facilities; rehabilitation of one of the port's oldest heritage buildings as a museum; augmentation of the firefighting system; automation of port access control; and strengthening of breakwater protection works.

27.8. **Seafarers' Club and Related Welfare Discussion:**

27.8.1. **The Chennai Port Authority (CPA) Representative** described the new Seafarers' Club as a state-of-the-art facility with gym, restaurant, bar, reading room and other recreational amenities, along with accommodation for visiting family members. He explained the rationale by citing an instance elsewhere where a Chennai-based seafarer's family, visiting a port to meet him, could not be accommodated inside the port and he could not come out to meet them, given the absence of a suitable meeting facility – a gap the Seafarers' Club is intended to address, subject to immigration/CISF permitting family access within the port. **Shri Rakesh Singh, ICCSA** noted that a circular has that very day been published on standardising the immigration Standard Operating Procedure (SOP) for granting shore leave to seafarers, describing it as a welcome first step towards a transparent, uniform process rather than one left to the discretion of local immigration officers, it was clarified in discussion that shore-leave denials had often been wrongly attributed to shipping lines, when the underlying bottleneck lay with immigration and CISF processes, prompting the Government's intervention. On funding of the Seafarers' Club, **the Chennai Port Authority (CPA) Representative** stated that the port's contribution is drawn from the Seafarers' Welfare Fund, and noted, in response to a query on why shipping lines are not asked to contribute, that shipping lines have not provided full (100%) funding support for such welfare facilities to date, though the port would welcome greater contribution. He also referred, by way of contrast, to an older seafarers'/sailors' facility elsewhere that has fallen into poor condition over the years, describing it as a cautionary example. Management of the new Club is expected to be engaged by around August 2026.

27.9. **Heritage Conservation – Ramanujam Connection:**

27.9.1. **The Chennai Port Authority (CPA) Representative** informed the Board that the heritage building being rehabilitated as a museum (currently in use as an electrical substation, which is being relocated) will house antique items associated with the port's history, and noted that the mathematician Srinivasa Ramanujan was once an employee of Chennai Port; the port holds some correspondence, including recommendation letters issued by a former

Chairperson concerning him, which are proposed to form part of the museum's exhibits. The rehabilitation work is expected to take a further two to three months.

27.10. **Hinterland and Internal Connectivity:**

27.10.1. **The Chennai Port Authority (CPA) Representative** described ongoing external and internal connectivity works: a two-tier elevated corridor (the lower tier serving city traffic and the upper tier providing dedicated port connectivity), approximately 20 km in length, linking Chennai Port towards the Bangalore-bound highway network, funded by the Government of India with some state contribution towards rehabilitation costs; and a three-phase internal road development programme within the port Phase 1 covering junction upgrades, road widening and improved crossings, Phase 2 covering rail-over-bridges and additional parking, and Phase 3 covering a flyover. On the multimodal logistics park in the port's hinterland, he stated that its first phase is expected to go live by August 2026, with rail connectivity to follow in Phase 2 by 2028, and warehouse expansion under Phase 3, at a total project cost of about ₹1,423 crore.

27.11. **Turning Circle and Channel Enlargement:**

27.11.1. To accommodate larger vessels, **the Chennai Port Authority (CPA) Representative** stated that the port is enlarging turning circles within both the Bharathi Dock (from about 560 metres to 610 metres) and the Ambedkar Dock (from about 392 metres to 592 metres), and widening the entrance to the Jawahar Dock from about 34.5 metres to about 57 metres, to enable safer navigation.

27.12. **Multi-Level Car Parking Facility:**

27.12.1. Given Chennai's position as the largest automobile-exporting port in the region, **the Chennai Port Authority (CPA) Representative** stated that a multi-level car-parking facility is being developed at a cost of about ₹400 crore to expand vehicle-stacking capacity within the port's constrained city-centre land footprint, noting that vertical expansion (rather than land-intensive horizontal stacking) is increasingly necessary given the scarcity of available land, a constraint officials noted is common to older, historically city-centre ports (citing Mumbai Port's similar historical development pattern, where the port preceded and shaped the surrounding city).

27.13. **Public-Private-Partnership (PPP) Projects**:

27.13.1. **The Chennai Port Authority (CPA) Representative** outlined upcoming PPP projects: a greenfield outer-harbour terminal to the north of the port (described further below); a brownfield PPP for the existing coastal berth, for which a consultant has been engaged and tenders floated; conversion of an existing captive liquid terminal to PPP mode, on the assessment that a private partner would bring added efficiency; and a proposed South/North "E2" berth near the port, also planned for PPP development.

27.14. **Coastal Berth – Tariff (VRC/CRC) and Priority-Berthing Discussion:**

27.14.1. **The Chairman, Chennai Port Authority** clarified, in response to a query on designated coastal berths, that under Ministry guidelines every major port is required to designate berths for coastal vessels with priority berthing, and that Chennai Port extends a discount on Vessel-Related Charges (VRC) and Cargo-Related Charges (CRC) for coastal cargo, which constituted about 8.83% of the roughly 58 million tonnes handled last year. **Shri Rakesh Singh, ICCSA** sought clarification on how this discount is computed, noting that Vessel-Related and Cargo-Related Charges for EXIM traffic are denominated in US dollars, whereas coastal charges are collected in Indian rupees. **The Chairman, Chennai Port Authority** clarified that the applicable US-dollar reference rate for this purpose was frozen in 2005 (at roughly ₹40 to the dollar, against a current market rate of about ₹93), and that the coastal discount (on the order of about 40% relief on VRC, with roughly 85% of the underlying cost recovered under CRC) is applied on that historically frozen rupee-equivalent rate rather than being re-based to the current dollar rate – meaning coastal operators already benefit from a legacy favourable conversion. **Shri Rakesh Singh, ICCSA** informed the Board that the sub-committee's recommendation is that the Schedule of Rates (SOR) for coastal vessels be denominated purely in rupees, with any periodic escalation (e.g., an annual increase of the order of 2%) applied directly to the rupee rate, rather than the rate being nominally referenced to the US dollar at all, to remove ambiguity. **The Chennai Port Authority (CPA) Representative** confirmed this is, in substance, already the practice followed at Chennai Port and other major ports, which was welcomed as a positive clarification. **Shri Rakesh Singh, ICCSA** raised a second concern on behalf of coastal ship owners/operators: the lack of public clarity on which berths are designated as coastal berths and their real-time availability, such that operators often learn only through agents whether

a berth is available, with no way to independently verify designated coastal-berth status or scheduling. He cited instances of small Indian-flag coastal vessels waiting three to four days for a slot at container terminals (naming DP World in this context) because container-terminal operators, driven by their own liner-vessel schedules, deprioritise small coastal calls – a commercial scheduling reality he acknowledged was understandable from the terminal operator's perspective, but one that undermines the viability of a competitive coastal shipping service. **The Chennai Port Authority (CPA) Representative** responded that the planned move of the coastal berth to a dedicated PPP arrangement, with an associated facilitation centre, is intended to address exactly this gap by giving coastal vessels a berth and process independent of the container-terminal operators' commercial liner schedules, thereby reducing reliance on discretionary slotting by terminal operators. In response to a further query on whether the future PPP coastal-berth operator would have pricing freedom, **the Chennai Port Authority (CPA) Representative** clarified that, unlike some other PPP facilities where operators may have discretion to price according to market dynamics once released from tariff regulation, the coastal berth's rates would remain governed by the rates prescribed under the port's concession framework, so the operator would not have unconstrained pricing freedom for this facility.

27.15. **<u>Green Tug Tender – Delay in Award</u>:**

27.15.1. **Shri Rakesh Singh, ICCSA** raised that Indian companies (INSA members) had successfully participated in and won Chennai Port's green-tug tender, but that despite the tender process having closed some months earlier, the Letter of Award (LoA) had still not been issued and sought an update. **The Chairman, Chennai Port Authority** explained the sequence of events: the tender was opened around 30–31 March 2026; negotiations held on 9 April 2026 did not conclude, as the concerned bidder declined to negotiate at that stage; after about 15 days the bidder offered a reduction of about 5%; and on 14 May 2026 the bidder offered to match the lowest rate quoted at another port in all, some six to seven months had elapsed in this process. He attributed the delay to two factors: first, low bidder participation (only two bidders responded, compared with typically seven to nine bidders at other ports for similar tenders); and second, tender eligibility conditions Chennai Port had prescribed a five-year eligibility/experience criterion, whereas other ports had used a shorter (about one-year) criterion, which the Authority believes contributed to the lower

participation. He stated that the Port Authority is reconsidering these terms and would arrive at a final decision shortly. **Shri Rakesh Singh, ICCSA** submitted that member companies, notwithstanding the higher construction cost of green tugs relative to conventional tugs, have responded enthusiastically to green-tug tenders, and urged timely decision-making by port authorities generally to sustain bidder confidence in such schemes. **The Chairman, Chennai Port Authority** agreed on the importance of timely decisions to maintain bidder confidence, noting that Chennai Port, as a legacy port, would be investing a substantial sum (cited as about ₹322 crore) over a 15-year concession period for this project, and that broader participation is desirable from the port's standpoint given the scale of the investment; a decision would be taken shortly.

27.16. **Outer Harbour (Greenfield) Terminal:**

27.16.1. **The Chennai Port Authority (CPA) Representative** presented an overview of the proposed outer-harbour terminal, for which a Detailed Project Report is under preparation. The project involves reclaiming about 90 hectares of area to the north of the existing port layout, with a quay length of about 2 km, developed as an exclusive container-handling facility with an annual capacity of about 5 million TEU. Draft would initially be provided at about 18 metres, with provision to deepen it to about 22 metres in the future.

27.17. **Digital Initiatives:**

27.17.1. **The Chennai Port Authority (CPA) Representative** stated that Chennai Port completed implementation of an Enterprise Business System in 2025 at a cost of about ₹45 crore, along with an Integrated Command and Control Centre providing round-the-clock CCTV monitoring and an indigenised Vessel Traffic Management System (VTMS); Chennai Port was also the first Indian major port to secure SPQC (Safety, Port and Quality Certification/website quality standard) recognition. Further digital projects under way include gate automation, a GIS-based land-management system, and a Phase 2 enhancement of the Command-and-Control Centre incorporating video-analytics software, at a cost of about ₹10 crore. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** asked whether the port's digital/IT systems are managed departmentally or through an external start-up. Officials confirmed these are managed directly, and, in response to a further observation, acknowledged that while various digital dashboards have been implemented, the tangible operational improvement

delivered by some of these systems was not always clearly demonstrated, and that this is an area needing closer articulation of outcomes rather than only system deployment.

27.18. **Sustainability Initiatives:**

27.18.1. **The Chennai Port Authority (CPA) Representative** listed the port's sustainability measures: two sewage-treatment plants (capacities of about 40 KLD and 90 KLD); a 1,600 kVA shore-to-ship power supply system; continuous air-quality monitoring; four water-cannon systems to suppress dust emissions (relevant to coal/bulk handling); ongoing efforts to induct green tugs (as discussed above) and expand green-belt coverage; and a biogas plant of about 50 KLD capacity.

27.19. **Trade Facilitation and Ease-of-Doing-Business Measures:**

27.19.1. **The Chennai Port Authority (CPA) Representative** described a range of trade-facilitation initiatives aligned with the Hon'ble Prime Minister's "One Nation, One Port Process" initiative: substantial reduction in documentation requirements; a reduction of about two hours per shift in clearance times; a buffer trailer-parking facility (capacity of roughly 150 to 600 trailers depending on demand) to ease congestion on city roads; and, under trade-promotion measures, MoUs with leading trade partners and flat, volume-based concession schemes on vessel-related and cargo-related charges. On ease of doing business, he stated that a Remote Entry Inward (RIE) facility has been introduced in coordination with Customs, allowing cargo operations to commence immediately on a vessel's arrival without requiring a customs officer to board first; e-port clearance has similarly been extended to vessels; a dedicated CFS cell for container cargo has been digitised to speed up clearances; and selective (rather than universal) immigration boarding of vessels has been implemented from around May 2026, reducing the need to board every ship. In discussion, it was noted that while the Port Health Organisation's (PHO) processes are now effectively fully digitised, Customs and Immigration systems (including ICEGATE linked customs clearance) remain only partially integrated with estimates of digital completion varying across the roughly 30–60% range depending on the specific process leaving residual coordination gaps between agencies; a sub-committee has been formed to work on closing these gaps, and this has been an ongoing effort for some time.

27.20. **Cruise Terminal:**

27.20.1. On cruise facilities, **the Chennai Port Authority (CPA) Representative** stated that the existing international cruise terminal's passenger-handling capacity has been increased from about 400 to about 800 passengers per direction (i.e., about 1,600 combined for arriving and departing passengers), though full utilisation of this capacity is not yet routine. He noted that cruise passengers currently assemble at a point outside the port (developed by the Tamil Nadu Government) due to space constraints within the port's customs-controlled area, and that once the multi-level car-parking project is completed, one level is intended to provide direct port access for cruise passengers, connected via a link from the upcoming Ravipuram (Royapuram) Bridge, including dedicated parking, to create an airport-like passenger experience. **Shri Rakesh Singh, ICCSA** informed the Board that the sub-committee has recommended to the CBIC that GST on cruise ticketing, currently 18%, be reduced to 5% to make international cruise calls more attractive. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** observed that Chennai currently appears to generate more outbound cruise tourism (Chennai residents travelling via Phuket, Singapore and Malaysia routes) than inbound cruise tourism, in contrast to ports such as Cochin and Mumbai, which see relatively higher inbound cruise traffic; he stressed that a genuinely commercially viable cruise business requires a holistic plan integrating tourism infrastructure (including hotels, of which Chennai has very limited dedicated capacity), local community benefit and foreign-exchange earnings, rather than developing terminal infrastructure in isolation. **Shri Anil Devli CEO INSA** agreed that the matter needs to be viewed holistically at an all-India level, noting the imbalance between inbound cruise traffic at ports like Cochin and Mumbai versus the pattern observed at Chennai. **The Chennai Port Authority (CPA) Representative** added that a common cultural/religious thread (e.g. temples associated with Lord Murugan) connects Chennai with South-East Asian countries with significant diaspora populations, which could be leveraged in a coordinated tourism-promotion approach involving the Tamil Nadu Tourism Department.

27.21. **Cruise Revenue Model:**

27.21.1. **The Chennai Port Authority (CPA) Representative** clarified that the port itself does not directly collect major cruise-related revenue; the cruise

operator collects most charges, with only a nominal consolidated port charge (cited as about USD 6 per passenger head) accruing to the port, an amount officials stated does not even cover the port's own operating costs for cruise calls. He cited a specific inter-port route (Visakhapatnam–Puducherry–Chennai) where the operator charges around ₹90,000 per passenger, with the port receiving only a minimal per-vessel charge and no share of ticket revenue. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** suggested that, to make cruise operations genuinely viable, the port should develop a dedicated terminal with associated non-operating (commercial) revenue streams citing Bangkok's Siam Paragon-style mixed-use development as an example where non-shipping commercial revenue significantly exceeds core operating revenue and noted that this would require complementary hospitality infrastructure (Chennai currently lacking dedicated waterfront hotel capacity) integrated with the port precinct, given the constraints of operating within a dense, historic city-centre location.

27.22. **Financial Position:**

27.22.1. **The Chennai Port Authority (CPA) Representative** stated that Chennai Port Authority's operating surplus is currently about 43%, that annual (vessel-related) revenue is about ₹1,100 crore, and that revenue expenditure requirements are about ₹600 crore (of which about ₹400 crore is operating expenditure excluding pension, with pension funded separately). On pension liability, he stated that the total liability is estimated at about ₹6,500 crore against an existing corpus of about ₹3,200 crore, with the balance funded on an ongoing contribution basis; they projected that the number of family pensioners could reach about 13,300 over time, but noted that family-pension liability is capped at about 50% of a full pension, which may moderate the overall cost trajectory even as the pensioner base grows due to retirements. He confirmed that the port is not seeking general budgetary support from the Government, except in respect of common-user facilities where tariffs cannot be levied directly on users – for which the Government sometimes grants about half of the port's requested support. On dredging expenditure, he stated that the port does not incur significant dredging costs, as siltation and tidal range at Chennai are both low, unlike at some other ports. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** asked about port security strength, **the Chennai Port Authority (CPA) Representative** stated that the total sanctioned security strength is about 353 personnel, all reporting to the port.

27.23. **Closing Remarks:**

27.23.1. **The Chairman, Chennai Port Authority** thanked Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB and the entire Board for taking the time to visit Chennai over three days and engage directly with each stakeholder, noting that this is the first occasion in the history of CPA when the National Shipping Board visited and met in person with CPA, and expressing appreciation for the initiative. He assured the Board of the Port Authority's continued engagement on the issues discussed and offered full support and coordination from Chennai for any future requirements of the Board.

27.23.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson** thanked the Chennai Port Authority for all its hospitality and comprehensive presentation and requested that specific follow-up items including the coastal-berth tariff clarity, the green-tug tender award, the salt-land/port-led industrialisation request raised in the Kamarajar Port session, and the various trade-facilitation and cruise-tourism suggestions be consolidated and taken forward with the concerned Ministries and agencies.

Action: Secretary, NSB / Chennai Port Authority

The session was concluded at this stage.

Date: 24/07/2026 Session 5: 04.00 PM to 06.00 PM

28. **Meeting With The Stakeholders:**

28.1. **Opening Remarks**:

28.1.1. **Shri Sameer Kumar Khare, IAS(Retired) Chairperson, NSB:** welcomed the stakeholders on behalf of the National Shipping Board, explaining that the NSB has existed since 1958 as an advisory body to the Minister of Ports, Shipping and Waterways on policy formulation, education and recalibration. He explained that the purpose of the interaction was to understand the problems and grievances of stakeholders directly, and to identify where government policy should change or new policy introduced to make maritime trade, training and port operations more efficient. He informed the gathering that the Board had already interacted with stakeholders at several other major ports and MTIs across the

country as part of this exercise, and that this feedback would help build a broad, informed picture for the Board's recommendations to the Government. He invited stakeholders to be frank and specific about their expectations from the Government.

28.2. **MTI Feedback – Cadet Onboarding, RPSL Incentives and CDC Delays:**

28.2.1. The Principal AMET, an MTI stated that, as raised previously at the Board's Mumbai meeting as well, there has been considerable positive change over the last ten years, but that a continuing problem is placing cadets onboard for training, since Indian shipping companies largely run their own captive training pipelines while other institutes' cadets remain dependent on RPSL companies for berths. He suggested that RPSL companies be given incentives to take on more Indian cadets, particularly linked to their international fleet footprint, to help place more Indian seafarers. He further raised the recent DG Shipping Order (referred to as "Order 12 of 2026") under which seafarers apply for their Continuous Discharge Certificate (CDC) only after completing their B.Sc. Nautical Science/Marine Engineering programme; he stated that this can take three to four months to process, by which time major employers (citing Maersk, which recruits a large number of cadets from the institute annually) have already made advance berth reservations that the affected cadets can no longer meet, delaying their joining and adversely affecting the institute's own placement-within-one-year performance metric. He requested a faster/smarter CDC processing mechanism. He also asked whether the Board could assist a private maritime university in accessing government or industry funding for research, noting that the institute has already partnered with companies such as Maersk and Bibby to establish Centres of Excellence and is looking to expand this further. **Shri Killi Mohana Rao CS DGS** responded that, under the Directorate's existing guidelines, a CDC is required to be issued within one month of application, subject to the applicant meeting all requirements, and asked for specific cases to be referred to him so that corrective action could be initiated where there is genuine deviation from this timeline. **Capt. S.I. Abul Kalam Azad NA DGS** clarified that the online system already allows cadets to apply for their CDC within the last six months before course completion, so that processing can proceed in parallel with the final semester rather than only after completion; a provisional CDC could be issued on this basis, with final CDC confirmation upon successful course completion – an initiative specifically intended to close the

joining-delay gap described by the MTI. **Shri Rakesh Singh President ICCSA** acknowledged that the gap between completion of shore-based training and eventual certification adds to the effective shortage of certified seafarers, and stated that this issue is under active, joint discussion between the Directorate and industry associations; while it would be premature to disclose specifics, an effort is under way to close this gap, and RPSL companies' own placement constraints are understood as part of the same problem. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** said he would check on the applicable rules regarding research funding support for private maritime universities.

28.3. **<u>Cadet Ship-Visit Access – Port/CISF and Immigration Restrictions</u>:**

28.3.1. **The MTIs** raised difficulties in taking cadets for mandatory syllabus linked ship visits, citing recurring restrictions on access. In response to the Chairperson's query on whether this was specific to Chennai, multiple stakeholders confirmed it is a nationwide issue, including in Mumbai, and that even boarding a bus to approach a vessel can be obstructed, with immigration also creating difficulties. **Shri Anil Devli CEO INSA** described the situation as almost impossible in practice, citing arbitrary restrictions by CISF on the number of cadets permitted access (e.g., permitting only four cadets when ten had sought access), varying without a consistent basis. He stated that what is needed is for DG Shipping to write to CISF and establish a uniform, all-India protocol specifying what documentation is required and how many cadets may be permitted, rather than leaving this to individual port/CISF discretion.**Capt. S.I. Abul Kalam Azad NA DGS** agreed that access has tightened significantly since the ISPS Code regime took fuller effect over the last two to four years, compared with a more permissive practice earlier; he noted that entry-pass requirements are currently decided at the individual port level rather than nationally, and agreed that DG Shipping could issue circular guidance to help standardise this, in coordination with CISF. **Shri Leeladharan, Port Agents' representative** added that vessel agents can normally be approached for access linked to cargo operations, and that the core requirement is that the port and immigration authorities should not restrict boarding for legitimate visit purposes; he suggested that a formal SOP could be prepared and circulated, including to Customs, to address this in a coordinated manner, noting that CISF itself does not object once a valid port-authorised pass is in place. **Shri Rakesh Singh President ICCSA** suggested that since all MTIs are approved by the Directorate, a list of DG-approved MTIs be shared with port / CISF authorities as a starting point so that

cadets from these recognised institutes can be more readily permitted access; he clarified that entry through the port gate itself is not the core problem – the port authority does not restrict passage – but rather the separate immigration and CISF-related boarding authorisation. **Deputy Traffic Manager, Chennai Port Authority (Shri Bhaskar Abhishek)** clarified, for the record, that Chennai Port operates an online Harbour Entry Permit system: any applicant, whether from an MTI or the general public, can apply online, upload the required details and reason for visiting, and receive a QR-code-based pass free of charge for students (including MTI cadets) and at a nominal fee (about ₹5–10 per day) for other visitors. He stated that once this pass is validated at the port entry point, CISF does not object to entry, making port-level access a simple, already-resolved process; however, visitors must separately queue and register with immigration after port entry, which lies outside the port authority's purview. **Shri Rakesh Singh President ICCSA** asked whether passing the CISF entry barrier automatically permits a cadet to board a vessel. **Dy TM CPA** confirmed it does not, meaning the core issue authorisation for cadets to actually board a ship for their mandatory visit, as distinct from mere port-gate entry remains unresolved and requires the uniform protocol discussed above.

28.4. **<u>Shore Leave and Sign-On/Sign-Off for Seafarers</u>:**

28.4.1. **The RPSL representative** raised the continuing issue of Indian seafarers being denied shore leave at many Indian ports, and difficulties with sign-on/sign-off at various ports. **Shri Rakesh Singh President ICCSA** responded that, following persistent efforts by the Chairperson and Board Members over the last seven to eight months, this issue has substantially been addressed: two notices were published that same day on the DG Shipping website – one clarifying that Indian-flag vessels operating at Indian ports require no immigration involvement at all, and the other setting out a standard procedure for how Indian and foreign seafarers on Indian or foreign-flag vessels can obtain shore leave, now to be processed within seven days. He described this as the first time a transparent, uniform, publicly available SOP has been issued on this subject, and urged stakeholders to review it. **Capt. Prashant Giridhar, a stakeholder** raised a related point regarding the absence of a clear immigration procedure for coastal vessels, and noted that sign-on/sign-off continues to be restricted at many ports. **Shri Rakesh Singh President ICCSA** stated that this aspect is being handled jointly with the Ministry of Home Affairs (MHA) and the Bureau of Immigration (BOI), and that the Board is actively pursuing the establishment of Immigration

Check Posts (ICPs) at locations that currently lack them (citing the Maharashtra coastal region as an example); he requested specific vessel/cadet/officer details for any live case so it could be escalated, noting that MHA has been cooperative over the last several months and specific, documented instances help resolve issues faster. **The MTI Representative** observed that inconsistency arises because some ports have immigration functions administered directly by MHA, while others rely on local state police for the same function, resulting in different practical treatment across ports; Chennai was cited as a port with direct MHA-administered immigration, unlike some others. **Shri Rakesh Singh President ICCSA** confirmed this was among the first issues the Board took up, noting the surprising finding that even some ports formally designated as Immigration Check Posts lacked an actual BOI presence, with State Police assigned to the function instead. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** added that State Police had originally been tasked with this role at some locations for want of BOI presence, and that the Board is working through these gaps port by port; he confirmed that DG Shipping has agreed in principle to support creation of the necessary immigration infrastructure at every port.

28.5. **<u>Kamarajar Port – Sign-On/Sign-Off SOP (Good Practice)</u>:**

28.5.1. **The DGM Marine, Kamarajar Port** informed the Board that Kamarajar Port already has its own SOP and e-procedure for sign-on/sign-off, under which, for Indian seafarers on coastal vessels, the vessel's captain can use a fast-boat with a QR code, which is shown and verified at the port gate to permit crew change.
Shri Rakesh Singh President ICCSA requested that this SOP be shared with the Board, and it was agreed that it would be uploaded to Kamarajar Port's website and shared accordingly. He noted that this port-by-port variation in SOPs is precisely the fragmentation the newly issued National SOP – developed with stakeholder input and approved by the Directorate and Ministry – is intended to resolve, and that Kamarajar Port's existing practice is likely broadly consistent with the new national standard. **The RPSL, NMG Marine** placed on record that Kamarajar Port has been very supportive of cadet training requirements, regularly facilitating visits needed to comply with training syllabi.

28.6. **Merchant Shipping Act 2025 – Decentralisation of Regulatory Functions:**

28.6.1. **Shri Leeladharan, Port Agents' representative** observed that the Merchant Shipping Act, 2025 marks a significant step in modernising the maritime governance framework, strengthening seafarer welfare and improving ease of doing business, with a specific emphasis on decentralisation – envisaging a more proactive role for statutory authorities and regional offices (such as Mercantile Marine Department shipping offices) in service delivery and regulatory functions. However, he observed that despite this delegation, certain matters processed at the regional level continue to require further examination at the central (Head Office) level, which in turn limits Head Office's capacity to focus on policy formulation, international commitments and strategic reform. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** asked for clarification on the specific nature and extent of the gap being described. **Shri Killi Mohana Rao CS DGS** responded that decentralisation is indeed the correct principle and direction, but that specific, case-level examples are needed to identify where decentralisation is not functioning as intended, and requested that such cases be shared by e-mail for follow-up. **Shri Rakesh Singh President ICCSA** added that while the Act itself has been well articulated, implementing Rules are required to operationalise it; over the last six months, stakeholders and the Directorate have jointly drafted 48 such Rules, and functional/operational clarity on matters like decentralisation would follow once these Rules are finalised and detailed.

28.7. **Seafarers' Welfare Facilities/Clubs at Ports:**

28.7.1. **One of the Stakeholders** raised the subject of seafarer-friendly port facilities, noting that JNPA has recently opened a seafarers' club adjacent to the port, but that at many ports, including Chennai, such facilities are located outside the port gate; he asked whether similar in-port welfare facilities could be considered more widely, including at private ports in Tamil Nadu. **Shri Rakesh Singh President ICCSA** agreed to take up the matter, but noted that specific, case-level instances (rather than a general request) are needed to act on this, particularly in respect of private ports. **Captain Nitin Mukesh (Secretary, NSB)** informed the Board that funding support (in the nature of a grant/subsidy, cited at about ₹1,00,000) for such welfare facilities is currently being extended at nine ports, and that a specific proposal is required to access this support; he clarified

that for government ports, such proposals are routed directly, whereas for private ports, funding is routed through the Indian Ports Association (IPA) as the recognised apex body, since funds cannot be disbursed directly to a private port.

28.8. **Onboard Training Slots and Sponsorship Funding:**

28.8.1. **One Stakeholder representing a MTI** continued the discussion on onboard training, noting that training is considered complete only once a cadet completes the mandatory onboard training component (cited as a 90-day requirement for first-time joiners), and that the biggest challenge is securing onboard training slots, since many shipping companies/ports face their own operational and budget constraints limiting the number of trainees they can accommodate. He suggested that a dedicated fund – covering travel, visa and a minimum stipend – be created to enable willing ship owners to take on cadets without expecting to be paid for doing so. **Shri Rakesh Singh President ICCSA** responded that, as far as Indian shipowners are concerned, INSA members are already utilising their available onboard training capacity to the fullest extent, and are in fact seeking additional ways to accommodate more trainees, including shore-based accommodation options; he noted that the size of the Indian-flag fleet is a separate, limiting factor. On foreign shipowners, he stated that taking on Indian trainees is ultimately a business decision for those owners; RPSL companies and unions can encourage this but cannot mandate or fund it for foreign owners. **The Stakeholder from MTI** highlighted a structural mismatch: only about 20% of Indian cadets serve on Indian-flag ships, while about 80% of Indians at sea serve on foreign-flag vessels – meaning only a fifth of the effective training-berth capacity lies with Indian-flag tonnage; he noted that despite substantial expansion of training institute capacity under India's Maritime Vision targets, about 50% of enrolled trainees do not complete training and effectively drop out of the system. **Shri Killi Mohana Rao CS DGS** acknowledged the concern and stated that DG Shipping is working on a mechanism to create some form of incentive for foreign-flag vessels calling at Indian ports to take on Indian trainees, though the details are not yet finalised for disclosure. **The Stakeholder from MTI** suggested that maritime training institutes themselves could pool resources to create a fund to help sponsor cadets' onboard training costs. **Shri Anil Devli CEO INSA** informed the Board that, at a recent industry meeting, agreement was reached to co-sponsor training costs on a shared basis; a scheme covering about 92 candidates has been approved (by a trust, with approval given only the previous week), though it is expected to take a further six to eight months

to become operational. He cautioned that while this is a landmark initial step, a scheme covering only 92 candidates is not sustainable on its own for the longer term. **Capt. S.I. Abul Kalam Azad NA DGS** supported the principle that government should fund such schemes, citing the UK's approach to promoting seafarer numbers, or alternatively a partly government, partly industry-funded model. He noted that with about 5,000 officers currently qualifying per year, even 500 additional sponsored trainees would represent a meaningful (about 10%) increase. He stressed, however, that before scaling up any sponsorship scheme, it is essential to first identify shipowners who are actually willing to absorb trained cadets into employment, since sponsoring training without assured onward placement risks wasted investment, with government ultimately left liable if trainees remain unemployed after training. He proposed identifying willing employers and available training slots (illustratively, around 500 cadets), potentially linked to a partial reimbursement or "payback" mechanism tied to eventual employment, with an estimated cost of about ₹8 lakh per cadet for a six-month onboard training period (covering joining, travel, family and insurance costs), for a costed proposal to be submitted to the NSB. **Shri Rakesh Singh President ICCSA** agreed to explore this further and report back with a firmer proposal, noting that reciprocal discussions on foreign shipowners taking Indian trainees are also being explored, though without a decision as yet.

28.10. **<u>India's Global Seafarer Manpower Positioning</u>:**

28.10.1. **Capt. S.I. Abul Kalam Azad NA DGS** noted that India has improved its global ranking as a seafarer supply nation (from around fifth to around second position in recent years), but that India's overall share of global seafarer supply remains only about 1.6%, indicating substantial untapped potential. **Shri Rakesh Singh President ICCSA** cited an ICS (International Chamber of Shipping) estimate that the world will need about 36,000 additional officers by 2030 (with the ratings category already in global surplus); assuming India maintains roughly a 15% share of global supply, India could supply about 5,000 of these additional officers, representing a real opportunity. He cautioned, however, that India's position looks less favourable on a population-adjusted basis – citing the Philippines' far higher seafarer-supply-to-population ratio (cited as about 0.36) compared with India's (cited as about 0.02) – and stated that NSB, DG Shipping and the Ministry are seized of the matter, both from a global-opportunity and a national-capability perspective. **One of the Stakeholder** observed that geopolitical disruptions (for example, reduced availability of Ukrainian and

Russian seafarers) may be opening opportunities for Indian seafarers, including in coastal shipping, and suggested this be explored further. **Shri Rakesh Singh President ICCSA** agreed that employment demand exists, but noted a readiness/willingness gap among some Indian seafarers to take up such opportunities; he mentioned, as one measure under consideration, giving some form of recognition or benefit to foreign ships that take on Indian trainees, to send a positive signal to the market. He flagged a related, acute concern in coastal shipping specifically: only 23 candidates cleared the Near Coastal Voyage (NCV) COC examination in 2025, underscoring a severe shortage even as overseas opportunities (including in countries such as Kenya) continue to grow; he referred to a new, approximately 18-month shipboard training structure programme under development to help address this.

28.11. **Making Seafaring a Preferred Career – Outreach Initiatives:**

28.11.1. **One of the RPSL Representative** raised the broader challenge of making shipping a genuinely preferred career choice, observing that the profession only attracts public attention for negative reasons – piracy attacks, missile attacks on shipping, vessels stuck in the Suez Canal or similar incidents – while the everyday, positive role of seafaring in global trade remains largely unknown to the public; he called for a coordinated, industry-wide effort to build awareness among youth. **Capt. Savio Ramos General Secretary MUI** informed the Board that MUI is conducting outreach programmes in various regions, including recently completed sessions, and that other bodies (including a Goa-based marine officers' association and NUSI) are similarly engaged in outreach; he agreed that a more collective, coordinated effort across organisations would help. **Shri Rakesh Singh President ICCSA** stated that, as head of NSB's Secretary Committee, this concern is already under active discussion and implementation. He noted a shift in youth interest away from seafaring careers in Tier-1 cities, prompting the Board's outreach focus to shift towards Tier-2 and Tier-3 cities and regions (citing data showing many ratings today originate from eastern Uttar Pradesh and Bihar); he mentioned plans to engage Kendriya Vidyalayas, and specific outreach to the North-East region to improve gender diversity, particularly in the cruise sector. He also referred to a proposed initiative to introduce a short chapter on maritime careers into the school curriculum around Class 6 level, so that awareness of seafaring as a career builds from an early age, alongside more familiar professions. **One of the Stakeholder from MTI** described the institute's own outreach activities – visits to schools in villages and

Tier-2/3 towns, bringing students to campus on weekends by bus to view facilities, and sessions conducted even in Delhi – and acknowledged that while such efforts across institutes may appear fragmented, they converge towards the same overall goal; he also mentioned the institute's own initiative to clear its onboard-training backlog.

28.12. **Maritime Single Window (MSW) – Customs and Immigration Onboarding:**

28.12.1. **Shri Leeladharan, Port agent representative** commended the progress made on the Maritime Single Window (MSW), stating it is taking good shape, with the principal remaining gap being that Customs and Immigration have not yet been onboarded onto the platform; once they are, documentation submission and duplication are expected to reduce substantially. He noted that customs documentation still lacks uniformity, which remains a long-pending issue awaiting resolution.

28.13. **Immigration Boarding/Registration Procedures at Chennai and Kattupalli:**

28.13.1. **Shri Leeladharan, Port Agents' representative** raised a further, related procedural point: at ports including Chennai and Kattupalli, any person boarding a vessel must intimate and register with immigration both before boarding and again upon returning – a dual muster/registration requirement that remains in place even though other aspects of the process have improved; he clarified that this was not being deliberately obstructed by authorities, but remains a residual procedural burden. He also raised a concern that agents are sometimes penalised when unauthorised individuals (labour, stewards, etc.) are found to have boarded a vessel without permission, even where this was not deliberate, and asked that such penalisation be reviewed.

28.14. **Coastal Conversion, Sign-On/Sign-Off and e-Business Visa – Detailed Issues:**

28.14.1. **Shri Leeladharan, Port Agents' representative** raised a detailed set of concerns regarding vessels converted from a foreign to a coastal run: where such a vessel remains in Indian waters beyond 30 days, immigration requires crew to sign off and sign on again at an Indian port upon conversion. He explained that operators would like the requirement for crew e-Business visas to be regularised

even where the visa application is made only after the vessel is already within Indian territorial waters, since it is often not known at the point of first entry that the vessel will remain beyond 30 days, making it impractical to apply for the visa in advance of arrival; he requested that, since e-Business visa facilities are now enabled at all ports, such cases be regularised rather than penalised. **Shri Rakesh Singh President ICCSA** clarified that a customs/postal-conversion meeting he had attended with the Ministry did not cover this specific immigration sign-on/sign-off concern, and advised the stakeholder to submit a clear, narrowly framed "problem statement" (rather than a proposed solution, to avoid overcomplicating the matter for other stakeholders) specifically on what immigration is demanding and on what basis. **Shri Leeladharan, Port Agents' representative** agreed to do so, and raised a broader, cross-cutting observation: unlike most other government departments, the Ministry of Home Affairs and Immigration authorities frequently communicate requirements only verbally, without a written order or circular, which creates inconsistency whenever the concerned officer changes; he requested that any applicable requirement or relaxation be issued formally in writing, as an SOP, so that it cannot be bypassed or reinterpreted locally. **Shri Rakesh Singh President ICCSA** acknowledged this as a genuine and recurring problem – that MHA and Customs often do not provide written copies of their internal guidance – and agreed the stakeholder's concern was valid. **Capt. S.I. Abul Kalam Azad NA DGS** referred to an existing (confidential) communication relating to a relaxation on this subject, and asked for a specific reference so that consistency of application across all Indian ports could be checked, clarifying that an earlier communication on a related point had been issued for a different purpose. **Shri Leeladharan, Port Agents' representative** clarified that operators do not object to the sign-on/sign-off requirement itself, which can be accommodated through a General Declaration; the specific ask is that the e-Business visa process be permitted to be completed/regularised even though the vessel is already within Indian territorial waters, since the visa process takes about four days and cannot practically be completed before first entry when an extended stay was not anticipated.

28.15. **<u>Supernumerary Disembarkation Issue</u>:**

28.15.1. **Shri Leeladharan, Port Agents' representative** raised a specific, related issue concerning personnel joining a vessel in a "supernumerary" capacity (e.g., a technical superintendent or an owner's representative), who are currently not being permitted to disembark even where they hold a valid e-Business visa.

He cited a recent live example where a foreign national joined a vessel prior to its arrival and the vessel subsequently called at Tuticorin; despite an e-Business visa application having been made, permission to disembark was denied on the grounds that the visa should have been obtained before the vessel entered Indian territorial waters. He requested that such cases be regularised to permit disembarkation where a valid e-Business visa has been obtained, even if only after the vessel entered Indian waters.

28.16. **Foreign-Flag Vessels Carrying Foreign Cargo – 30/60-Day Coastal-Conversion Requirement:**

28.16.1. **Shri Leeladharan, Port Agents' representative** raised a further, related new-regulation concern: foreign-flag vessels carrying only foreign cargo (i.e., not operating under a DG Shipping coastal-cargo licence) are nonetheless being required by immigration to undergo coastal conversion if they remain in Indian waters beyond 30 days (recently extended to 60 days, reportedly on account of the Middle East crisis). He requested that this requirement be waived for vessels not actually engaged in coastal cargo carriage, and that any necessary crew changes for such vessels instead be regularised through e-Business visas for the full crew/officer complement, rather than compelling sign-off within the 30/60-day window purely as a matter of administrative convenience. **Shri Rakesh Singh President ICCSA** restated the issue for the record: where a foreign-flag liner service, on a continuing foreign voyage, calls at Indian ports and its cumulative duration within Indian waters exceeds 30 days, immigration currently requires sign-on/sign-off; he asked that this be documented alongside the earlier problem statement as a related issue for follow-up.

28.17. **Customs Documentation – Vessel Conversion Valuation and Cable-Laying Vessels:**

28.17.1. **Shri Leeladharan, Port Agents' representative** raised a separate customs-related concern regarding vessel-conversion procedures: even where no import duty is actually payable, conversion currently requires a formal valuation survey (by customs-appointed chartered engineers) and associated import/export documentation, creating significant cost and complexity (for example, revaluing a vessel that may have been built and valued many years earlier); he requested that such requirements be waived where there is no duty implication. **Capt. S.I. Abul Kalam Azad NA DGS** acknowledged that the underlying regulatory

framework (referred to as SCMTR) remains, in effect, a "beta version" with ongoing implementation issues, even for the import procedure generally. **Shri Leeladharan, Port Agents' representative** further raised a specific East Coast issue concerning submarine cable-laying vessels: Customs currently insists on formal valuation and import/export manifesting requirements akin to those for landed cargo, even though the cable is laid at sea and not discharged at or loaded from the port itself; he requested that this requirement, which he described as disproportionate to the nature of the operation, be reviewed and simplified. He closed this segment by noting that a Ministry-level committee had, some years earlier, been formed to identify customs-related issues, to which stakeholders had provided input, with some issues resolved as "low-hanging fruit" and others remaining more complex; he observed that regulations such as SCMTR, while well understood by officials at the macro/policy level, take considerably longer to implement smoothly at the micro/operational level (citing an approximately five-year implementation timeline in one instance, requiring sustained stakeholder representation), and requested that going forward, micro-level implementation guidance and stakeholder awareness-building accompany macro-level policy announcements from the outset, rather than following well after them.

28.18. **Kamarajar Port Rail-Crossing and Trailer-Movement Request:**

28.18.1. **One of the Representative from Exporters' side** introduced the company as an exporter of its machines through the port, expressing appreciation for the support received to date, and raised two specific infrastructure requests to support continued export competitiveness. First, he stated that at Kamarajar Port, movement of oversized cargo beyond a certain size requires dismantling a railway level-crossing barricade and temporarily shutting down the rail line, which is both time-consuming and costly each time it is required; he requested that a fixed shutdown schedule (for example, two to three times a week) be published so that cargo movement could be planned around a predictable window rather than arranged ad hoc, irrespective of any associated fee. Second, he requested a dedicated flat-bed/low-loader trailer route or space within the port, noting that oversized cargo currently has to be taken out to an external CFS and brought back into the port, which, given the cargo's size, creates significant traffic and operational challenges; he suggested this could also become a revenue-generating facility for the port. **The representative from KPL** responded that the recurring rail-crossing shutdown issue was new to them, and that they would study the

feasibility of a fixed schedule and discuss it with the port's operations team; a permanent solution (such as a realigned rail line) is a longer-term matter, but a short-term accommodation could potentially be considered in the interim. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** supported exploring a short-term interim arrangement while any longer-term realignment is considered. **The representative from KPL** responded on the dedicated trailer-route/bonded-area request that the specific land requirement was not yet clear to them; a space equivalent to about three to five 40-foot container slots was suggested by the stakeholder as potentially sufficient, and the port requested that the request be submitted in writing (with a copy to the Chairperson) for formal follow-up.

28.19. **Closing Remarks:**

28.19.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** thanked all stakeholders for their participation, and requested that everyone who has raised an issue during the session submit his suggestions / grievances in writing, so that they could be properly reflected in the minutes and routed to the concerned authority for action. He reiterated that the Board is available in Delhi at its office, and online/by e-mail, for stakeholders to raise issues at any time.

28.19.2. **The Chairman, Chennai Port Authority** thanked the NSB Chairperson, Board Members and DG Shipping officials for the time and engagement extended to stakeholders during the visit.

29. **Next Board Meeting:**

29.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** announced that the next NSB meeting will be held in first fortnight of September, at New Mangalore Port. All the members were requested to keep the dates free.

30. **Vote of Thanks:**

30.1. The meeting ended with vote of thanks from the Chair.

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Annexure I

Status of Action Taken on the decisions taken in the 24th meeting of National Shipping Board (NSB) New Delhi held on 30th May 2025 at 10:30 hrs in the Conference Hall of Directorate General of Shipping (DGS), Mumbai

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 10/06/2026	Status on 20/07/2026
1.	7.1	**Time Gap between constitution of the consecutive boards:** It was felt by the board that to ensure continuity of the board / sub group work, the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to take advance action on selection and notification of the board members so that there is no break between constitution of two consecutive boards.	Director MA, MoPSW	The action is pending. No update was provided by the Ministry of PSW (Director MA).	**The NSB Rules 2026 have been notified. May be dropped.**

2.	7.2	**Permanent Office address and setup for the board:** It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	The action is pending. No update was provided by the Ministry of PSW (Director MA).	**The NSB Rules 2026 have been notified. May be dropped.**

Annexure-II

Status of Action Taken on the decisions taken in the 25th meeting of National Shipping Board (NSB) New Delhi held on 16th July 2025 at 10:00 hrs in the Conference Hall of Directorate General of Shipping (DGS), Mumbai

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status as on 10/06/2026	Status on 20/07/2026
1	1.2	**Opening of the Meeting:** Emphasizing the importance of recognizing the legacy of the National Shipping Board, which has been operational since 1958, the Board agreed to request the Secretary NSB to reconcile the numbering of the meeting from the old records and apprise the Board in the next meeting. Recognizing the importance of collating and making available the extensive data available with the members of the predecessor boards	Secretary NSB	Action is on going for reconciliation of meeting numbering from legacy records. The Administration Branch is actively collecting, compiling, and verifying records from all available sources, including predecessor Boards, with the objective of preparing a consolidated and validated record.	**Action is in process. Coordination with IT e-Governance department is underway, and the scanning vendor has been allocated. The DG Consultant visited Ballard Estate (Ballard Street) and identified a few old documents / records. Further scanning, compilation, reconciliation, and validation of the records are in progress.**

2.	10.6	**Issues of Coastal Shipping:** The Board observed that if regulatory barriers are hindering progress— particularly in initiatives like Ro-Ro services—then the DG Shipping must clearly identify and recommend the specific regulatory changes required.	DG Shipping	The comments have been received from DGS Mumbai to be discussed in the ensuing NSB meeting.	**The Ministry is examining the regulatory issues affecting coastal shipping, including Ro-Ro services, as part of the formulation of the Coastal Cargo Promotion Scheme (CCPS). Appropriate regulatory and policy interventions, wherever required, shall be identified and considered, as deemed appropriate.**

3.	11.6	**Workers' issues in Ship Recycling Sector:** The Board expressed surprise that these basic provisions are not being provided and asked the workers' representative to submit a formal representation. The Board agreed that the Directorate of Shipping should take up the matter with the Government of Gujarat to understand why these entitlements are being denied and whether the issue is specific to the nature of trade in Alang or due to other underlying reasons.	DG Shipping	Action is pending. The NSB Secretary has sent an Inter-Branch Note to the Engineering Branch for examination of workers' issues in the ship recycling sector. Further action, including taking up the matter with the Government of Gujarat, will be based on inputs received.	**Action is pending. No one has given update GMB or Andhra maritime or SRIA. Only updates from Vidyadhar Rane GS ASERGWA have been received.**

4.	23.1	**Secretarial Assistance to the Board:** The Board advised Secretary NSB & Director (MA) MoPSW to do the needful immediately.	Secretary NSB & Director (MA) MoPSW	One DEO and one Senior Consultant have joined on 13/04/2026. One Data analyst has yet to join.	**Action has been initiated for providing the approved secretarial assistance to the NSB Secretariat. One Data Entry Operator (DEO) and one Senior Consultant joined on13.04.2026. Recruitment /engagement of the remaining manpower is under process.**

5.	24.1	**Office Accommodation for the Board in New Delhi:** The Board urged the Ministry to issue orders for providing office space for the Board immediately. The Board advised Secretary NSB & Director (MA) MoPSW to do the needful immediately.	Secretary NSB & Director (MA) MoPSW	Action is pending.	**DG Shipping is actively exploring options to establish a permanent office in Delhi.**

Annexure-III

Minutes of the 26th meeting of National Shipping Board (NSB) New Delhi held on 25th Aug 2025 at 10:00 hrs in the Conference Hall of Deendayal Port Authority, Kandla, Gujarat

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status as on 10/06/2026	Status on 20/07/2026
1.	12.1	The office of the Chairperson NSB is running with just one outsourced DEO and one outsourced part time MTS The Board advised Secretary NSB & Director (MA) MoPSW to do the needfu immediately.	Secretary NSB & Director (MA) MoPSW	One DEO and one Senior Consultant have joined on 13/04/2026. One Data analyst has yet to join.	**Action has been initiated for providing the approved secretarial assistance to the NSB Secretariat. One Data Entry Operator (DEO) and one Sr. Consultant joined on 13.04. 2026. Recruitment / engagement of the remaining manpower, is under process.**

2.	13.1	The Board urged the Ministry to issue orders for providing office space for the Board immediately. The Board advised Secretary NSB & Director (MA) MoPSW to do the needful immediately.	Secretary NSB & Director (MA) MoPSW	**The Action is pending**	DG Shipping is actively exploring options to establish a permanent office in Delhi.

Annexure IV

Action taken on the decisions taken in the 28th meeting of National Shipping Board held on 13th November and 14th November, 2025 at 10:00 hrs. at the Park Hotel, Kolkata

S. No.	Para No. In the minutes	Action to be taken	Who was to take action	Status on 10/06/2026	Status on 20/07/2026
1.	8.1	The Secretary NSB was advised to expedite the scanning process of NSB old records.	Secretary, NSB	Action is pending.	**Action is pending. Coordination with IT e-Governance department is underway, and the scanning vendor has been allocated. The DG Consultant visited Ballard Estate (Ballard Street) and identified a few old documents / records. Further scanning, compilation, reconciliation, and validation of the records are in progress.**

Annexure V

Action taken on the decisions taken in the 29th meeting of National Shipping Board held on 18th December and 19th December 09:30 hrs. onwards at the Hotel Four Points, Vishakhapatnam Andhra Pradesh

S. No.	Para No. In the Minutes	Action to be taken	Who was to take action	Status on 10/06/2026	Status on 20/07/2026
1.	13.20	Shri Sameer Kumar Khare, IAS (Retired), Chairperson urged that the relevant data discussed should be formally shared with the National Shipping Board, so that the Board has a clear, evidence-based understanding of the ground realities while deliberating on policy matters.	Shri Rakesh Singh President ICCSA	Action is pending.	**Action is pending.**

2.	17.3	The Board agreed to both the proposals and advised Sub-group on Skilling to act accordingly.	Shri Arun Sharma CMD IRS / Ms. Sanjam Sahi Gupta Director Sitara Shipping	Action is pending.	**Action is pending.**
3.	18.2	Maritime Heritage will move ahead to translate 'Research' to Action' in a phase-wise manner. While appreciating his efforts, the board advised him to discuss the entire roadmap with a small coordinating committee mentioned in Para 18.3. below.	Shri Shantanu Kalita Advisor IPA	Action is pending.	**Action is pending.**

Annexure-VI

MINUTES OF THE 30th MEETING OF NATIONAL SHIPPING BOARD (NSB) NEW DELHI HELD ON 26th FEBRUARY 2026 AND 27th FEBRUARY 2026 AT 10:00 HRS AT HOLIDAY INN, GOA

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 10/06/2026	Status on 20/07/2026
1.	26.2	The board agreed to request the DGS as well as MoPSW to engage in consultations with the board before overruling its suggestions.	Secretary NSB / DGS / Director (MA) MoPSW	Action is pending.	**The NSB Rules 2026 have been notified. May be dropped.**
2.	28.9	After detailed deliberations the board referred the matter to the NSB sub-Committee to examine and submit a report to the board to strengthen protections for seafarers and prevent abandonment cases.	Shri Rakesh Singh President ICCSA & Chair sub-committee on the seafarers	Action is pending.	**Action is pending.**

3.	34.2	After detailed deliberations the board referred the matter to the NSB "Sub-committee on Promotion of cruise & house boat Tourism" to examine and submit a report to the board.	Shri Rahul Modi President CCTA & Chair, Sub Committee on Promotion of Cruise & House Boat Tourism	Action is pending.	**Multiple requests for inputs were circulated through e-mail and WhatsApp to the concerned stakeholders. However, no substantive responses were received. Accordingly, the Sub-Committee independently prepared the draft report, which is now ready and is being handed over to the NSB Consultant for review and submission to the Board.**

4.	35.4	After detailed deliberations the board referred the matter to the NSB "Sub-Committee on Ship Building & Repairs including Domestic Container Manufacturing" to examine and submit a report to the board.	Shri Anil Devli CEO INSA & Chair, Sub Committee on Ship Building & Repairs including domestic container manufacturing	Action is pending.	**Action is pending.**
5.	36.2	After detailed deliberations the board referred the matter to the NSB "Sub-Committee on Ship Building & Repairs including Domestic Container Manufacturing" to examine and submit a report to the board.	Shri Anil Devli CEO INSA & Chair, Sub Committee on Ship Building & Repairs including domestic container manufacturing	Action is pending.	**Action is pending.**

6.	38.5	The board advised that the issue be discussed in the forthcoming meeting of the NSB "Sub-committee on Reduction of Logistics Cost" and examined in detail, given its implications for coastal shipping promotion and logistics efficiency and submit a report to the board.	Shri Rahul Modi, President CCTA & Chair, Sub Committee on Logistics Costs Reduction	Action is pending.	**The Sub-Committee has completed the report and submitted it to the NSB Consultant for onward submission to the Board (date 17/7/2026 by evening will submit).**

7.	39.2	The board advised Ms. Sanjam to present the improved version in the next NSB meeting. (NSB Reel)	Ms. Sanjam Sahi Gupta Director Sitara Shipping	Action is pending.	**Action is pending.**
8.	44	The Board agreed to hold its next meeting in the middle of Second fortnight of March 2026 at Tuticorin and the Secretary NSB was advised to take up with the concerned Regional MMDA under Directorate of the Shipping & Chairman Tuticorin Port Authority to make necessary arrangements for the meeting	Secretary NSB / All Members	Action is pending.	**Action Completed. May be dropped.**

Annexure VII

MINUTES OF THE 32st MEETING OF NATIONAL SHIPPING BOARD (NSB) NEW DELHI HELD ON 16TH APRIL 2026 AND 17TH APRIL 2026 AT 09:30 HRS IN THE CONFERENCE HALL OF INDIAN REGISTER OF SHIPPING (IRS), POWAI, AT MUMBAI.

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 10/06/2026	Status on 20/07/2026
1.	10.1	Chairperson NSB seconded his views. The board unanimously agreed to include NSB views on the amendments to NSB Rules in the Annual Report 2025-26.	Secretary, NSB	Pending	**Pending**
2.	10.2	The board unanimously agreed to include NSB views on the permanent office of the board in the Annual Report 2025-26	Secretary, NSB	Pending	**DG Shipping is actively exploring options to establish a permanent office in Delhi.**
3.	10.6.1	The board unanimously agreed to include NSB views on the need for permanent staff / cadre of the board in the Annual Report 2025-26.	Secretary, NSB	Pending	**Pending**

4.	10.7.1	The Board unanimously agreed to advise Secretary NSB to convey the Board's concern to the MOPNG.	Secretary, NSB	Pending	**Pending**
5.	13.1	The board agreed with this approach and advised that the compilation of the annual report should continue, and that the final Annual Report 2025-26 would be presented for approval at the meeting in July 2026, following which it would be submitted to the Honorable Minister PSW.	All NSB Members	Pending	**Pending**
6.	17.6	The Board unanimously agreed that the presentation and underlying note be revised by NUSI to incorporate the following key elements.	Shri Milind Kandalgankar General Secretary NUSI	Pending	**Pending**

7.	20.6	The Board resolved to reiterate its recommendation that the definition of 'large ship' under the Harmonized Master List be amended from the current threshold to cover all ships of 500 GRT or 24 meters in length. Members noted that this was the original proposal by the Ministry, INSA, and DGS. The board agreed to initiate the following steps	Shri Anil Laxman Devli CEO INSA	Pending	**Pending**
8.	27.1	The board unanimously agreed that once the template is finalized and re-circulated, the NSB budget could be utilized for professional support in proof-reading, printing and presentation of these fifteen sub-committee reports.	NSB / All NSB Members	Pending	**Pending**

9.	28.2.2	Captain Nitin Mukesh Secretary NSB to provide update and Shriya S Khelurkar to provide data on his association's members and the details of their ship repair yards.	Secretary NSB / Ms. Shriya Consultant	Pending	**Completed. May be dropped.**

10.	30.5	The FFFAI representative agreed to submit two separate notes covering the import cycle and export cycle respectively. They also expressed willingness to participate in consultative meetings, if convened, to clarify operational aspects and assist in resolution. It was observed that while the Ministry may have limited jurisdiction over commercial arrangements outside port premises, the issue could be appropriately pursued through engagement with shipping line associations. It was noted that the objective was not to regulate pricing, but to ensure process uniformity, billing transparency, and accountability, thereby reducing operational friction and cost uncertainty for exporters and freight forwarders.	FFFAI / Secretary NSB	Pending	**Pending**

11.	30.6	The FFFAI representatives indicated their willingness to participate in such consultations.	FFFAI / Secretary NSB	Pending	**Pending**
12.	30.10	The need for expanding the scope of multimodal transport beyond EXIM-centric frameworks to include domestic multimodal movement under a single document and taxation regime was discussed. It was noted that relevant committees of the Board are already examining such issues, including harmonization of documents and ease of doing business within India.	FFFAI / Shri Rahul Modi President CCTA	Pending	**Despite repeated follow-ups, no meaningful response or written representation was received from FFFAI. Considering that the matter pertains to Domestic Multimodal Transport, an area outside FFFAI's primary operational domain, CCTA took the initiative to prepare a comprehensive proposal and submitted it to the Directorate General of Shipping (DGS) for examination and further action.**

13.	30.11	The Chairperson NSB Shri Sameer Kumar Khare IAS (Retd.) noted that such suggestions could be formally submitted to the Board and that they could be examined. It was noted that relevant committees of the Board are already examining such issues, including d ease of doing business within India.	FFFAI / Shri Rahul Modi President CCTA	Pending	**The matter was discussed with FFFAI on several occasions; however, no concrete action or formal submission was received. The matter may be closed as long time has passed.**
14.	30.12	The FFFAI Representative was requested to submit detailed written representations to facilitate structured examination.	FFFAI / Shri Rahul Modi President CCTA	Pending	**Follow-up has been made with FFFAI. The detailed written representation is awaited from FFFAI. The matter may be closed as long time has passed.**

15.	31.1	The Board agreed to hold its next meeting in Second week of May 2026 at Tuticorin. The Secretary NSB was advised to take up with the concerned Regional MMDA under Directorate of the Shipping & Chairman V. O. Chidambaranar Port Authority Tuticorin to make necessary arrangements for the meeting.	Secretary NSB / All Members	Pending	**Completed.** **May be dropped.**

Annexure VIII

Action taken on the decisions taken in the 32nd meeting of National Shipping Board held on 11th May 2026 And 12th May 2026 at 09:30 Hrs onwards, at Tuticorin In Tamil Nadu

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 10/06/2026	Status on 20/07/2026
1.	2.1	The Secretary NSB was advised by the Board to upload the confirmed minutes on the NSB weblink on the DG Shipping Website.	Secretary NSB	Action is pending.	**Action is completed.**
2.	3.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action is completed.**
3.	4.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action is completed.**

4.	5.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action is completed.**
5.	6.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action is completed.**
6.	7.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action is completed.**
7.	8.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action is completed.**
8.	9.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action is completed.**

9.	10.1.1	Captain Nitin Mukesh, Secretary, NSB, informed the Board that the NSB Rules had been approved but had not yet been notified to date. The Board unanimously agreed to include its recommendation in the NSB Annual Report 2025-26.	Secretary NSB	Action is pending.	**The recommendation is included in the Annual Report 2025-26. Action is completed.**
10.	10.2.1	The board unanimously agreed to discuss the formal structure of NSB secretariat in the next meeting.	Secretary NSB	Action is pending.	**Action completed.**
11.	10.2.2	The board unanimously agreed to discuss the formal office space requirement of NSB secretariat in the next meeting.	Secretary NSB	Action is pending.	**Action completed.**
12.	10.3.1	The Board invited members to submit any additional suggestions to NSB secretariat and indicated that the website should be made operational by June 2026.	All NSB members / Secretary NSB	Action is pending.	**Action is pending.**
13.	10.4.4	The Board noted that organizing separate meetings for different categories of stakeholders may be more productive than a single combined meeting, and directed that the matter be explored further.	Secretary NSB	Action is pending.	**Action completed.**

14.	10.5.1	Captain Nitin Mukesh, Secretary, NSB, informed the Board that a letter was being prepared to be sent to IPA to incorporate the suggestions submitted by the NSB regarding the Maritime Single Window (MSW).	All NSB members / Secretary NSB	Action is pending.	**Action completed.**
15.	10.5.3	The board agreed that this status report be submitted by the board to the Hon'ble Minister, PSW with a recommendation for urgent ministerial intervention, since the issue affects not only Indian vessels but also foreign ships calling at Indian ports	Secretary NSB	Action is pending.	**Action completed.**
16.	10.5.5	He confirmed that he would forward the relevant documents and correspondence to all Board members for their review.	Secretary NSB	Action is pending.	**Action completed.**
17.	10.5.7	The board advised that the line of action would be for Secretary NSB to first compile all outstanding issues, discuss them with Shri Shantanu Kalita, Advisor, Indian Ports Association, and then convene a meeting with IPA members and a DG Shipping representative, after which the matter would be escalated to the Minister, if necessary, through the board.	Secretary NSB	Action is pending.	**Action is pending.**

18.	10.6.1	The board thanked him for his efforts and advised him to get the wok completed on priority under his supervision	Shri Jitendra Jadhav, Assistant DG, National Shipping Board	Action is pending.	**Action is pending.**
19.	10.6.2	Captain Nitin Mukesh, Secretary, NSB, acknowledged the direction and confirmed that this work has been assigned to Ms. Shriya S. Khelurkar and Shri Shubham Jain, and that he would personally follow up.	Secretary NSB	Action is pending.	**Action is pending.**
20.	10.7.1	The Board noted that the issue may also involve international convention requirements and directed that these aspects be examined comprehensively.	Secretary NSB	Action is pending.	**Action is pending.**
21.	10.8.2	The Board observed that the final recommendations of the Government's consultation committee, and where they were accepted or rejected, should be publicly available and traceable. The board noted that the NSB's own recommendations should similarly be on record.	Shri Anil Devil Chair sub-committee on Ship building & Repairs	Action is pending.	**Action is pending.**

22.	10.8.3	The board advised that the current status of the Shipbuilding Mission also be examined, noting that another committee appears to be associated with that initiative and directed that the NSB's position in relation to it be clarified.	Shri Anil Devil Chair sub-committee on Ship building & Repairs	Action is pending.	**Action is pending.**
23.	10.9.1	The Indian sail vessel operators are not opposed to modern technologies but instead are keen to upgrade their traditional skills in a manner that integrates contemporary technologies, and the sub-committee's report must meaningfully address this aspiration.	Shri Arun Sharma CMD IRS	Action is pending.	**Action is pending.**
24.	15.5	The board agreed that the Board may proceed with the proposed meeting with infrastructure finance companies during the last week of May 2026, subject to the convenience of the members and the infrastructure companies.	Secretary NSB	Action is pending.	**Action is pending.**

25.	17.1	The Board advised that in case, the board members are busy elsewhere officially or unofficially and are not in a position to prioritize board meetings over their other works, then they may seek withdrawal of their nomination from the board so that Government could nominate other willing candidates to the board.	All NSB Members	Action is pending.	**Action is pending.**
26.	18.3	The Board agreed to take this discussion further in subsequent NSB meetings.	Secretary NSB	Action is pending.	**Action is completed.**
27.	19.3	The board further observed that the Board may proceed suitably on all such issues based on the formal submissions and recommendations received from the concerned stakeholders.	Shri Rahul Modi President CCTA & Chair Sub-committee on reduction of Logistics Costs	Action is pending.	**Action is pending.**

28.	20.1	The Board requested the Chairpersons of the concern libraries, ed sub-committees to consolidate and submit their recommendations on suggested reform measures within fifteen days for further examination by the Board.	All NSB Members / All Chairs of the NSB sub-committees	Action is pending.	**Action is pending.**
29.	21.1	The board observed that there existed several ideas and possibilities for integrating maritime heritage with tourism, public outreach and cultural preservation, and requested the concerned Members to further examine and suggest measures that could practically be undertaken in coordination with Maritime Boards and other authorities for preservation of India's maritime legacy.	All NSB members	Action is pending.	**Action is pending.**
30.	22.1	He indicated that upon completion of all the fifteen reports, along with the Annual Report 2025-26, the Board intends to present them collectively to the Honorable Minister. PSW.	Secretary NSB / All NSB Members	Action is pending.	**Action is pending.**

31.	22.2.1	IWAI would provide the necessary response and inputs without difficulty. He further confirmed his willingness to coordinate on the matter and furnish the required details expeditiously.	Shri Anil Laxman Devli, CEO INSA & Chair of this sub-committee / Shri Lakshmi Kant Rajak, Chief Engineer (Tech), IWAI	Action is pending.	**Action is pending.**
32.	22.2.2	Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai, confirmed that the required information from shipyards and ship repair facilities have largely been received and that the compiled documentation is now available with him for further examination and incorporation into the final report.	Shri Anil Laxman Devli	Action is pending.	**Action is pending.**

33.	22.2.3	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, observed that preparation and finalization of the report is the responsibility of the concerned sub-committees and emphasized that the process should be completed within the prescribed timelines. He further noted that the report is required to be finalized expeditiously in view of the timelines already indicated by the Board.	Shri Rahul Modi, President, CCTA	Action is pending.	**Action is pending.**
34.	22.2.4	Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai & Chair of this sub-committee, informed the Board that work on Sub-Committee 4 is progressing and that a comprehensive proposal, along with a roadmap to achieve the stated objectives, is being prepared with inputs from all relevant stakeholders. He confirmed that the sub-committee's work is on track.	Shri Rakesh Singh, President, ICCSA	Action is pending.	**Action is pending.**

35.	22.2.5	He stated that discussions regarding development-related issues and involvement of dedicated officers from Kerala Maritime Board are also being planned as part of the stakeholder consultations and future deliberations of his sub-committee.	Shri Rakesh Singh, President, ICCSA	Action is pending.	**Action is pending.**
36.	22.2.6	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, informed the Members that if any formal communication is required to be sent to State Maritime Boards or other authorities for facilitating participation and obtaining inputs, the concerned sub-committee Members could provide the details and such communications could be issued from his office to support the work of the sub-committees.	Shri Rakesh Singh President, ICCSA	Action is pending.	**Action is completed.**
37.	22.2.7	He further stated that additional meetings would be organized to clearly identify the requirements, assess stakeholder interest and determine the extent of participation by the concerned organizations in the proposed activities and consultations.	Shri Rahul Modi, President, CCTA	Action is pending.	**Action is pending.**

38.	22.2.8	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, further informed the Members that once the reports are finalized, they would be sent for printing and prototype copies would also be shared with the concerned Members for verification to ensure that all contents and formatting are in order before final printing. He emphasized that all Members should carefully review the prototype copies and provide confirmation before the reports are finalized for publication.	All NSB Members	Action is pending.	**Action is pending.**
39.	22.2.9	Shri Shantanu Kalita, Advisor IPA & Chair of this sub-committee informed the Board that work on Sub-Committee 9 is progressing and that a comprehensive proposal, along with a roadmap to achieve the stated objectives, is being prepared with inputs from all relevant stakeholders. He confirmed that the sub-committee's work is on track.	Shri Shantanu Kalita, Advisor IPA	Action is pending.	**Action is pending.**

40.	22.2.10	Captain Nitin Mukesh, Secretary, National Shipping Board & Chair of this sub-committee, informed the Board regarding the status of discussions connected with the Maritime Single Window and related coordination issues. It was observed that the matter would need to be taken forward in accordance with the decisions arrived at during the earlier discussions held in the morning session of the meeting	Captain Nitin Mukesh, Secretary, NSB	Action is pending.	**Action is pending.**
41.	22.2.11	He informed that the draft report of Sub-Committee 11 would be circulated amongst Members within one to two weeks and that the work of the sub-committee is progressing as per the prescribed timeline for submission of the final report by 30th June 2026.	Shri Arun Sharma CMD IRS	Action is pending.	**Action is pending.**

42.	22.2.12	Shri Shantanu Kalita, Advisor IPA & Chair of this sub-committee informed the Board that work on Sub-Committee 12 is progressing and that a comprehensive proposal, along with a roadmap to achieve the stated objectives, is being prepared with inputs from all relevant stakeholders. He confirmed that the sub-committee's work is on track.	Shri Shantanu Kalita, Advisor IPA	Action is pending.	**Action is pending.**
43.	22.2.13	Shri Santosh Patil assured the Board that both Sub-Committee 11 & 13 reports would be finalized and submitted well within the stipulated timeline of 30th June 2026.	Shri Arun Sharma CMD IRS	Action is pending.	**Action is pending.**
44.	22.2.14	Shri Rahul Modi further informed the Board that despite repeated follow-ups and reminders, no response has been received from CONCOR regarding nomination of a representative for participation in the sub-committee deliberations. He requested that a formal communication may be issued to ensure their participation and submission of inputs before finalization of the report.	Shri Rahul Modi, President, CCTA	Action is pending.	**Action is pending.**

45.	22.2.15	Shri Anil Devli CEO INSA & Chair of this sub-committee informed the Board that work on Sub-Committee 15 is progressing and that a comprehensive proposal, along with a roadmap to achieve the stated objectives, is being prepared with inputs from all relevant stakeholders. He confirmed that the sub-committee's work is on track.	Shri Anil Devli CEO INSA	Action is pending.	**Action is pending.**
46.	23.1	He further informed the Members that the detailed program would be finalized subsequently after consultation with the concerned stakeholders and organizers.	Secretary NSB / All Members	Action is pending.	**Action is pending.**

Annexure IX

Action taken on the decisions taken in the 33rd meeting of National Shipping Board held on 12th June 2026 at NSB's office New Delhi in virtual mode

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 10/06/2026	Status on 20/07/2026
1.	2.1	The Secretary NSB was advised by the Board to upload the confirmed minutes on the NSB weblink on the DG Shipping Website.	Secretary NSB	Action is pending.	**Action Completed.**
2.	3.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action Completed.**
3.	4.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action Completed.**

4.	5.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action Completed.**
5.	6.1	The Board perused the status of the action taken and advised the Secretary NSB to treat action as complete as no action points remain pending.	Secretary NSB	Action is pending.	**Action Completed.**
6.	7.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action Completed.**
7.	8.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action Completed.**
8.	9.1	The Board perused the status of the action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action is pending.	**Action Completed.**

9.	13.8	The Board unanimously approved the proposed organization structure of the NSB Secretariat as presented by the Chairperson, NSB for being formally taken up with DG Shipping.	Secretary NSB	Action is pending.	**Action is pending.**
10.	14.5	The Board unanimously agreed to take up with MoPSW to requisition a dedicated office space of 3,000 square feet for the NSB Secretariat in New Delhi, on a rental basis.	Secretary NSB	Action is pending.	**Action is pending.**
11.	15.3	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi also advised the Secretary NSB / Shri Shubham Jain, Consultant, DGS, to examine the old office records for the period 2018 to 2020 to ascertain whether any meetings were held during this period, and to update the status in the next meeting.	Secretary NSB / Shri Anil Devli	Action is pending.	**Action is pending.**

12.	16.8	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, stated that he would take up the consolidated note (to be prepared by Secretary NSB) with IPA in the first instance, and would also raise the matter with the Secretary, Department of Revenue, whom he is scheduled to meet shortly, regarding the non-participation of Customs.1	Secretary NSB	Action is pending.	**Action is pending.**
13.	17.2	The Chairperson NSB agreed that this was feasible, particularly for the work of the fifteen sub-committees, and stated that, given the limited time available before the Annual Report is finalized, he would invite suggestions through social media with a response window of about 15 days, while the relevant sub-committees continue their ongoing work.	Secretary NSB	Action is pending.	**The suggestions were sought on the social media, compiled by NSB Secretariat New Delhi and sent to the respective sub-committees for examination. Action completed.**

14.	18.5	The Board directed that an e-mail be sent by the Nautical Adviser-cum-Addl. DG (Nautical) office, with copies to the Secretariat and the concerned NSB members, so that the issue could be pursued further with the DG Shipping technical wing.	Secretary NSB / Capt. S.I. Abul Kalam Azad, Nautical Adviser / Shri Rakesh Singh President ICCSA	Action is pending	**Action is pending**
15.	19.1	The Chairperson advised that the entire correspondence with the Government of Gujarat be shared with him so that the matter could be taken up further.	Secretary NSB	Action is pending	**Action is pending.**
16.	20.3	He also clarified, in response to an earlier statement made at a meeting in Mumbai regarding the extension of infrastructure status to inland vessels, that on verification with IWAI it was confirmed that infrastructure status has not in fact been extended to smaller inland vessels, and that this should be taken up with the Govt accordingly.	Shri Rakesh Singh, President ICCSA	Action is pending	**Action is pending**

17.	21.3	The Board agreed that the matter be followed up further with FFFAI for the requisite data and inputs.	Shri Rahul Modi, President CCTA	Action is pending	**As FFFAI is not coming forward, the issues may be treated as closed. Action Completed.**
18.	22.3	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi noted that, since the Annual Report is required to be submitted to the Hon'ble Minister by 30th June 2026, all members are requested to ensure that their inputs reach the Secretariat well in time.	All NSB members / Dr. K. Murali, Professor, IIT Madras	Action is pending	**The inputs have been provided. Action Completed.**

19.	23.10	After detailed deliberations, the Board agreed that a joint representation be made to the Hon'ble Minister, Ports, Shipping and Waterways, by representatives of INSA, NUSI and MUI, through the good offices of the Chairperson, NSB, highlighting the welfare and safety concerns of seafarers on vessels affected by the ongoing conflict in the Middle East, and seeking appropriate Government intervention for their evacuation and welfare.	Shri Anil Devli, CEO INSA / Shri Milind Kandalgaokar, GS NUSI / Capt. Savio Ramos, GS MUI / Chairperson, NSB	Action is pending	**Action is completed.**
20.	24.1	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, informed the Board that the NSB Annual Report 2025-26 would be finalized and sent to members by the end of June 2026 for comments within 7 days, before being sent for printing.	Chairperson NSB / All NSB Members / Secretary NSB	Action is pending	**Action is completed.**

21.	25.9	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, stated that the target of 30th June 2026 for submission of all sub-committee reports, together with the Annual Report 2025-26, would be maintained, and that, on receipt, he would review the reports for consistency before they are submitted to the Hon'ble Minister.	All Sub-Committee Chairs / Secretary NSB	Action is pending	**Action is pending.**
22.	26.3	The Board agreed that, once the security audit is completed, the website would be formally launched by the Hon'ble Minister as part of the proposed event in the second fortnight of July 2026.	Secretary NSB	Action is pending	**Action is pending**
23.	27.5	The Board agreed with the structure summarized above and agreed to commence preparatory work for the event with immediate effect.	Chairperson, NSB / Secretary NSB / All NSB Members	Action is pending	**Action is pending.**

24.	28.5	The Board directed that the status of pending TA bills, along with any objections or shortfalls, be communicated to the members concerned within one week so that the bills can be processed without further delay.	Secretary NSB / Shri Jitendra Jadhav, ADG NSB	Action is pending	**Action is pending.**
25.	29.1	In response to a query from Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai, regarding accommodation of the proposed launch of the Lloyd's Register Foundation portraits by Hon'ble Minister PSW , which was earlier scheduled for 18th May 2026 but could not take place, the Chairperson advised her to share the details with his office to explore the possibility of integrating this event with the proposed NSB event in the first week of August 2026, given the constraints on the number of sessions that could be accommodated.	Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai	Action is pending	**Action is pending.**

26.	29.2	The Chairperson confirmed that the only engagement during this period would be a meeting on coastal shipping, which would be attended by Shri Rahul Modi, Shri Rakesh Singh and Shri Anil Devli.	Shri Rahul Modi, Shri Rakesh Singh and Shri Anil Devli.	Action is pending	**Action is completed.**
27.	29.3	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi advised members that, in seeking appointments with the Ministry or the Hon'ble Minister, requests should be made approximately one week prior to the desired date, rather than three weeks in advance, as the Ministry's own scheduling constraints make longer lead times impractical.	All NSB members	Action is pending	**Action is completed.**

28.	29.4	Shri Shantanu Kalita Advisor IPA highlighted the need for engagement with foreign shipbuilders and stated that the NSB, working with organizations such as IRS that have wide international networks, should help the Government build relationships with foreign shipyards interested in setting up operations in India, citing the example of recent engagement with Korean, Japanese and other shipbuilding interests in the context of Tamil Nadu's maritime initiatives. The Board agreed to take this forward with assistance from the IRS.	Chairperson NSB / CMD IRS	Action is pending	**Action is pending.**
29.	29.5	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi informed that Infrastructure Finance Companies (IFCs) have been contacted and they have agreed to engage with the NSB on financing of ship acquisition and shipbuilding, and that a preliminary meeting with these finance companies, involving a few NSB members, would also be convened shortly.	Chairperson NSB	Action is pending	**Action is pending.**

Annexure X

Action taken on the decisions taken in the 34rd meeting of National Shipping Board held on 9th July 2026 at NSB's office New Delhi in virtual mode to discuss preparatory arrangements for the upcoming NSB event

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 20/07/2026
1.	3(i)	(i) Coastal Shipping Seminar Committee will have Shri Rakesh Singh as Chair and Shri Rahul Modi & Shri Anil Laxman Devli as members.	Secretary NSB	**Constitution of the Committee is under process. Action is pending.**
2.	3(ii)	(ii) Seafarer Welfare Seminar Committee will have Shri Milind Kandalgaokar; as Chair and Shri Rakesh Singh & Capt. Savio Ramos (MUI) as members.	Secretary NSB	**Constitution of the Committee is under process. Action is pending.**
3.	3(iii)	(iii) Shipbuilding & Ship Repair Committee will have Shri Anil Laxman Devli as Chair & Shri Rahul Modi, Shri Rakesh Singh & Shri Santosh Patil (IRS) as members.	Secretary NSB	**Constitution of the Committee is under process. Action is pending.**

4.	3(iv)	(iv) Program Committee (overarching) will have Shri Rakesh Singh as Chair, Shri Milind Kandalgaokar as Co-Chair, Shri Anil Devli , Shri Shantanu, Shri K. K. Dhawan (IRS), Ms. Sanjam Sahi Gupta and Captain Nitin Mukesh as Member Convenor.	Secretary NSB	**Constitution of the Committee is under process. Action is pending.**
5.	3(v)	(v) All the committees will finalize the program finer details like Minute-to-Minute program, Invitee list, design /printing / distribution of invitation cards, finalization of the Chief Guests for each session, MOC, technical experts, time manager, event manager, component wise budget, finalization of venue, finalization of caterers / vendors, payment of bills, reception of guests, finalization & distribution of mementos etc. Finalization will be done in consultation with Shri Shantanu Kalita.	Secretary NSB	**Constitution of the Committee is under process. Action is pending.**
6.	3(vi)	(vi) Efforts will be made to seek sponsorship, if feasible.	Secretary NSB	**Action is pending.**
7.	3(vii)	(vii) wherever needed, NSB Budgetary provisions could be used.	Secretary NSB	**Action is pending.**
8.	3(viii)	(viii) The Chairperson will be available 24X7 for any clarification/ guidance.	Secretary NSB	**Action is pending.**

Annexure XI

To,
Shri Sameer Kumar Khare lAS (Retd.),
Chairperson,
National Shipping Board (NSB)
New Delhi.

Subject: **Urgent Appeal for the Protection of Innocent Seafarers Serving on Sanctioned and Shadow Fleet**

Respected Sir,

On behalf of the National Union of Seafarers of India (NUSI), representing thousands of Indian seafarers, I write to express our profound concern over the growing number of innocent seafarers who are being detained, criminalised, abandoned, and subjected to prolonged hardship while serving on vessels operating under international sanctions or those commonly referred to as the "dark fleet" or "shadow fleet".

Seafarers join ships in good faith to earn an honest livelihood and to support global trade. They have no authority over a vessel's ownership structure, beneficial ownership, flagging arrangements, commercial operations, chartering decisions, cargo, trading routes, or compliance with international sanctions. These decisions are made exclusively by shipowners, operators, charterers, managers, and other commercial entities.

Despite having no control over such matters, seafarers are increasingly becoming the unintended victims of geopolitical disputes and sanctions enforcement. Many have been detained for months or even years, subjected to criminal investigations, denied access to legal representation, deprived of wages, prevented from returning home, and forced to endure severe physical, emotional, and financial hardship.

NUSI firmly believes that seafarers must never be presumed guilty solely because they were employed on a vessel that subsequently became the subject of sanctions or regulatory investigations. Unless there is clear, credible, and legally established evidence demonstrating an individual's deliberate participation in unlawful activities, seafarers should be treated as victims requiring protection rather than as offenders or aid to the offenders.

In view of the growing humanitarian implications of these cases, we respectfully urge the IMO, ILO, ITF, and the Government of India to take immediate and coordinated action to:

i. Recognise innocent seafarers as victims of sanctions-related shipping disputes unless there is compelling evidence of their intentional involvement in illegal activities.
ii. Develop an internationally accepted protocol ensuring that seafarers are not arbitrarily detained, prosecuted, or criminalised for commercial decisions taken by shipowners, operators, charterers, managers, or beneficial owners. Such protocol must have clear timelines to conduct preliminary inquiries specifically devised to rule-out any involvement of seafarers in any illegality, thereby facilitating their timely repatriation. The protocol must mandate a dedicated mechanism between Port-State, Flag-State and State to which the seafarers belong, for channelizing expedited enforcement of seafarers rights under the International law.
iii. Guarantee immediate humanitarian protection, including prompt consular access, legal assistance, medical care, mental health support, wage protection, and timely repatriation for detained seafarers.
iv. Strengthen the implementation and enforcement of the Maritime Labour Convention, 2006 (MLC, 2006), particularly in cases involving abandonment, prolonged detention, unpaid wages, and denial of repatriation.
v. Establish an international emergency response mechanism involving governments, the IMO, ILO, ITF, and other relevant stakeholders to facilitate the swift resolution of cases involving innocent seafarers caught in sanctions-related investigations.
vi. Ensure accountability rests with those responsible, namely the beneficial owners, operators, charterers, commercial managers, and other individuals directing unlawful trade, rather than with the crew members who merely perform their professional duties.
vii. Promote internationally consistent legal safeguards to prevent arbitrary detention and ensure that the fundamental human rights of seafarers are protected regardless of the political or commercial circumstances surrounding a vessel.
viii. To create a dedicated international repository for recording the ongoing cases in which seafarers have been detained for greater transparency, similarly modelled to the ILO-IMO Joint Database on abandonment of seafarers. The ILO-IMO Joint Database is a great initiative and tool to record the abandonment cases globally, however, the same reflects only a bird's eye view of only abandonment cases.

Seafarers are the backbone of international trade, carrying more than 90 per cent of the world's commerce. They perform an essential global service under challenging conditions and should never become collateral victims of geopolitical conflicts, sanctions regimes, or commercial misconduct beyond their knowledge or control.

NUSI respectfully calls upon the international maritime community and the Government of India to work collectively towards establishing a fair, humane, and transparent legal framework that safeguards the rights, dignity, liberty, and welfare of every innocent seafarer.

The principles of justice, due process, and humanitarian protection demand that those who navigate the world's oceans in service of global trade are protected—not punished—for decisions they neither make nor control.

NUSI remains fully committed to working with governments, international organisations, shipowners, and maritime stakeholders to advance practical solutions that uphold the rule of law while protecting the fundamental rights of seafarers worldwide.

Yours faithfully,

Milind Kandalgaonkar
General Secretary-cum-Treasurer
National Union of Seafarers of India (NUSI)

Circular No. 32/2026-Customs

F. No. 450/41/2005-Cus-IV

Government of India

Ministry of Finance

(Department of Revenue)

(Central Board of Indirect Taxes & Customs)

****

Kartavya Bhavan-16049, New Delhi

Dated the 11th July, 2026

To,

All Principal Chief Commissioners/Chief Commissioners of Customs/Customs(Preventive)

All Principal Commissioners/Commissioners of Customs.

All Principal Directors General/Directors General.

Subject: Discontinuation of submission of manual documents/statements in respect of containers imported under Notification No. 104/94-Customs dated 16.03.1994 by the Shipping Lines– reg.

Madam/Sir,

Attention is invited to Notification No. 104/94-Customs dated 16.03.1994 read with Circular No 31/2005-Cus dated 25th July, 2005 and Circular 51/2020-Customs dated 20th November, 2020, which exempts containers of a durable nature from the whole of customs duty and whole of additional duty, subject to execution of a bond and fulfilment of the prescribed conditions, including re-export of such containers within the stipulated period or payment of the applicable customs duty in case of non-compliance.

2. References have been received from the shipping lines highlighting that, under the existing procedure, they are required to intimate the customs the number and identification particulars of the containers manually to be moved outside the customs area. Currently carriers execute manual bond with customs, which are recorded in the system and subsequently debited or credited based on the filing of manifest information with Customs *viz.* IGM/SAM and EGM/SDM electronic messages.

3. The matter has been examined. In order to promote the Ease of Doing Business, it has been decided to revise the framework of monitoring the duty free imports of containers in terms of Notification No. 104/94-Customs dated 16.03.1994. DG Systems will generate reports of

containers along with necessary details which have not been re-exported within the stipulated period of 6 months. These reports will then be published on ICEGATE portal (https://www.icegate.gov.in) for use by various shipping lines or the Customs officers for appropriate action under the Customs Act, 1962. The shipping lines, Non Vessel Owning Common Carrier (NVOCC), steamer agents or their authorized agents shall continue to execute the bond without any surety. This process will ease the process of manual debit/credit of bond for every transaction and save time & cost for stakeholders.

4. "One Nation One Port Process" report by the Ministry of Port, Shipping and Waterways has also highlighted the aspect of upgradation of Terminal/Port Operating Systems which will eliminate the practice of approvals/manual verification during gate-in/ gate-out. This will ensure safety and security of supply chain involved in *exim* cargo and also obviates the need of verifying the movement physically at port/terminal gate.

5. In view of process automation requirement of ports/terminals, there is need for development of electronic Gate System equipped to capture movement of container from Customs area. Accordingly, field formations shall coordinate with DG Systems and Port/ Terminal operators for expedited integration to have efficient process automation and doing away with manual intervention in relation to such container movement. Port/ terminal operators should maintain above record electronically, for containers which enter or exit through their notified Customs area.

6. Field formations shall ensure that the above facilitation measures are implemented in a trade-friendly manner. Suitable Public Notices may be issued in this connection.

7. Difficulties, if any, in implementation of this Circular may be brought to the notice of the Board.

Hindi Version follows.

Yours Faithfully,



(Indrajit Panda)
Under Secretary to the Government of India
Customs-IV, Customs Policy Wing, CBIC

No. SW-15011/2/2016-MG (e-322614)
Government of India
Ministry of Ports, Shipping and Waterways
(MASD Section)

Transport Bhawan, 1, Parliament Street
New Delhi – 110001
Dated: 10th August, 2026

Subject: Rescinding of General Orders No: 1 of 2026 dated 21.01.2026 and 2 of 2026 dated 31.03.2026.

WHEREAS General Orders No. 1 of 2018 dated 21st May 2018, No. 2 of 2018 dated 22nd May 2018, and No. 3 of 2018 dated 22nd June 2018 were issued under sub-section (1) of Section 407 of the Merchant Shipping Act, 1958 to facilitate the coastal movement of EXIM transshipment containers, empty containers, agricultural and horticultural products, and fertilizers on foreign flag vessels.

2. **WHEREAS** General Order No. 1 of 2026 dated 21.01.2026 was issued under sub-section (3) of Section 407 of the Merchant Shipping Act, 1958 revoking General Orders No. 1 of 2018, No. 2 of 2018 and No. 3 of 2018, with the revocation of General Orders No. 1, 2 and 3 of 2018 to take effect from the issuance of this order, allowing stakeholders to transition and adapt to the revised regulatory framework.

3. **AND WHEREAS** the implementation timeline of the General Order 1of 2026 was subsequently extended by six months vide General Order No. 2 of 2026 dated 31.03.2026 as an exceptional and temporary measure in view of the prevailing geopolitical situation affecting global shipping operations.

4. **AND WHEREAS the** current geopolitical situation has resulted in disruptions in the shipping industry and has had an impact on overall maritime trade.

Accordingly, the Ministry has considered the need to provide policy stability and operational certainty to safeguard India's maritime trade & logistics sector and therefore rescinds the General Orders No: 1 of 2026 dated 21.01.2026 and 2 of 2026 dated 31.03.2026.

5. Consequent upon the rescission of General Order No. 1 of 2026, **General Order No. 1 of 2018 dated 21.05.2018, General Order No. 2 of 2018 dated 22.05.2018 and General Order No. 3 of 2018 dated 22.06.2018** shall continue to remain in force.

6. This Order shall come into force with immediate effect.

7. This is issued with the approval of the Competent Authority.

(Rajeev Kumar Khare)
Under Secretary to the Government of India
Email: usma-psw@gov.in
Tel. No. 011- 23356708

To:

The Director General of Maritime Administration
Directorate General of Maritime Administration
Beta Building, 9th Floor
i-Think Techno Campus
Kanjur Marg (East)
Mumbai – 400042

Copy to:

1. Managing Director, Indian Ports Association.
2. Chairpersons, Major Port Authorities.
3. Chief Executive Officers, State Maritime Boards.
4. Captain of Ports, Goa.

NO. SW-15011/2/2016-MG
Government of India
Ministry of Shipping

Transport Bhawan
New Delhi, Dated 21st May 2018

General Order No. 1 of 2018

Subject: Relaxation under Section 407 of the Merchant Shipping Act, 1958, for coastal movement of (a)EXIM Transhipment Containers and (b)Empty Containers

1. Whereas the Merchant Shipping Act was enacted in 1958 at a time when container cargo was in a nascent stage (ISO standards for containers were fixed in 1956). In India, container shipping started only in the year 1980 and thus the Act predates the business of containers in India. Transhipment of cargo was not a major issue at the time of enactment, in fact the Act did not envisage such an eventuality.

2. Whereas the movement of cargo by containers has been rising continuously and is presently more than 20% of India's total EXIM trade volumes, and whereas in a dynamic international business situation where international shipping tariff is highly competitive, in order to achieve better economies of scale, container business has rapidly evolved from point-to-point to hub-and-spoke model. Thus the containers from smaller ports are shipped via feeder vessels and then aggregated at a transshipment port from where they are loaded in a bigger container liner for transshipment or mainline port. Such a model has not fully evolved in India and this has resulted in almost 33% of Indian container cargo getting transshipped at foreign ports. The extent of transhipment is increasing year on year and has increased from 26% in 2007-08 to 33% in 2016-17 (Indian Ports Association).

3. Whereas the business model for container shipping has firmly stabilized for the hub and spoke model and has resulted in the formation of transhipment hubs worldwide.

4. Whereas the advancement in shipping and container handling technology is leading to the deployment of ever increasing size of vessels (in excess of 18,000 TEUs) as mother vessels and development of deeper draft transhipment ports.

5. Whereas the currently established transhipment ports across the globe are investing further in developing themselves as modern ports of the future to retain their pre-eminence as transhipment ports.

6. Whereas India is yet to develop a robust eco-system of large, modern international transshipment ports/hubs with policy structures and cost advantages to compete with regional hub ports.

7. Whereas transhipment of Indian cargo at foreign transhipment ports leads to traffic growth at foreign ports and hence, job creation in other countries, loss of revenue from

Indian shippers/ consignees or exporters/importers to foreign ports in terms of port and logistics charges, and loss of foreign exchange to foreign ports as the transshipment revenues and charges are collected from Indian exporters/importers by foreign ports.

8. Whereas promoting transshipment ports in India would lead to (a)higher competition amongst shipping lines and a level playing field would reduce freight rates making Indian trade more competitive (b) time and distance efficient logistics between Indian ports versus foreign ports would also contribute to lowering in feedering cost (c) shifting of India container cargo from foreign ports to Indian ports would lead to higher port profitability and employment (d) upon establishment of transhipment ecosystem including ports and logistics sector, enabling small and medium enterprises, service providers to the ports and the shipping sector, Indian ports can potentially attract cargo originating from and destined to foreign ports, adding to further cargo growth at major Indian ports and (e) retention of foreign exchange in India.

9. Whereas the supply chain lag time and transshipment at a foreign port increases cost to the EXIM trade adversely impacting the competitiveness of Indian traders and manufacturers in the global market.

10. Whereas there is a requirement to enhance feeder capacity to support movement of EXIM containers by sea between Indian ports and the Indian transhipment ports.

11. Whereas availability and reliability of time-bound services and ease of access to container vessels for feeders and transshipment of containers within India is a prerequisite for development of transhipment ports in India.

12. Whereas providing for two-way cargo movement has the potential of reducing the cost of transport, improving cargo volumes and facilitating investment in shipping fleet.

13. Whereas sea borne transportation has the potential of simultaneously reducing the per tonne-km cost of transporting goods as well as reducing the greenhouse gas emission per tonne-km of transporting the goods over long distances by one-third, compared to rail and road based transportation.

14. Whereas as per Section 407 of Merchant Shipping Act, 1958, the foreign flag container lines are not allowed to (a) transship EXIM container and (b) empty containers from a port of India to another port in India without a license, as a result of which large amount of EXIM container cargo is being transshipped through foreign ports.

15. Whereas to deal with the business model of transshipment of containers, various countries have taken steps to allow vessels from foreign flags to trade on their coastal waters for transshipment cargoes by relaxing provisions of their domestic law(s) to boost international trade volume and reduce transportation cost.

16. Whereas, due to the gradual increase in the share of containerized cargo in India's EXIM trade and imbalance in the imports and exports from a particular port, there is a perennial problem of empty containers accumulating at some ports and shortage of containers at others, in terms of numbers, size and type. Thus, there is a requirement of movement of empty containers, of the apt numbers, size and type, from one port to

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another along the Indian coast without adding substantially to the cost of repositioning of the empty containers.

17. Whereas persistence of unidirectional demand leads to insufficient investment in the fleet and, as a result, there is a requirement of movement of empty containers from one port to another along the Indian coast, without adding substantially to the cost for repositioning of the empty containers.

18. Whereas as per Notification No. 38 / 2018 - Customs (N.T.) dated 11th May 2018, the Central Board of Indirect Taxes and Customs has allowed authorized sea carriers for carrying imported goods, export goods, coastal goods or goods meant for foreign transit or foreign transhipment subject to delivery of an integrated departure and arrival manifest to the proper officer electronically.

19. Whereas as per existing regulatory framework a foreign ship can load an empty or laden container from one place or port in India and discharge at other place or port in India, only under a license issued by the Director General of Shipping under Section 407 of the Merchant Shipping Act, 1958.

20. Whereas promotion of trade and ease of doing business in India is one of the major thrust areas of the Government of India, and there is a need to simplify processes for shipping of cargo and operation of vessels.

21. Whereas transportation of the transhipment containers up to the final destination needs to be facilitated to make Indian ports as major transhipment hubs.

22. Whereas considering the above facts, it is necessary to put in place effective policy measures in public and national interest to reduce/eliminate transshipment of Indian EXIM containers through foreign ports and reduce the cost for repositioning of the empty containers.

23. Now, therefore, the Central Government, in exercise of the powers conferred upon it under sub-section (3) of Section 407 of the Merchant Shipping Act, 1958, directs as under:

23.1 The provisions of sub-section (1) of Section 407 shall not apply to the following category of ships, which may be engaged for the coasting trade of India:

a. Foreign flag ships engaged, in full or in part, for transportation of EXIM laden containers for transshipment; and
b. Foreign flag ships engaged, in full or in part, for transportation of empty containers

23.2 This relaxation for ships at Para 23.1 (a) shall be subject to the conditions that:

a. the laden container is consigned on a through Bill of Lading to or from a port outside India for the purposes of transshipment at an Indian port;
b. the laden container is loaded or unloaded at a port in India for transhipment only; and

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c. the laden container is covered by the arrival manifest or departure manifest, as the case may be, for transshipment.

23.3 The relaxation for ships at Para 23.1 (a) and (b) shall further be subject to the conditions that the information will be submitted to the Director General of Shipping. The prescribed format for submitting the information is provided in Annexure 1 and must be shared with the Director General of Shipping by e-mail at sd1-dgs@nic.in at least 24 hours prior to sail of ship from the port in India. The prescribed format should be either digitally or otherwise signed by an authorized signatory of either the shipping line or the operator.

23.4 The relaxation for ships at Para 23.1 (b) shall only be subject to the conditions under Para 23.3, and would qualify for ships carrying empty containers.

23.5 Indian law enforcement agencies including inter alia Indian Navy, Coast Guard, State Maritime Police and Customs, shall be allowed to board such ships any time in the sea for ascertaining the bonafide credentials of the said ships/crew.

24. The forgoing relaxation has been put in place in public interest and without prejudice to the right of the Central Government, whatsoever, to alter/modify any of the provisions of this order, going forward.

25. The General Order No. SW-15011/8/2015-CS, dated 07th March 2016 has been rescinded with immediate effect.

26. This order shall come into force with immediate effect, and continue to be valid till further order, unless otherwise amended or withdrawn.

27. This issues with the approval of competent authority.

(P.K. Sharma)
Under Secretary to the Government of India
Tel/Fax: 011-23352726

Director General of Shipping
Directorate General of Shipping,
Beta Builing, 9th Floor
I-Think TechnoCampus
Kanjur Marg,
Mumbai 400042

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ANNEXURE 1

Format for information to be shared with Director General of Shipping

1.	**Ship details**				
1.1	Name of owner/ operator				
1.2	Name of ship with IMO No.				
1.3	Flag of the ship				
2.	**Container wise details**				
Type of the containers (empty/ laden)	**Quantity in TEUs**	**Load port in India**	**Discharge port in India**	**Ultimate destination**	**Date of pick-up and discharge**
1					
2					
. . .					
. .					
Total					

NO. SW-14020/5/2009-MG/SA (Vol 9)
Government of India
Ministry of Shipping

Transport Bhawan, Parliament Street,
New Delhi-110001
Dated the 22nd May, 2018

General Order No. 02 of 2018

Subject: Relaxation under Section 407 of the Merchant Shipping Act, 1958, for coastal movement of agriculture, horticulture, fisheries and animal husbandry commodities.

1. Whereas to enhance farmers' income, there is the related need to enhance the selling volume of the farmers, wherein the desired increase in selling volume can be achieved by enabling a large part of the produce to reach markets and be monetized; besides opening up the country as one market with eased access.

2. Whereas it is the stated intent of the Government calling for a mind-set shift from facilitating and protecting agricultural trade at predefined locations accessible to farmers, towards one that expands the market ecosystem, encompasses a wider array of participants and empowers farmers to access locations further afield is required.

3. Whereas earlier, a marketing system was considered effective if it provided for market yards and transactions within immediate range of farms, the yardstick today needs to include, the interconnectivity between markets and the value dispersion between farms and consumers.

4. Whereas the transport connectivity and logistics infrastructure needs to enable farmers and logistics service providers to store and transport above mentioned products especially perishable products to serve the domestic consumption and export markets efficiently.

5. Whereas water borne transportation has the potential of simultaneously reducing the per tonne-km cost of transporting goods to one-sixth as well as reducing the greenhouse gas emission per tonne-km of transporting the goods over long distances by one-third, compared to rail and road based transportation.

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6. Whereas the National Perspective Plan of the Sagarmala Programme estimates a potential of more than 9 Million tonnes per annum for coastal movement of food grains and processed food.

7. Whereas water borne transportation modes, including coastal shipping, being comparatively cheaper modes of transport would enable farmers to access a larger market profitably, widen the range of goods which can be marketed, and lengthen the distances over which domestic trade can be conducted.

8. Whereas persistence of unidirectional demand leads to insufficient investment in the fleet and, as a result, inadequate availability of coastal vessels for providing reliable and time bound services to Indian ports.

9. Whereas providing for two-way cargo movement has the potential of reducing the cost of transport, improving cargo volumes and facilitating investment in fleet.

10. Whereas as per the existing regulatory framework a foreign ship can load cargo from one place or port in India and discharge at other place or port in India, only under a license issued by the Director General of Shipping under Section 407 of the Merchant Shipping Act, 1958.

11. Whereas promotion of trade and ease of doing business in India is one of the major thrust areas of the Government of India, and there is a need to simplify processes for shipping of cargo and operation of vessels.

12. Now, therefore, the Central Government, in exercise of the powers conferred upon it under sub-section (3) of Section 407 of the Merchant Shipping Act, 1958, directs as under:

12.1 The provisions of sub-section (1) of Section 407 shall not apply to ships engaged in the coasting trade of India for carriage by sea of agricultural, fisheries, animal husbandry and horticultural commodities specified in the Indian Trade Classification (ITC), Harmonized System (HS) as per Annexure 2, as adopted and modified by the Director General of Foreign Trade, Ministry of Commerce and Industry provided that the commodities specified in Annexure 2 contribute to at least 50 percent of the total cargo onboard the ship.

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12.2 Accordingly, a foreign flag ship is not required to obtain a license from the Director General of Shipping for engaging in coasting trade of India, for carriage by sea of agricultural, fisheries, animal husbandry and horticultural commodities as specified in Annexure 2.

12.3 The relaxation for ships at Para 12.1 and 12.2 shall further be subject to the conditions that the information about the vessel and commodities will be submitted to the Director General of Shipping. The prescribed format for submitting the information is provided in Annexure 1 and must be shared with the Director General of shipping by e-mail at sd3-dgs@nic.in at least 24 hours prior to sail of ship from the port in India. The prescribed format should be either digitally or otherwise signed by an authorized signatory of either the shipping line or the operator.

12.4 The aforesaid relaxation shall be subject to the following condition that Indian law enforcement agencies including inter alia Indian Navy, Coast Guard, State Maritime Police and Customs, shall be allowed to board such ships any time in the sea for ascertaining the bonafide credentials of the said ships/crew.

13. The forgoing relaxation has been put in place in public interest, for ease of doing business and without prejudice to the right of the Central Government, whatsoever, to alter/modify any of the provisions of this order, going forward.

14. This order shall come into force with immediate effect, and continue to be valid till further order, unless otherwise amended or withdrawn.

15. This issues with the approval of competent authority.

(P.K. Sharma)
Under Secretary to the Government of India
Tel/fax 011-23352726

Director General of Shipping
Directorate General of Shipping,
Beta Building, 9th Floor
I-Think Techno Campus
Kanjur Marg,
Mumbai 400042

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ANNEXURE 1

Format for information to be shared with Director General of Shipping

1.	**Ship details**				
1.1	Name of owner/ operator and address				
1.2	Name of ship with IMO No.				
1.3	Flag of the ship				
2.	**Cargo details**				
Commodity No.	**Commodity (HS code)**	**Load port in India**	**Discharge port in India**	**Quantity in Tonnes**	**Date of pick-up and discharge**
Agricultural Commodity					
1					
2					
..					
Sub Total (A)					
Non – Agricultural Commodity					
1					
2					
..					
Sub Total (B)					
Grand Total (A+B)					

Note: The document so shared with the Director General of Shipping by e-mail at sd3-dgs@nic.inshould be either digitally or otherwise signed by an authorized signatory of either the shipping line or the operator.

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ANNEXURE 2

Commodities to be considered under agricultural, fisheries, animal husbandry and horticulture products

1.	**2-digit HS codes, inclusive of the various 4-digit, 6-digit and 8-digit HS codes**
1.1	02 – Meat and edible meat offal
1.2	03 – Fish and crustaceans, molluscs and other aquatic invertebrates
1.3	04 – Dairy produce, bird's eggs, natural honey, edible products of animal origin, not elsewhere included
1.4	07 – Vegetables and certain roots and tubers; edible
1.5	08 – Fruits and nuts, edible; peel of citrus fruits or melons
1.6	09 – Coffee, tea, mate and spices
1.7	10 – Cereals
1.8	11 – Products of the milling industry; malt, starch, inulin, wheat gluten
1.9	12 – Oil seeds and oleaginous fruits; miscellaneous grains, seeds and fruit, industrial or medicinal plants; straw and fodder
1.10	14 – Vegetable plaiting materials; not elsewhere specified or included
1.11	15 – Animal or vegetable fats and oils and their cleavage products
2.	**4-digit HS codes, inclusive of the various 6-digit and 8-digit HS codes**
2.1	5101 to 5105 – Wool, prior to yarn formation
2.2	5201 to 5203 – Cotton, prior to yarn/thread formation
2.3	5301 to 5305 – Vegetable textile fibers such as flax, hemp and jute

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NO. SW-15011/7/2015-CS
Government of India
Ministry of Shipping

Transport Bhavan
New Delhi, Dated 22nd June 2018

General Order No. 03 of 2018

Sub: Relaxation under Section 407 of the Merchant Shipping Act, 1958, for coastal movement of fertilizers

1. Whereas doubling farmers' income is a core fulcrum of the stated policy of the Government of India and whereas to enhance farmers' income, there is the related need to improve access to farm inputs such as good quality fertilizers and seeds.The desired improvement in access to inputs can be achieved by enabling transportation and logistics to be flexible and reliable for transporting goods within various parts of the country.

2. Whereas the Report of the Committee on Doubling Farmers' Income, Department of Agriculture, Cooperation and Farmers' Welfare, Ministry of Agriculture & Farmers' Welfare calls for a strategy towards enabling farmers to compete at a global scale. The aforementioned report also highlights application of a balanced dose of fertilizers on the basis of soil health as a requirement for reducing the cost of production, and that unavailability of fertilizers in the desired quantity, type and cost is a disadvantage for farmers.

3. Whereas there have been reports of delay in availability of fertilizer in some parts of the country due to transport bottlenecks of various kind and thus the transport connectivity and logistics infrastructure needs to enable storage and transportation of fertilizers and other inputs to the farmers, in a timely manner, to ensure sustainable and cost-efficient production.

4. Whereas water borne transportation has the potential of simultaneously reducing the per tonne-km cost of transporting goods to one-sixth as well as reducing the greenhouse gas emission per tonne-km of transporting the goods over long distances by one-third, compared to rail and road based transportation.

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5. Whereas water borne transportation modes, including coastal shipping, being comparatively cheaper modes of transport would enable cost efficient transportation of fertilizers and, thus, enable overall cost reduction in production.

6. Whereas movement of subsidized fertilizers by coastal route also qualifies for reimbursement of freight subsidy which will encourage the coastal movement of fertilizer, under the Nutrient Based Subsidy (NBS) policy.

7. Whereas the National Perspective Plan of the Sagarmala Programme estimates a potential of 6-7 Million Tonnes Per Annum for coastal movement of fertilizers.

8. Whereas persistence of unidirectional demand leads to insufficient investment in the fleet and, as a result, inadequate availability of coastal vessels for providing reliable and time bound services to Indian ports.

9. Whereas providing for two-way cargo movement has the potential of reducing the cost of transport, improving cargo volumes and facilitating investment in fleet.

10. Whereas as per the existing regulatory framework, a foreign ship can load cargo from one place or port in India and discharge at other place or port in India, only under a license issued by the Director General of Shipping under Section 407 of the Merchant Shipping Act, 1958.

11. Whereas promotion of trade and ease of doing business in India is one of the major thrust areas of the Government of India, and there is a need to simplify processes for shipping of cargo and operation of vessels.

12. Now, therefore, the Central Government, in exercise of the powers conferred upon it under sub-section (3) of Section 407 of the Merchant Shipping Act, 1958, directs as under:

12.1 The provisions of sub-section (1) of Section 407 shall not apply to ships engaged in the coasting trade of India for carriage by sea of fertilizers specified in the Indian Trade Classification (ITC), Harmonized System (HS) under 2-digit code 31, as adopted and modified by the Director General of Foreign Trade, Ministry of Commerce and Industry.

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12.2 Accordingly, a foreign flag ship is not required to obtain a license from the Director General of Shipping for engaging in coasting trade of India, for carriage by sea of fertilizers.

12.3 The relaxation for ships at Para 12.1 and 12.2 is further subject to the quantity of coasting trade of fertilizers as per Para 12.1 contributing to at least 50 percent of the total cargo onboard the ship.

12.4 The relaxation for ships at Para 12.1 and 12.2 shall further be subject to the conditions that the information will be submitted to the Director General of Shipping. The prescribed format for submitting the information is provided in Annexure 1 and must be shared at least 24 hours prior to sail of ship from the port in India, by email at dgsd5-ship@gov.in.

12.5 The aforesaid relaxation shall be subject to the following condition that Indian law enforcement agencies including inter alia Indian Navy, Coast Guard, State Maritime Police and Customs, shall be allowed to board such ships any time in the sea for ascertaining the bonafide credentials of the said ships/crew.

13. The forgoing relaxation has been put in place in public interest, for ease of doing business and without prejudice to the right of the Central Government, whatsoever, to alter/modify any of the provisions of this order, going forward.

14. This order shall come into force with immediate effect, and continue to be valid till further order, unless otherwise amended or withdrawn.

15. This issues with the approval of competent authority.

(Sanjay Mital)
Under Secretary to the Government of India

Director General of Shipping
Directorate General of Shipping,
Beta Building, 9th Floor,
I-Think TechnoCampus
Kanjur Marg,
Mumbai-400042

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Annexure 1:

Format for information to be shared with Director General of Shipping

1.	**Ship details**				
1.1	Name of owner/ operator with address				
1.2	Name of ship with IMO No.				
1.3	Flag of the ship				
2.	**Cargo details**				
Commodity No.	**Commodity (HS code)**	**Load port in India**	**Discharge port in India**	**Quantity in Tonnes**	**Date of pick-up and discharge**
Fertilizer Commodity					
1					
2					
..					
Sub Total (A)					
Other Commodities					
1					
2					
..					
Sub Total (B)					
Grand Total (A+B)					

Note: The document so shared with the Director General of Shipping by e-mail at dgsd5-ship@gov.inshould be either digitally or otherwise signed by an authorized signatory of either the shipping line or the operator.

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No. SW-15011/2/2016-MG(e-322614)
Government of India
Ministry of Ports, Shipping and Waterways
(Marine Development Section)

Transport Bhawan, 1, Parliament Street
New Delhi-110001
Dated 21st January, 2026

General Order No. 1 of 2026

Subject: Revocation of General Orders No. 1 of 2018, 2 of 2018, and 3 of 2018

WHEREAS General Orders No. 1 of 2018 dated 21st May 2018, No. 2 of 2018 dated 22nd May 2018, and No. 3 of 2018 dated 22nd June 2018 were issued under sub-section (1) of Section 407 of the Merchant Shipping Act, 1958 to facilitate the coastal movement of EXIM transshipment containers, empty containers, agricultural and horticultural products, and fertilizers on foreign flag vessels;

2. AND WHEREAS these Orders were aimed at achieving objectives in the public and national interest, including reducing the transshipment of Indian EXIM cargo through foreign ports, lowering freight costs, increasing container availability, and creating a competitive ecosystem for Indian trade and logistics;

3. AND WHEREAS despite the intent of the said Orders, representations have been received from stakeholders highlighting that the objectives have not been achieved, with issues such as increased freight costs, shortage of containers, predatory practices by foreign carriers, and stagnation in the Indian-flagged container fleet persisting;

4. AND WHEREAS Ministry of Ports, Shipping and Waterways has conducted a detailed review of these Orders, including feedback obtained through public consultations, detailed report of DG Shipping and trade inputs, and has observed the following:

i. Transshipment of Indian containerized cargo through foreign ports has not decreased, nor has the cost for Indian exporters and importers been significantly reduced.
ii. The anticipated increase in feeder capacity and availability of empty containers has not materialized.
iii. The Indian container fleet has stagnated, with little to no growth in tonnage or fleet size, discouraging investment in the sector.
iv. Indian trade remains heavily reliant on foreign flag vessels, making the country's exports vulnerable to external market forces.

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21/01/2026

v. The continued lack of a substantial Indian container fleet has hindered India's ability to reduce dependency on foreign carriers, impacting efforts to retain foreign exchange and promote domestic shipping.

5. AND WHEREAS the Ministry recognizes the need to promote Indian shipping tonnage and ensure seamless transport of cargo along the Indian coast and internationally to achieve India's $1 trillion goods export target by 2030;

6. NOW, THEREFORE in the exercise of the powers conferred under sub-section (3) of Section 407 of the Merchant Shipping Act, 1958, the Central Government hereby revokes the following General Orders:

i. General Order No. 1 of 2018 dated 21st May 2018.
ii. General Order No. 2 of 2018 dated 22nd May 2018.
iii. General Order No. 3 of 2018 dated 22nd June 2018.

7. Continuation of Notifications:

The following Notifications issued by the Ministry of Ports, Shipping and Waterways (then Ministry of Shipping) shall remain in force, until further orders:

i. MoS Notification dated 21st May 2018.
ii. MoS Notification dated 22nd May 2018.

8. Applicability of Section 406 and 407 of the Merchant Shipping Act, 1958:

The provisions of Sections 406 and 407 of the Merchant Shipping Act, 1958, along with extant rules, regulations, and guidelines, shall continue to apply to vessels engaged in the transportation of containerized cargo, subject to the relaxations provided under the notifications mentioned in para 7 above.

9. Monitoring and Compliance:

All Indian law enforcement agencies, inter alia, Port Authorities and Indian Customs, are authorized to board and inspect vessels to ensure compliance with this Order and all other directives issued by the Central Government.

10. Online Portal for issuance of license

The chartering permission and issuance of license for foreign vessels are provided through end-to-end digital platform "https://esamudra.dgshipping.gov.in".

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21/01/2026

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11. Effective Date:

This revocation shall take effect from 3 months from the issuance of this order, allowing stakeholders to transition and adapt to the revised regulatory framework.

12. This issues with the approval of the Competent Authority.

21/01/2026

(Sanjay Kumar)
Under Secretary to the Govt. of India
Email id. ussm1-psw@gov.in
Tel No. 011-23714715

To:
Director General of Shipping
Directorate General of Shipping, Beta Building,
9th Floor I-Think Techno Campus
Kanjur Marg, Mumbai 400042

Copy to:
1. MD, Indian Port Association
2. Chairperson, All Major Ports
3. CEOs, State Maritime Boards
4. Captain of Ports, Goa

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Annexure XIV

NOTE ON GSO & SEO

BACKGROUND:

The **Government Shipping Offices** headed by a **Shipping Master** and **Seamen's Employment Offices** headed by a **Director** are the field offices established under the provisions of MS Act, which plays vital roles at different levels in a seafarer's career. Welfare of the seafarers throughout their service onboard Indian and Foreign flag vessels are monitored by both the Shipping Master and the Director respectively.

GOVERNMENT SHIPPING OFFICES (GSO):

The Shipping Office issues Continuous Discharge Certificate and Biometric Seafarer's Identification Document, which forms the primary documents for employment onboard vessels. Government Shipping Offices were established under Sec 11 of erstwhile MS Act, 1958 with provision for Shipping Master, Deputy Shipping Masters and Assistant Shipping Masters as considered necessary. The Shipping Master presently performs, inter alia:

a) Engagement and discharge of seafarers;
b) Issuance of Continuous Discharge Certificates (CDC);
c) Issuance of Biometric Seafarers Identity Documents (BSID);
d) Settlement of disputes between seafarers and employers;
e) Investigation into deaths, injuries and disabilities onboard vessels;
f) Exercise of quasi-judicial powers;
g) Passing awards enforceable as civil court decrees.

SEAMEN'S EMPLOYMENT OFFICE (SEO):

The Director SEO issues licence and regulates the RPSL companies which provides employment to the seafarers. The Seamen's Employment Offices were established under Sec 12 of erstwhile MS Act, 1958 with provision for Director, Deputy Directors and Assistant Directors as considered necessary. The Director, Seamen's Employment Office:

a) Regulates recruitment and placement agencies;
b) Grants, renews, suspends and cancels licenses;

c) Conducts inspections and investigations;
d) Ensures welfare and repatriation of seafarers;
e) Protects seafarers from exploitation;
f) Ensures compliance with international labor standards.

PRESENT STATUS OF GOVERNMENT SHIPPING OFFICES AND SEAMEN'S EMPLOYMENT OFFICES:

Mumbai and Kolkata

Historically, Government Shipping Offices and Seamen's Employment Offices were established in Mumbai and Kolkata. These offices where sanctioned with officers as well as staff complement of 02 offices each at both the locations.

Chennai

The Seamen's Employment Office was established in Chennai vide Gazette S.O. 265(E) dated 23/04/1993. Even though the office was established in 1993, the creation of posts could not be done for Seamen's Employment Office Chennai. Seeing the nature of job, the availability of permanent staff is vital for accountability and responsibility, which in turn delivers better and efficient service to the public.

IMPACT OF THE MS ACT, 2025:

The provision for Shipping Master and subordinates, as well as, Director and subordinates are established in the Shipping Office itself. The nomenclature of Seamen's Employment Office is taken away from the present Act. As per Sec 12 of MS Act, 2025,

"The Central Government may, by notification, establish a Shipping Office at every port in India in which it thinks it necessary so to do, and shall as it may consider necessary, appoint thereto— (a) a shipping master and as many deputy shipping masters and assistant shipping masters as may be required; (b) a director and as many deputy directors and assistant directors as may be required; and (c) seafarer's welfare officers."

EVOLVING SITUATION:

a) Over the past decade, the number of active Indian seafarers has surged from roughly 1.25 lakh to over 3.00 lakh. Indian seafarers now account for approximately 12% of the global maritime workforce.
b) Under **MIV 2030**, the Ministry has set an ambitious target to capture **>20% of the global seafaring market share**, cementing India as the top seafaring nation globally.
c) Under **Maritime Amrit Kaal Vision 2047**, Indian-flagged tonnage, coastal shipping, and domestic fleet capabilities are projected to scale exponentially, generating massive domestic and international employment.

Due to this evolving situation, the responsibilities of the Shipping Masters and Directors have increased exponentially owing to:

a) Implementation of the Maritime Labor Convention (MLC), 2006;
b) Merchant Shipping (Recruitment and Placement of Seafarers) Rules;
c) Merchant Shipping (Biometric Seafarers Identity Document) Rules;
d) Increased regulation of recruitment agencies;
e) Enhanced welfare obligations towards Indian seafarers;
f) Digital issuance of statutory maritime identity and certification documents;
g) Growth of India's merchant shipping and seafaring workforce;
h) Enhanced international compliance requirements.

WEAKNESS OF EXISTING INSTITUTIONAL FRAMEWORK:

a) **Inadequate Geographic Reach:** Government Shipping Offices (GSOs) / Seamen's Employment Offices (SEOs) remain limited primarily to major traditional port cities (e.g., Mumbai, Kolkata, Chennai). Seafarers residing in northern, eastern, and inland regions face immense logistical hurdles and financial burdens travelling to these centres for basic administrative functions.

b) **Administrative Bottlenecks:** The workload surrounding Continuous Discharge Certificates (CDCs), Seafarer Identity Documents (SIDs), Articles of Agreement / Seafarer employment Agreement, grievance redressal, welfare distribution, recruitment agency monitoring (RPSL compliance), Marine casualty/ MLC compliance related matters onboard ships and settlement of terminal benefits of seafarer have increased manifold, overwhelming the existing regional administrative capacity.

c) **Jurisdictional bottlenecks:** Currently the Shipping Office Mumbai caters for 400-500 RPSLs with jurisdiction from Maharashtra to the whole north of India, except a few eastern states.

CADRE STRUCTURE REVIEW & REVIEW OF RECRUITMENT RULES (RR):

The Recruitment Rules governing the posts of Shipping Master, Deputy Shipping Master, Assistant Shipping Master, Director, Deputy Director and Assistant Director under the Shipping, Seamen's Employment and Seamen's Welfare Office were notified vide GSR 275 dated 30.03.1995**.** More than three decades have elapsed since the notification of these Recruitment Rules. The present Recruitment Rules have remained substantially unchanged since 1995 despite the enactment of new legislation, implementation of international maritime obligations and considerable expansion of the responsibilities entrusted to the cadre. The continued operation of outdated Recruitment Rules has resulted in stagnation of career progression and perpetuation of pay anomalies within the cadre. The continued operation of outdated Recruitment Rules has resulted in stagnation of career progression and perpetuation of pay anomalies within the cadre. The existing pay structure, unchanged since 1995, no longer reflect the responsibilities, qualifications, accountability and statutory authority attached to these posts. In view of significant changes in the maritime sector and substantial enhancement in the responsibilities attached to these posts, there is a need to review cadre structure and the RR.

RECOMMENDATIONS:

In order to comply with the MS Act, 2025, and for better, efficient and swift service for the seafarers as well as for the shipping industry, the following critical actions are recommended:

a) Explore the feasibility of merging Seamen’s Employment Offices in Mumbai and Kolkata with respective Government Shipping Offices & Renaming Seamen’s Employment Office Chennai as Government Shipping Office Chennai at par with Mumbai & Kolkata.
b) Explore the feasibility of creating posts of Shipping Master, Director, Deputy Shipping Master, Deputy Director, Assistant Shipping Master, Assistant Director/Seafarer’s Welfare Officer in Chennai along with supporting staff for effective implementation of MS Act and extant rules.

c) Explore the feasibility of setting up new GSOs in key maritime and inland hub states (e.g., Kochi, Visakhapatnam, Kandla/Ahmedabad, Goa, Odisha, Delhi/NCR, Gorakhpur/Lucknow and Guwahati) to decentralize seafarer documentation, verification, and welfare services to seafarers and their NOK.

d) Explore the feasibility of comprehensive review of the Recruitment Rules along with the cadre structure and allied pay levels maintaining pay levels of the cadre at par with other cadres carrying out similar duties under the Govt of I. (The Shipping Master / Director cadre occupies a unique position within the maritime administration of India and performs statutory, regulatory, welfare, enforcement and quasi-judicial functions of considerable importance. The Department of Personnel & Training has consistently emphasized that Recruitment Rules should be reviewed at regular intervals, generally once every five years, to ensure that they remain relevant to contemporary administrative and functional requirements).

LIKELY BENEFITS:

a) **Direct Support to MIV 2030 & Vision 2047:** Robust administrative machinery will accelerate India's progress toward supplying over 500,000 active seafarers to the global fleet.

b) **Eradication of Illegal Recruitment:** Expanding local SEO presence will directly dismantle fraudulent manning agents operating in tier-2 and tier-3 cities.

c) **Enhanced Seafarer Welfare:** Quicker resolution of grievances, death / disability compensation claims, and documentation bottlenecks.

d) **Strengthened Global Standing:** Efficient GSOs and SEOs directly enhance India's compliance rating under the International Labour Organization (ILO) Maritime Labour Convention (MLC, 2006) and IMO regulations.

****

Sub Group – 8

Response to Maritime Contingency on Indian Coast

Composition

- Rep from Indian Navy
- Rep from Coast Guard
- Rep from INSA
- Shri Shantanu Kalita

Terms of Reference

1. Present capabilities of Indian agencies
2. Envisaged capability development
3. Response and coordination mechanism for contingencies onboard IFMVs in IOR
4. Response and coordination mechanism for contingencies onboard foreign flagged vessels transiting through MZI

Contingencies

Oil and Chemical Spills	• **Pollution response, containment, shoreline clean-up and environmental protection**
HNS Incidents	• **Toxic vapour, decontamination, specialised PPE and onshore impact coordination**
Container loss/ dangerous cargo	• **Navigation hazards, debris monitoring and recovery challenges**
Collision, fire, sinking, wreck	• **Deep-sea firefighting, wreck management, towing and salvage coordination**
Natural disasters and SAR	• **Cyclones, tsunami, flooding and distress response for vessels and offshore assets**
Port and coastal emergencies	• **Harbour fires, hazardous cargo events and infrastructure breakdowns**

Present Capabilities

- Strong operational agencies with proven readiness: ICG, *IN*, MRCCs and scientific support institutions
- NOS-DCP offers a relatively mature unified-command model for oil spill contingencies with tiered escalation
- Mission Based Deployments and long-range naval aviation provide extended-reach SAR support
- INCOIS and MoES forecasting systems are globally regarded and can support drift, oil-spill and weather prediction
- Recent incidents show that first-response manpower is available; the shortfall is in unified authority and specialist assets

Responsibilities of Agencies

DG Shipping	**Regulatory and legal backbone for merchant-vessel incidents, reporting, surveys and statutory action**
Coast Guard	**Nodal for SAR, natural disasters and oil spill response; operates MRCCs, surveillance chain, ships and aircraft**
Indian Navy	**Provides depth, reach and surge capacity, especially beyond MZI/EEZ and during high-severity events**
Port Authorities	**Lead within port jurisdiction, especially harbour operations and local emergency action**
MoES/INCOIS/ NIOT	**Forecasting, drift modelling, cyclone-tsunami warning and ocean-state inputs for decisions**
INSA/ Industry	**Rapid owner linkage, advisory dissemination and support for ship availability and best practices**

Shortfalls

- No unified national maritime contingency framework, except for oil spills and SAR
- Different incidents trigger different statutory pathways, creating fragmented decision-making
- Absence of a single national decision making authority for complex casualties involving fire, drift, wreck, pollution and hazardous cargo
- Asset ownership is distributed across ICG, *IN*, ports, private salvors and state agencies, without a pre-designated integrated task force
- Inter-ministerial coordination can delay decisions during fast-moving, high-impact incidents

Gap Analysis

System strengths

- Experienced operational responders
- MRCC-led SAR coordination
- Oil spill structure under NOS-DCP
- Scientific forecasting support

Critical deficiencies

- Few dedicated ETVs and limited bollard pull
- No national HNS plan equivalent to NOS-DCP
- No dedicated container recovery or deep-sea retrieval system
- No dedicated deep-sea firefighting fleet
- Limited shoreline clean-up and underwater intervention tools
- Heavy reliance on international salvors

Recommendations

Policy Framework – Comprehensive National Maritime Contingency Response Framework

National Authority – Establish a National Maritime Contingency Management Authority under MoPS&W

Regional Engagement – Learning best practices from global trends

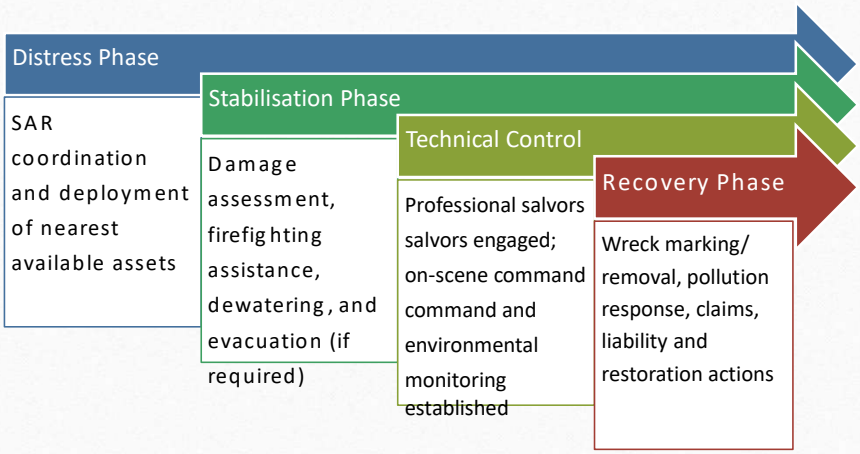
Recommendations

Statutory backing - Enabled through suitable Merchant Shipping Act provisions with clear authority and good-faith protection for time-critical decisions

Capacity Enhancement – Capacity and capability development to cater for contingencies

- Emergency Towing Vessels
- Pollution and salvage nodes
- MDA and Surveillance capacity
- AI and satellite monitoring
- Training and exercises

Response Mechanism



Discussions

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

National Shipping Board, New Delhi

Roadmap for an Integrated National Single Maritime Window

Globally Compliant · Aligned to Maritime Amrit Kaal Vision 2047

NSB Sub-Committee No. 10 · Report 2025-26
Chairperson: Capt. Nitin Mukesh, Secretary NSB & Dy. Nautical Advisor, DGS

EXECUTIVE SUMMARY

A Maritime Single Window (MSW) is a digital platform that allows ship owners, operators, and agents to submit all necessary documentation electronically in a single-entry point to various authorities (customs, port health, immigration, and other regulatory bodies) involved in maritime operations.

3%	63.9%	13	40
FAL compliance April 2026	**FAL compliance June 2026**	**Issues formally flagged by DGS**	**Ports/terminals reporting**
168 of 5,409 VCNs	*3,117 of 4,879 VCNs*	*Letter dated 29 May 2026*	*6 at zero submissions*

MSW 2.0 / Sagar Setu delivers sound underlying architecture, but the Directorate General of Shipping's own letter of 29 May 2026 records a severe compliance collapse following the MSW 1.0-to-2.0 transition. Recovery to 63.9% by June 2026 is encouraging, but 6 ports still report zero compliance and both of India's two highest-volume ports remain below the national average. This Report's roadmap places first priority on closing the DGS-identified gaps before pursuing AI-governance and data-sovereignty ambitions.

One of fifteen NSB Sub-Committees, charting the roadmap to MAKV 2047

The Mandate

Constituted vide Order No. NSB-13/14/2025-NSB (06.02.2026), tasked with a 100-day roadmap for a globally compliant Integrated National Single Maritime Window.

Chair: Capt. Nitin Mukesh, Secretary NSB & Dy. Nautical Adviser, DGS
Members: Shri Anil Devli, Shri Rakesh Singh, Shri Rahul Modi, Shri Shantanu Kalita

Evidence base: DGS letter (29.05.2026); Sagar Setu User Manuals (IPA); independent global-benchmarking consultation (Shri R. Naidu); SICA trade representation (01.07.2026).

Tier	Composition & Function
Steering Committee	Secretary MoPSW, DG Shipping, IPA leadership — strategic oversight & policy
Administrative Committee	ED (IT) IPA, financial/legal reps — contractual & financial governance
Technical Advisory Committee	NIC, port technical experts, IPA teams — architecture & cybersecurity
DGS Review Mechanism	Nautical Adviser / Dy. NA chairs periodic reviews — principal operational escalation authority

CHAPTER III · CURRENT STATUS

DEPLOYED

- ✓ **Login Management & User Registration**
- ✓ **Voyage Registration / VCN Module**
- ✓ **Vessel Profile Module (with certificate library)**
- ✓ **MSW — IMO FAL Forms 1–7 (partial functionality)**
- ✓ **Admin Configuration, Dashboard, DMS (basic)**

PENDING

- ✗ **PHO Module (Free Pratique / health declarations)**
- ✗ **Pre-Arrival Notification System (PANS) workflows**
- ✗ **Immigration integration (BoI)**
- ✗ **Customs (ICEGATE / SCMTR) integration**
- ✗ **Port Authority review interface for MSW itself**

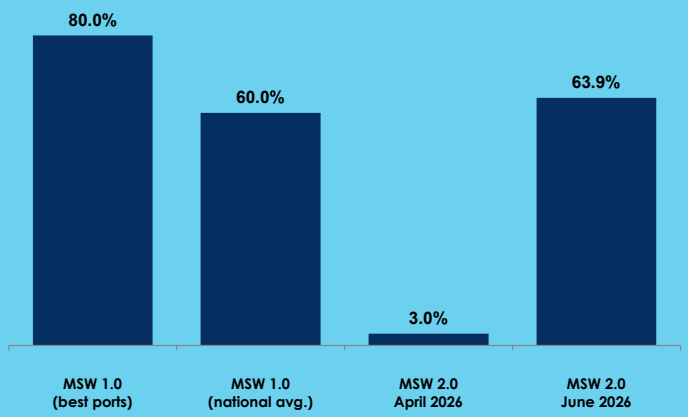
CHAPTER IV · DGS LETTER, 29 MAY 2026

File No. 25-63011/7/2023-NT-DGS — Shri Shyam Jagannathan, I.A.S., Director General of Shipping

- i. Compliance collapsed to ~3% of vessel calls (April 2026)
- ii. FAL forms still sent manually alongside portal filing
- iii. No PDF upload for Form 3 (Stores) & Form 4 (Crew Effects)
- iv. No partial submission / Save-as-Draft functionality
- v. Upload errors — Crew List & Last Port of Call fields
- vi. Port Authorities unclear how to access MSW submissions
- vii. Users still find the system difficult to navigate
- viii. Customs & Immigration integration still pending
- ix. Immigration forms under standardisation (20→12)
- x. Inconsistent document demands across ports
- xi. Confirmed fake-certificate incident on the portal
- xiii. No time-bound issue-resolution / ownership matrix

CHAPTER V · COMPLIANCE TRENDS

From collapse to recovery: the compliance trajectory



Reading the trend

April 2026: 168 of 5,409 VCNs filed FAL forms through the portal a collapse DGS calls a matter of serious concern.

June 2026: 3,117 of 4,879 VCNs compliant (63.9%) — an 18-fold rise in two months, now above the MSW 1.0 average.

Caution: national averages mask localised failure — see port-wise data next.

CHAPTER V · PORT-WISE COMPLIANCE, JUNE 2026

National recovery hides sharp port-level divergence

Top Performers	Compliance
Gopalpur Port	100.0%
Karaikal Port	100.0%
Adani Petronet (Dahej)	97.0%
Krishnapatnam Port	95.1%
Adani Gangavaram Port	93.8%

Weakest Performers	Compliance
Ship Recycling Yard, Alang	0.0%
Bhavnagar Port	0.0%
Konkan LNG Pvt Ltd	0.0%
Chhara Port	0.0%
Old Mundra Port	0.0%

High-volume ports lag too: Mumbai Port Authority (535 VCNs) and Jawaharlal Nehru Port Authority (525 VCNs) together ~22% of national volume — recorded only 36.3% and 42.7% compliance, well below the 76–86% range at Deendayal, Paradip and Visakhapatnam. Only 37.5% of approved VCNs nationally carried a Free Pratique submission.

CHAPTER VI · GLOBAL BENCHMARKS

What worked abroad — and what failed

What Worked	Result
Singapore digitalPORT@SG	16 forms consolidated into 1; ~100,000 man-hours saved/yr
Rotterdam Pronto	Waiting time cut ~20%; berth-ETA accurate to 20 minutes
Antwerp NxtPort	One open API standard live across the port community
Portbase, Netherlands	2,500+ stakeholders on one federated platform

What Failed	Failure Mode
UK HMRC Single Trade Window	Complexity underestimated; supplier dispute within a year
UK Customs Declaration Service	Hard legacy cutover caused delays up to 45 minutes
EU EMSWe	Late technical specs caused an 18-month desync across states
US ACE	~3 decades to mandatory status; GAO cited weak governance

Design rule: consolidate before layering AI; lock joint technical standards early; never force a hard cutover without parallel running; vest one empowered authority from day one.

CHAPTER VII · STAKEHOLDER CONSULTATION

SICA: the cargo-consolidation trade's perspective

Southern India Consolidators Association — Ref. SICA/NSB/2026/001, dated 1 July 2026

1 "Enter once, use everywhere" single submission across Customs, port & PGAs	2 Treat the LCL consolidation manifest as a first-class data object, not just vessel-level
3 Open, well-documented API access for MSME consolidators, not only large logistics providers	4 Real-time validation at source to cut manifest rejections
5 End-to-end ICD & transhipment visibility	6 Structured exception workflow for detention & demurrage
7 Shared, standardised master data (IEC, GSTIN, HS codes)	8 Phased, modular, consultative rollout with a grievance mechanism

INDEPENDENT CORROBORATION · FROM THE BRIDGE

A Master's-eye view confirms the same gaps

Capt. Anand Kottol, Master, MV Darya Jiya — feedback to ITF Inspector Ramesh Babu Reddipalle, 7 July 2026

OBSERVATIONS	RECOMMENDATIONS
Redundant re-filing Identical documents re-submitted at every Indian port on a multi-port itinerary	**"Data Once" principle** File arrival particulars once; auto-push to Customs, Immigration, Health, Port State Control
Paper still demanded Hard copies required despite existing electronic filing systems	**Digital signatures accepted** Remove requirement for physical rubber stamps and wet signatures
Fatigue impact Administrative load alongside cargo operations pressures bridge-team safety and rest	**National interoperability** Data from the first Indian port of call accessible to all subsequent ports
Inconsistent shore passes Non-standardised requirements for shore leave across ports	**Streamlined shore passes** Digital, pre-approved passes using the arrival manifest and SID

The regulator, the trade, and the bridge agree

Theme	DGS Letter (Regulator)	SICA (Trade Body)	Master's Feedback (Vessel)
"Data once, use many times"	Issue viii — Customs/Immigration integration pending	Suggestion 1 — single submission across agencies	"Data Once" principle, pushed to all authorities
Standardisation across ports	Issue x — inconsistent port-wise document demands	Suggestion 7 — shared, standardised master data	National Maritime Documentation Protocol
Reduce data-quality friction	Issue v — Crew List / date-format upload errors	Suggestion 4 — validation at source	Digital/electronic signatures, no re-keying
Structured, consultative rollout	Issue xiii — no time-bound resolution mechanism	Suggestion 8 — phased rollout with grievance channel	Request for consistent, published procedures

CHAPTERS VIII – XI · DESIGN RECOMMENDATIONS

Thirteen recommendations, five design disciplines

Ref	Design Discipline	Key Recommendations
A	Architecture & Data Foundation	Consolidate SagarSetu, Sagar Manthan, NDCS · Lock joint standard with ICEGATE 2.0/RMS/ICES · "Data once, use many times"
B	The Virtuous Cycle of AI	Adopt the Rotterdam Pronto model · Govern under ISO/IEC 42001 · Phase AI deployment (PSA Tuas model)
C	Sovereign Strategic Data Asset	Federated ownership (Portbase model) · Design for DPDP Rules 2025 phasing · Connect to green shipping corridors
D	Risk & Institutional Discipline	Independent complexity assessment + one empowered authority · Critical Information Infrastructure status
E	Inclusive Rollout	Mixed major/non-major pilot ports · Continuous structured stakeholder consultation

CHAPTER XIII · ALIGNMENT WITH MAKV 2047

Why the Single Window matters for MAKV 2047

Ease of Doing Business

"Data once, use many times" filing — but 97% of April 2026 vessel calls still moved outside the portal

Resilient Trade Corridors

Locked technical standards + green-corridor data connection depend on completing Customs/Immigration integration

Global Maritime Standing

Sustained FAL compliance is direct evidence of India's IMO Facilitation Convention discharge

Trusted Governance

First-mover ISO/IEC 42001 certification, federated data charter, Critical Information Infrastructure status

Inclusive, MSME-Enabled Trade

Open API access and mixed major/non-major pilot ports keep the benefits broad-based

CHAPTER XIV · PHASED ROADMAP

Consolidate before layering intelligence

Phase	Timeframe	Key Actions
Immediate	0–4 weeks	Restore PDF upload (Forms 3/4) · Partial submission/Save-as-Draft · Fix Crew List upload errors · Close fake-certificate gap · Furnish SRS/FRS to DGS
Short-Term	1–3 months	Complete BoI form standardisation · Phase out manual filing · Publish uniform document checklists · Begin data-layer consolidation
Medium-Term	3–12 months	Complete Customs & Immigration integration · Link FAL submission to port operations · Federated data-governance charter (pre-DPDP Phase II)
Long-Term	To MAKV 2047	Deploy AI virtuous cycle once compliance is restored · Pursue ISO/IEC 42001 certification · Scale nationally under one authority

CHAPTER XV · RECOMMENDATIONS

What this Sub-Committee asks the Board to do

1. Direct IPA to treat the thirteen DGS-identified issues as the first-priority MSW 2.0 work programme, with monthly progress reported to DGS and the NSB Secretariat.
2. Direct IPA to furnish DGS the SRS, FRS, module structure, technology specifications, System Architecture/Integration Framework and Governance and Change Management Framework requested in the 29 May 2026 letter.
3. Constitute, on an urgent basis, the issue-wise ownership matrix and time-bound resolution mechanism DGS has requested.
4. Direct IPA and DGS jointly to consolidate the data layer and lock a joint technical standard with ICEGATE 2.0, RMS and ICES before the architecture hardens further.
5. Pursue first-mover ISO/IEC 42001 certification only after compliance is restored to at least MSW 1.0 levels.
6. Accept SICA's request to be included as a continuing stakeholder in working sessions, pilots and consultations.

A cornerstone of MAKV 2047 — in practice, not only in design

Sound architecture, thirteen interlocking gaps, a documented recovery in progress — with the roadmap to close them.

Thank You

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National Shipping Board – Sub Committee -11

SKILLING ROADMAP FOR SHIPBUILDING, SHIP REPAIR AND SHIP RECYCLING IN INDIA

Towards Achieving the Goals of Maritime Amrit Kaal Vision 2047

Current Skilling Landscape - India's Maritime Sector

- **SHIPBUILDING:**
  - 25-30 major and medium yards across India (public + private)
  - Workforce dominated by welding, fitting, electrical, pipe work, rigging, NDT, painting trades
- **SHIP REPAIR:**
  - Multiple clusters at Kochi, Mumbai, Chennai
  - Requires diagnostics, dry-dock, and retrofit skills. Heavy reliance on short-term contracted workforce
- **SHIP RECYCLING:**
  - Alang, Gujarat - world's largest recycling destination
  - Workforce requires HKC compliance, hazardous material, IHM documentation, and safety certification

14,000+ Blue-collar workers across 8 responding yards

5.15 lakh Workforce target for recycling (MAKV 2047)

CEMS + ITI Primary skilling institutions

The Core Challenge - A Persistent Skills Mismatch

01 Supply Gap at Entry Level

Employers hire untrained workers and bear full initial skilling cost which is unsustainable for smaller yards

02 No Pipeline for Emerging Roles

Automation technicians, CNC operators, robotic welders, digital design professionals - India has no established training pipeline for any of these trades

03 Train-and-Lose Cycle

Yards invest in worker training only to lose them to overseas employment (Gulf, SE Asia) or better-paying adjacent sectors

Post-skilling attrition is severe in private yards

04 HKC Compliance Urgency

Ship recycling workers must demonstrate certified competency in hazardous material handling, IHM documentation and safety

Non-compliance disqualifies yards from international recycling business

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Structural Issues Behind the Gaps

The gaps are not simply a numbers problem - they reflect structural misalignments in the skilling ecosystem

ITI curriculum misalignment:

- Standard ITI trades do not include maritime-specific applications
- Rigger, Scaffolder, and EOT Crane Operator are absent from the NTC/NAC framework entirely

Entry-level quality:

- Most candidates enter at unskilled or semi-skilled levels and require 1–2 years of on-the-job training before becoming productive
- This is an industry-wide finding confirmed by two yards

Post-training attrition:

- Skilled workers trained domestically migrate to abroad shipyards, offshore industry, and overseas ship repair facilities for higher wages
- Shoft specifically flagged this as a critical retention challenge

Remote location disadvantage:

- Recycling yards at Alang, Shipyards at Bharuch and Port Blair struggle with worker retention due to limited social infrastructure

Aging workforce:

- Superannuation data shared by HSL indicates significant retirements projected between 2026–2030, adding to replacement demand over and above expansion requirement

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Emerging & Future Skill Requirements

Across all participating yards, a consistent set of technology-driven skills emerged as priorities for the next 5–10 years

- Robotics & Automated Welding
- CNC & Advanced Machining
- 3D Modelling / CAD (CATIA, etc.)
- AI Integration in Ship Design
- Modern Shaft Alignment Technology
- Green Shipbuilding Techniques
- Electric Propulsion / Fuel Cells
- Digital Twin Technology
- IoT & Sensor Technologies
- Unmanned Vessel Technology

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Recycling Sector — Specific Needs

The ship recycling sector at Alang (Gujarat) - the world's largest ship recycling cluster - has distinct skilling needs driven by increasingly stringent international regulations including the Hong Kong Convention and EU Ship Recycling Regulation

Classification Society Certification: Need for workers certified by recognised classification societies

Safety & HSE Skills: STCW-aligned safety training, gas-free certification, confined space entry

Environmental Compliance: Asbestos handling, hazardous material inventory, effluent management

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Systemic Gaps in the Training Ecosystem

Absent Maritime ITI Trades:

- Rigger, Scaffolder, EOT Crane Operator, and NDT Technician (Marine) are not part of NCVT's National Trade Certificate framework
- Workers in these trades are trained informally and remain without formal certification

Faculty Shortage:

- Shipyard-industry-experienced faculty for maritime-specific courses is extremely scarce
- Recommended collaboration with IIT/IIM and defence training institutes to address this
- MAKV 2047 also proposes 'Professors of Practice' model

No Centralised Talent Pool / Database:

- There is no national maritime workforce registry
- Shoft Shipyard specifically highlighted the need for a centralised and regional database of skilled manpower

Geographic Concentration of Training:

- Most quality in-house training is located at major yard premises
- Remote clusters (Alang, Bharuch, Port Blair) have limited access to quality skilling infrastructure

RPL Framework:

- Recognition of Prior Learning exists in principle under NSDC/PMKVY framework, but maritime sector-specific RPL assessors and qualification packs are either absent or underutilised

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Government Support Requested by Industry

GSL:

- Structured training opportunities at specialised Indian Navy institutes for shipyard officers

HSL:

- Curriculum aligned with shipyard needs
- More practical/hands-on training
- Faculty training at shipyards
- Joint certification programs
- Placement support
- Research and development collaboration

GRSE:

- Land and infrastructure funding for dedicated shipbuilding training institutes at Kolkata

CSL:

- Financial support for land and training infrastructure

Shoft:

- Setting up of Training Institutes specifically, for ship building
- Academia Industry collaboration
- Development of central recruitment agencies and data base of Talent Pool

Jaliyan:

- Rewards / incentives for participation

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Inputs from Federation of All India Sailing Vessels Industry Association of India (FAISVIAI)

Active Trading Fleet: Approximately 400-450 traditional wooden vessels (dhows) actively trade across critical Arabian Sea routes to Jebel Ali and East Africa.

Robust Workforce: Employs ~4,000-4,500 direct yard workers and sustains a broader ecosystem of 15,000-20,000 people including sailing crew.

Sustained Multi-Skilling: Sailing crew shift directly to repair and refit yards during off-seasons, forming an incredibly versatile, year-round workforce.

Traditional Knowledge Transmission: Craft mastery is preserved through generational, informal *Guru-Shishya* models with active interest among younger demographics.

Skilling Support Required

Technical Guidance:

Urgent need for technical capacity building in propulsion/engine selection, structural hull integration, and scientific propeller pitch measurements.

Practical Skilling:

Demand for experiential, yard-based on-site demonstrations over formal, classroom-oriented ITI structures which are ineffective for the non-academic workforce.

Heritage Preservation:

Need for systematically documenting and archiving the craft

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Immediate Priorities (2026–2029) - Stabilise & Plug Critical Gaps

- **Professor of Practice**: Operationalize the 'Professor of Practice' mechanism at Maritime Training Institutes, ITI's, Shipyards and CEMS using retired public shipyard professionals and Class I marine engineers to enrich training quality
- **Recognition of Prior Learning (RPL) Campaign**: National Skill Development Corporation and the Sector Skill Council shall launch a structured RPL campaign at Alang and Shipbuilding Yards to certify workers for trades like Fitter, Sheet Metal Worker, Pipe Fitter, Welder, Grinding and Electrician
- **NCVT Framework**: DGT shall recognize marine-specific sub-specialisations (e.g., marine electrician/welder) to let ITIs near shipbuilding clusters offer maritime-focused modules
- **MoPSW-Directorate General of Training Alignment:** Establish a bilateral coordination mechanism between MoPSW and DGT (Ministry of Skill Development & Entrepreneurship) to integrate shipbuilding and recycling needs into national skill planning cycles
- **Consolidated Mandate:** MSDE should consolidate maritime occupational standards under a new Maritime Sector Skill Council or a joint Logistics Sector Skill Council /Strategic Manufacturing Sector Skill Council sub-committee chaired by MoPSW for fast-tracked qualification development

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Medium-Term Actions (2029–2035) - Build Scale & Specialisation

- **Regional Skilling Hubs:** Establish maritime hubs at Visakhapatnam, Alang/Bhavnagar, and Kolkata/Haldia for covering welding, pipe fitting, electrical/electronics, safety, and CNC/digital skills
- **CEMS Scaling & Tech:** Progressively increase CEMS and Shipyard trainee capacity and update the curriculum with practical training via labs for Industry 4.0 tech like IoT, robotics, 3D modeling, and digital twins
- **Green & Autonomous Vessel Skills:** Induct green and unmanned vessel electives into ITIs and CEMS to build a domestic pipeline for fuel cell and propulsion specialists, eventually exporting certified talent
- **Shipyard Apprenticeship Scheme:** Launch a national NAPS shipyard apprenticeship program targeting private yards, featuring a government-subsidized cost-sharing model for facilities with fewer than 500 direct workers
- **MAKV 2047 Dashboard:** Develop an annual tracking dashboard - to monitor maritime workforce targets by trade, segment, and state for evidence-based policy reviews
- **National/Indian Institute of Ship Design:** To bridge India's strategic gap in ship design, a proposal to establish the National/Indian Institute of Ship Design should be considered.

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Long-Term Vision (2035–2047) - Sustain Excellence & Global Competitiveness

- **Self-Sustaining Hubs:** Establish an industry-funded Centre of Excellence in every major shipyard cluster
- **Standardized Credentials:** Secure universally recognized, NSQF-aligned qualifications for all major shipyard trades
- **Competitive Wages:** Boost domestic wages through productivity gains driven by automation-skilled workers
- **Global Talent Mobility:** Create internationally portable certifications that allow workers to earn premium global rates or support domestic growth
- **Tech-Driven Curriculum:** Build a research-to-practice pipeline that continuously integrates emerging vessel tech into training content
- **Train the Trainer:** Formal international partnerships with developed shipbuilding countries to be explored with these nations, anchored by structured Train the Trainer (ToT) programs
- **Sustained Collaboration:** Commit to a generation-long series of monitored, resourced actions aligned across Government, industry, and academia
- Supporting shipbuilding clusters with nearby vocational schools and healthcare ensures a healthy, technically trained workforce

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תודה
Dankie
Gracias
Спасибо
شكرًا
Merci
Takk
Köszönjük
Terima kasih
Grazie
Dziękujemy
Dėkojame
Ďakujeme
Vielen Dank
Paldies
Kiitos
Täname teid
谢谢
Thank You
Tak
感謝您
Obrigado
Teşekkür Ederiz
감사합니다
Σας
धन्यवाद
ขอบคุณ
Bedankt
Děkujeme vám
ありがとうございます
Tack

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NSB Sub-Committee 13 - Alternative Fuels and Autonomous Ships

23rd July 2026

Contents

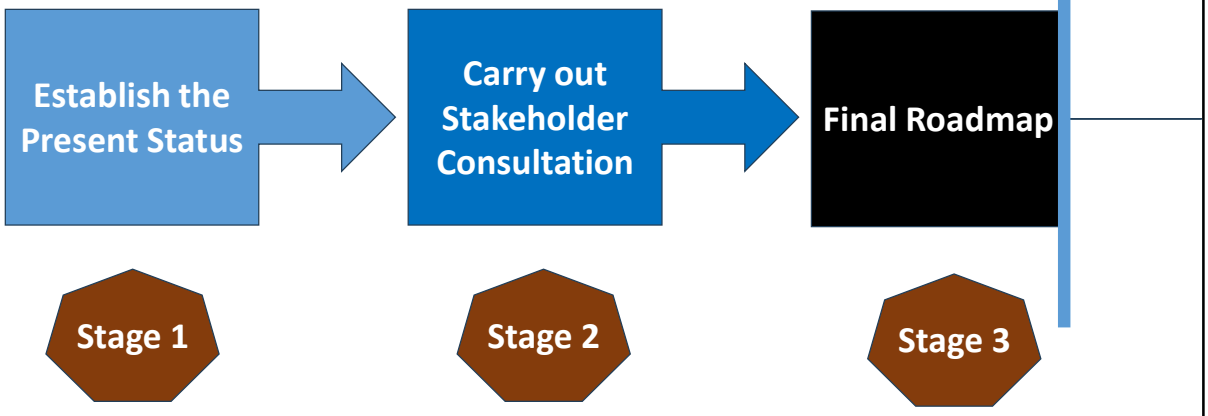
- Introduction & Scope
- Method of Work
- Stakeholders consulted
- Submission
  - Part A – Green Shipping Technologies, Alternative Fuels and Engine systems
  - Part B – Autonomous Ships

Introduction & Scope

- **The Technological Shift:** Rapid global transition toward automation, maritime digitalization, and data-centric vessel operations requires proactive national positioning
- **Sub-Committee Mandate:** Assess the domestic maritime ecosystem's readiness; identify safety, legal, infrastructural, and economic bottlenecks; map indigenisation opportunities
- The Report is divided into two parts considering the complexity and the range of topics to be addressed
  - **Part A: Green Shipping Technologies, Alternative Fuels and Engine systems**
  - **Part B: Autonomous Vessels and Advanced Navigation Systems**

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Method of Work



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Stakeholders Consulted

Ship Owners
- INSA
- ICCSA

Shipyards/Designers
- Hindustan Shipyard Ltd.
- Garden Reach Shipbuilders Ltd.
- Navalt

Ports
- New Mangalore Port Authority
- Cochin Port Authority
- Mormugao Port Authority
- Deendayal Port Authority
- Jawaharlal Nehru Port Authority

Seafarers
- National Union of Seafarers of India (NUSI)
- Maritime Union of India

Training Institutes
- Great Eastern Institute of Management Studies
- Seven Islands Marine Training Institute

Technology Providers
- ROBOSYS
- Bharat Electronics Ltd
- Accurate Control Ltd

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Part A – Green Shipping Technologies, Alternative Fuels and Engine systems

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Policy Recommendations to Achieve MAKV-2047 Goals



Skill Development

- Identify topics and develop national model training course
- Target the full spectrum of stakeholders
- Ensure adequate number of faculty & experts
- Consider recruiting foreign experts if needed
- Partnerships with other nations
- Cross disciplinary interaction
- Develop National Maritime Knowledge Portal



Shipbuilding

- Green Shipbuilding Policy
- Strengthen Maritime Supply Chains
- Provide support for pilot projects
- Develop Standardized Designs
- Financial Support
- Support for R&D
- Support for establishment of Testing & Certification facilities
- Encourage Academia for research on practical issues
- Co-operation with other shipbuilding countries
- Develop and use indigenous software



Shipping

- Develop Fuel Transition Roadmap for moving to alternative fuels in a phased manner
- Incentives for retrofitting and construction of ships using alternative fuels at Indian shipyards
- Financial incentives for shipowners who participate in pilot projects
- Incentives to ensure Indian EXIM cargo is transported on ships using alternative fuels
- Incentives to register existing ships using alternative fuels with Indian Flag
- Move early on Nuclear Propulsion
- Encourage adoption of measures for improving ship efficiency
- Prioritize Ships on international voyages for green shipping



Ports

- Identify and Evaluate National Ambitions for Indian Ports to supply Alternative Fuels
- Incentives for encouraging bunkering of alternative fuels for ships at Indian Ports
- Incentives for biofuel/green fuel production in India for maritime
- Incentives for construction and development of alternative fuel bunkering infrastructure at Ports
- Development of a green fuel certification framework for bunker suppliers

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Roadmap for Implementation

Planning and Securing the Infrastructure	2026 - 2029
Execution	2030 - 2040
Long term Vision	2040 onwards

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Roadmap for Implementation

- **Planning and Securing the Infrastructure (2026 – 2029)**
  - Recognize that drop-in biofuels (and their blends), LNG, Methanol, Ammonia and Hydrogen would be the alternative fuels of the future and to design all future maritime policies and programmes accordingly
  - Identify the requirements to upgrade India's skilling frameworks for the Shipping & Shipbuilding Industry
  - Cultivate local supply chains
  - Monitor the ongoing development of Shipbuilding Clusters
  - Develop and finetune a fuel transition roadmap for India's ship fleet with priority to international seagoing ships
  - Identify opportunities to expand India's green shipping corridors

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Roadmap for Implementation

- **Planning and Securing the Infrastructure (2026 – 2029)**
  - Identify pilot projects for alternative fuel utilization demonstration and gain experience
  - Produce zero carbon fuels and biofuels domestically
  - Recognize nuclear powered shipping as a major game-changer for international shipping and initiate preparatory steps for India in this regard
  - Identify opportunities for cross sector co-operation (e.g. shipbuilding, ports, shipping, training institutes, regulators etc.)
  - Develop and finetune a fuel transition roadmap for India's ports to ensure future readiness to bunker alternative fuels. Require new major ports being developed to incorporate facilities for alternative fuel bunkering
  - Develop and refine national knowledge portals for sharing of experience and knowledge gained on all aspects of Alternative Fuels

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Roadmap for Implementation

- **Execution (2030 - 2040)**
  - Continue to impart training to relevant maritime industry personnel
  - Monitor and support Indian shipping's and shipbuilding transition to alternative fuel in accordance with the fuel transition roadmap
  - Based upon the progress, consider developing schemes to encourage Indian shipbuilding to increase share of their export orders
  - Monitor and support Indian Ports transition to bunkering alternative fuels in accordance with the fuel transition roadmap
  - Initiate steps to encourage Indian shipbuilding to construct nuclear powered ship. Establish nuclear shipping corridors with allied nations (based upon global scenario)

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Roadmap for Implementation

- **Long Term (2040 onwards)**
  - Consider achieving completion of India's fuel transition in shipping & ports by early 2040 – 2050 based upon progress achieved
  - Considering ensuring operation of atleast one Indian flagged nuclear powered merchant ship by early 2040 – 2045
  - Based upon the progress, consider expanding India's shipbuilding sector to set targets for capturing the ship export market in terms of % of global shipbuilding

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Part B – Autonomous Vessels and Advanced Navigation Systems

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A Strategic Opportunity for India

Global Context

- IMO adopted the non-mandatory MASS Code (2026); mandatory implementation expected by 2032.
- Major maritime nations are investing in autonomous maritime technologies.

Strategic Opportunity for India

- Position India as a **global leader** in autonomous maritime technologies.
- Promote **Atmanirbhar Bharat** through indigenous technology development.
- Create **high-value export opportunities** in maritime technology and digital solutions.
- Develop India as a global hub for **skilled maritime professionals and ROC operators**.
- Contribute towards **Maritime Amrit Kaal Vision 2047**

National Policy Priorities- Five Policy Pillars

i. Legal Adaptations to Maritime Law

- Phased Alignment with IMO MASS Code
- Legal framework for remote operations and liability

ii. Infrastructure and "Smart Ports" Integration

- Smart Ports
- Remote Operation Centres
- Designated testing areas

iii. Contingency Mitigation and Cyber Resilience

- Secure ship–shore communications , Communication redundancy
- Maritime cyber security

iv. Indigenous Development (Atmanirbhar Bharat)

- Promote indigenous design, development and manufacturing of autonomous technologies.

v. Human Capital Transition & Upskilling

- STCW alignment , Stratified training
- ROC operators and future workforce

Policy Recommendations to Achieve MAKV-2047 Goals

- **Adopt a phased and controlled implementation** of autonomous vessel technologies.
- **Develop an enabling legislative framework** aligned with the IMO MASS Code.
- **Strengthen shore-based infrastructure**, including Smart Ports, VTS and Remote Operation Centres.
- **Establish a structured testing and validation framework**, including designated test areas.
- **Strengthen cyber security** and secure ship–shore communications.
- **Promote indigenous technology development** and innovation.
- **Develop future-ready human resources** through training and certification.
- **Establish an institutional coordination mechanism** for implementation.

Proposed Roadmap for Implementation

Short Term (0–3 Year)	Medium Term (3–7 Years)	Long Term (Beyond 2033)
National guidelines & legislative framework	Operational Remote Operation Centres	Full alignment with IMO MASS Code
Controlled trials & designated testbeds	VTS and digital infrastructure integration	Integrated national ship–shore digital ecosystem
Pilot ROC capability & secure communications	Phased deployment on coastal & inland vessels	Remote operation of inland autonomous vessels (Pilot Projects)
Training, certification & curriculum development	Indigenous technology scaling	Global leadership in technology & skilled manpower



GOVERNMENT OF TAMIL NADU

Interaction with the National Shipping Board

Presentation by Tamil Nadu Maritime Board

Chennai • 24 July 2026 • 09:30 AM



TAMIL NADU MARITIME BOARD

Agenda for the Interaction

01 **Tamil Nadu Maritime Board**
Mandate, jurisdiction and role in the State's maritime economy

02 **Maritime Profile of Tamil Nadu**
Coastline, ports, and current performance

03 **State Maritime & Waterways Master Plan**
Institutional mechanism, project pipeline and ₹1.07 lakh crore investment plan

04 **Non-Major Ports**
Cuddalore, Nagapattinam, and Kattupalli

05 **Flagship Projects**
Greenfield Ports and International Connectivity

06 **Areas for the Board's Advisory Support**
Priorities where NSB guidance would accelerate outcomes

SECTION 01

Tamil Nadu Maritime Board

01

Mandate, jurisdiction and role in the State's maritime economy

Tamil Nadu Maritime Board

- The Government of Tamil Nadu **established the Tamil Nadu Maritime Board (TNMB) under the Tamil Nadu Maritime Board Act, 1995** (effective from 18th March 1997), to provide a focused and dynamic institutional framework for port-led development.
- The State's nodal agency for the development, regulation and administration of non-major ports and maritime infrastructure along Tamil Nadu's coast.

Mandate

Development, regulation and administration of non-major ports; maritime infrastructure, coastal transport and allied services.

Jurisdiction

17 non-major ports and the State's coastal waters; coordinates with 3 major ports (Chennai, Kamarajar, V.O.C.) on statewide maritime planning.

Institutional Role

Nodal agency for the State Maritime & Waterways Master Plan and convening the State Maritime & Waterways Transport Committee (SMWTC).

Governance

Vice Chairman & CEO leads the Board under the Highways & Minor Ports Department, Government of Tamil Nadu.

SECTION 02

Maritime Profile of Tamil Nadu

02

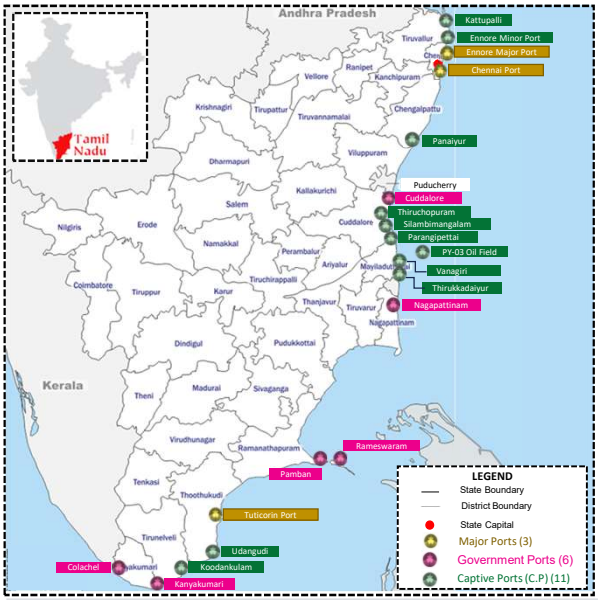
Coastline, Ports and Current Performance

Tamil Nadu Coastline is divided into four regions.

1. Kattupalli to Nagapattinam
2. Nagapattinam to Rameswaram (Palk Bay Region)
3. Rameswaram to Tuticorin (Gulf of Mannar Region)
4. Tuticorin to Colachel



Maritime Profile of Tamil Nadu



3 Major Ports

17 Non-Major Ports

1,069 km strategic coastline on India's east coast

Government Ports (6)

1	Cuddalore	4	Rameswaram
2	Nagapattinam	5	Kanyakumari
3	Pamban	6	Colachel

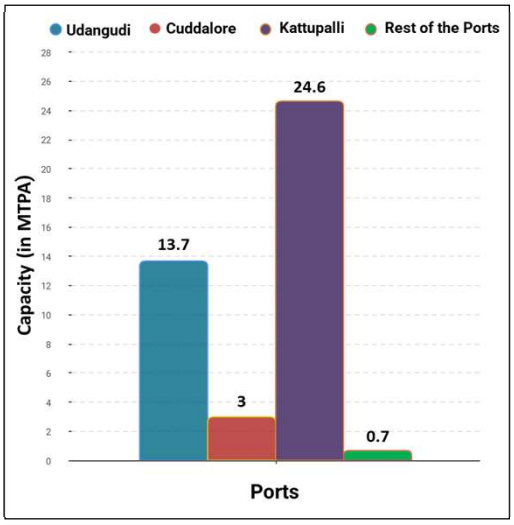
Captive Ports (11)

1	Kattupalli	6	Thirukkadaiyur
2	PY-03 Oil Field	7	Thiruchopuram
3	Udangudi	8	Parangipettai
4	Koodankulam	9	Panaiyur
5	Ennore Minor Port	10	Silambimangalam
		11	Vanagiri

Operational Ports → Presently no activity

Port Performance

Cargo Handling Capacity of Non-Major Ports



42.01 MTPA

Non-Major Port Capacity

~41%

Overall capacity utilisation

Highlights

- Kattupalli, Udangudi and Cuddalore lead the non-major ports in cargo-handling capacity.
- Kattupalli has the largest non-major capacity at 24.6 MTPA; ~11.48 MTPA (2024-25) cargo handled.
- Udangudi (13.68 MTPA capacity) began pilot operations in February 2026.

SECTION 04

03

State Maritime & Waterways Master Plan

Institutional mechanism, project pipeline and the ₹1.07 lakh crore investment plan

Composition of Committee Members

SMWTC of Tamil Nadu: SMWTC Composition as per *G.O. (Ms) No. 103, Highways and Minor Ports (HM1) Department dt. 16.08.2024*

A comprehensive, State-wide plan prepared under the MoPSW directive to build an institutional mechanism for maritime development.

Plan Preparation - Key Milestones

Kick-off Meeting (SMWTC)	**04.03.2025**
Draft State Maritime Waterways & Master Plan	**07.07.2025**
Submission to MoPSW (Sagarmala)	**29.04.2026**



SMWMP — Investment Plan

Total Proposed Investment

₹1,07,486 crore

Across **5 categories** and both **EPC & PPP** components, spanning ports, tourism, fisheries, skilling and coastal protection

A	Port Development & Modernisation	₹85,219 Cr
B	Tourism Projects & Infrastructure	₹19,672 Cr
C	Fisheries & Fisherman Welfare	₹1,857 Cr
D	Skill Development & Capacity Building	₹203 Cr
E	Coastal Protection & Ecosystem Restoration	₹536 Cr

Port Development & Modernisation

₹85,219 crore - the largest programme in the Master Plan, spanning both non-major and major ports

Tamil Nadu Maritime Board	Chennai Port Authority	Kamarajar Port Ltd.	V.O.C. Port Authority
₹21,430 Cr	**₹23,069** Cr	**₹22,890** Cr	**₹17,829** Cr
Non-major ports - greenfield development, expansion & others	Outer harbour, terminals, connectivity & others	Container, bulk & liquid terminals; outer harbour & others	Outer harbour container terminals, dredging & others

Key thrusts

- Develop 6 greenfield non-major ports by 2047 - Cuddalore, Manappad, Panaiyur, Silambimangalam, Vanagiri & Parangipettai by identification of suitable concessionaire
- Expand & modernise Kattupalli, Nagapattinam and Cuddalore
- Augment overall cargo capacity to ~2,000 MTPA by 2047
- Capital dredging of Pamban Channel to 10 m for East-West sea-borne connectivity
- Port-linked industrial zones and shipbuilding / ship-repair clusters
- Dedicated road & rail connectivity to port gateways

Tourism, Fisheries, Skilling & Coastal Protection Ecosystem

Tourism & Blue Economy ₹19,672 Cr

- Coastal circuits, sea walks, marinas & water metro
- Buckingham Canal (NW-4) revival for inland waterways
- India–Sri Lanka ferry services (Nagapattinam & Rameswaram)

Fisheries & Fisherman Welfare ₹1,857 Cr

- Modernisation & green upgrade of fishing harbours
- New harbours, landing centres & barmouth stability
- Hygienic fish handling and improved livelihoods

Skill Development ₹203 Cr

- Tamil Nadu Maritime College & Research Institute, Thoothukudi
- Coastal community livelihood training programmes
- Industry-academia collaboration for maritime

Coastal Protection & Ecosystem ₹536 Cr

- Flood protection & estuary restoration works
- Mangrove & wetland conservation (Pichavaram)
- Eco-tourism and coastal biodiversity restoration

SECTION 05

Non-Major Ports

04

Tamil Nadu Maritime Board | Government of Tamil Nadu
Interaction with the National Shipping Board • Chennai

Non-Major Ports - Cuddalore





North Breakwater



South Breakwater



Wharf

Non-Major Ports - Cuddalore

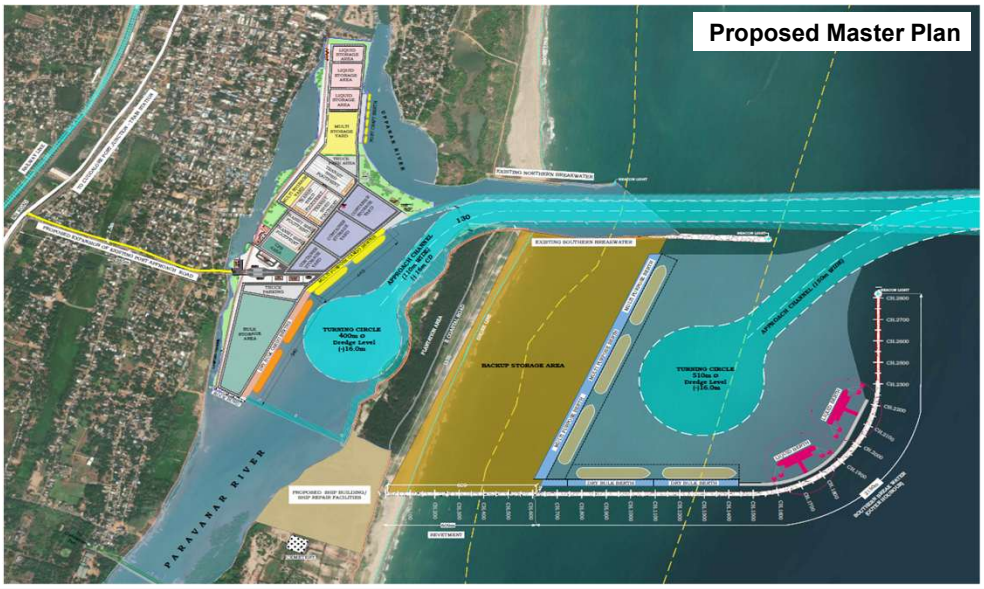
Cuddalore Port , Cuddalore District

- Cuddalore Port is situated at the confluence of the Uppanar and Paravanar rivers, which merge and discharge into the Bay of Bengal.
- The Port is located within Cuddalore District on the Coromandel Coast. The meeting of these river systems creates a combined channel for maritime access.
- The Port was not operational from late ‘80s.
- The **Operation, Maintenance & Marketing of Brownfield Port at Cuddalore** has been **awarded to Mahathi Cuddalore Port & Maritime Pvt Ltd.** under the Public-Private Partnership (PPP) mode, in July 2025 with a concession period of **40 years, including moratorium period of 2 years.**

Tamil Nadu Maritime Board | Government of Tamil Nadu

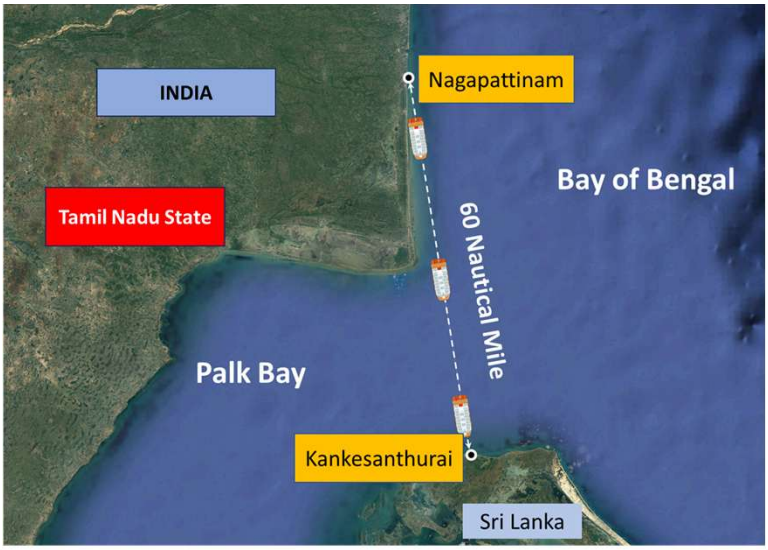
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Non-Major Ports - Cuddalore



Non-Major Ports - Nagapattinam

Passenger Ferry Service From Nagapattinam (India) To Kankesanthurai (Jaffna, Sri Lanka)



Passenger Ferry Service From Nagapattinam (India) To Kankesanthurai (Jaffna, Sri Lanka)

- This port is **located at the mouth of river Kaduvayar** in the Bay of Bengal roughly 260 kms south of Chennai in Nagapattinam district.
- International Passenger Terminal has been developed by Tamil Nadu Maritime Board with funding assistance from Government of India. An **International Passenger Ferry Service** between **Nagapattinam (India) and Kankesanthurai (Jaffna, Sri Lanka)** is being operated by **Subham Ferry Services Private Limited**. The ferry, named **HSC SIVAGANGAI** has a passenger capacity of 150 is operated between Nagapattinam and Kankesanthurai (Jaffna) and an approximate travel time is 4 hours.
- The passenger ferry service **was inaugurated on 14th October 2023**.

Non-Major Ports - Nagapattinam

Nagapattinam Passenger Terminal Station



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Non-Major Ports - Nagapattinam







Non-Major Ports - Nagapattinam

Ferry Operated at Present

FERRY – HSC SIVAGANGAI





INTERIOR OF FERRY– HSC SIVAGANGAI



Name of Ferry	: HSC Sivagangai
Passenger Capacity	: 150 Nos.
Check-In Baggage	: 15 Kg / Person (Maximum)
Cabin Baggage	: 10 Kg / Person (Maximum)
Speed	: 15-16 Knots

Non-Major Ports - Nagapattinam

Total Operational Days – 171 / 365

Total Trips Completed – 342

Total Passengers Handled – 24,228

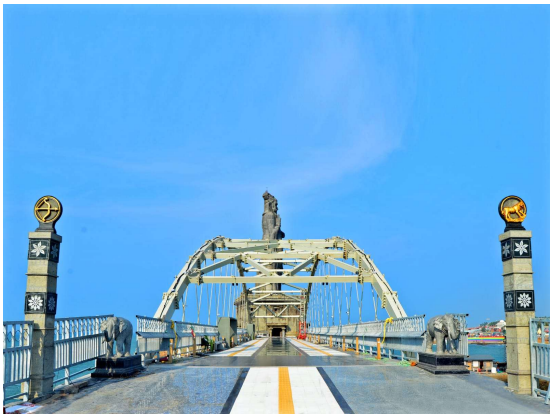
Non-Major Ports - Kanyakumari

Kanyakumari Port, Kanyakumari District



Non-Major Ports - Kanyakumari

Pedestrian Marine Glass Bridge at Kanyakumari





During the year 2025-26, the Kanyakumari Glass Bridge attracted around 30 lakh visitors, compared to 20 lakh visitors before its construction.

Non-Major Ports - Kanyakumari

Kanyakumari Port, Kanyakumari District

- Kanyakumari Port is situated at the **southern-most tip of the Indian Peninsula** in Kanyakumari District.
- The Port primarily serves **tourism**, providing access to the **Vivekananda Rock Memorial and the Thiruvalluvar Statue**, situated offshore at the confluence of the Arabian Sea, Bay of Bengal, and Indian Ocean.
- **M/s. Poompuhar Shipping Corporation Limited (PSC) is operating ferry service** between shore and Vivekananda Rock Memorial / Ayyan Thiruvalluvar Statue. Tamil Nadu Maritime Board is supervising the ferry service.
- India's first iconic Modern Pedestrian **Marine Glass Bridge**, connecting Vivekananda Rock Memorial and Thiruvalluvar Statue, was **inaugurated on 31.12.2024**.

Non-Major Ports - Kattupalli



Non-Major Ports - Kattupalli

Kattupalli Port, Thiruvallur District

- Port has been operational since 30.01.2013, with port operations managed by **M/s. Marine Infrastructure Developer Private Limited (MIDPL – Adani Group) and M/s. L&T Shipbuilding Ltd.**
- Port handles Containers, Heavy Motor Vehicles and General Cargo.
- The Port Complex also houses **Ship building, Ship repair and the Modular Fabrication Facility (MFF) by L&T Shipbuilding Ltd.**, catering to shipbuilding, ship repair, and marine fabrication activities.
- **M/s. Marine Infrastructure Developer Private Limited (Adani Group)** has proposed port expansion with 25 additional berths and 2 Single Point Moorings (SPMs) on the northern side of the port limits.

Tamil Nadu Maritime Board | Government of Tamil Nadu
Interaction with the National Shipping Board • Chennai

UNIQUE FEATURES OF CAPTIVE INFRASTRUCTURE IN NON-MAJOR PORTS OF TAMIL NADU

UNIQUE FEATURES OF CAPTIVE PORTS

Ennore Minor Port - Multi Point Mooring



UNIQUE FEATURES OF CAPTIVE PORTS

Chemplast - Cuddalore - Island Trestle Jetty



UNIQUE FEATURES OF CAPTIVE PORTS

Thirukkadaiyur Port - Single Point Mooring System



UNIQUE FEATURES OF CAPTIVE PORTS

Koodankulam Nuclear Power Plant - Ro-Ro, Lo-Lo Jetty



UNIQUE FEATURES OF CAPTIVE PORTS

Koodankulam Nuclear Power Plant - Ro-Ro, Lo-Lo Jetty



Tamil Nadu Maritime Board | Government of Tamil Nadu
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UNIQUE FEATURES OF CAPTIVE PORTS

Udangudi - Trestle Jetty



UNIQUE FEATURES OF CAPTIVE PORTS

PY-03 Oil Field



Tamil Nadu Maritime Board | Government of Tamil Nadu
Interaction with the National Shipping Board • Chennai

SECTION 05

Flagship Project Proposals

05

Flagship Project - Proposal

Proposal for operating Passenger Ferry Service from Rameswaram (India) to Thalaimannar (Sri Lanka)



Proposal for operating Passenger Ferry Service from Rameswaram (India) to Thalaimannar (Sri Lanka)

- A proposal for development of infrastructure (Trestle Jetty for berthing vessels and International Passenger Terminal) towards starting of **Rameswaram and Thalaimannar (Sri Lanka) Passenger Ferry at a cost of Rs. 118 Crores**, has been submitted to the Ministry of Ports, Shipping and Waterways seeking **100% funding assistance under the Sagarmala Scheme**.
- Tamil Nadu Maritime Board has engaged an environmental consultant to carry out environmental studies and **obtain MoEF&CC and CRZ clearances** for the development of a trestle jetty and an International Passenger Terminal at Rameswaram.

Flagship Project - Proposal

Proposed Terminal Building - Elevations

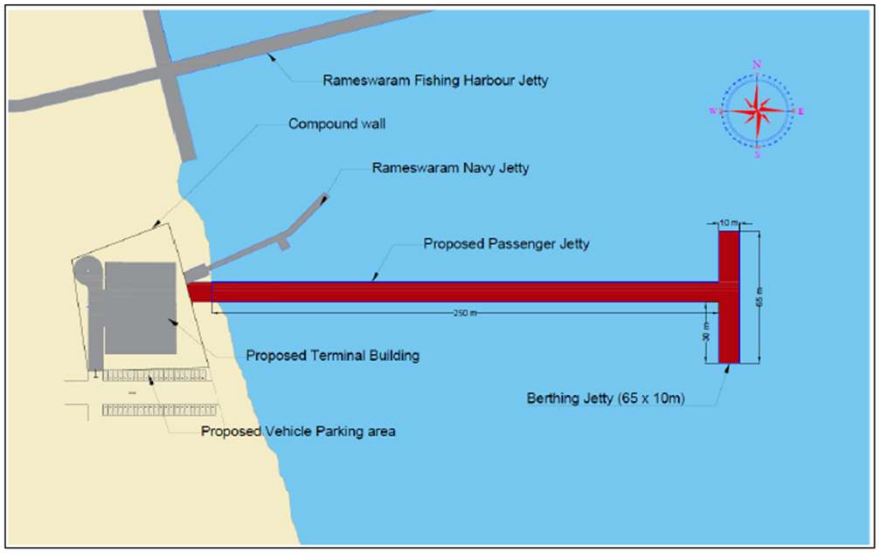




Tamil Nadu Maritime Board | Government of Tamil Nadu
Interaction with the National Shipping Board • Chennai

Flagship Project - Proposal

Proposed Layout – Terminal Building & Passenger Jetty



- Berthing Jetty – 65 m x 10 m
- Approach jetty - 250 m x 10 m
- Approach Platform – 15 m x 12 m

Project - Proposal

Development of Cuddalore Deepwater Port



Proposed to develop a commercial deepwater **port with shipyard facility in Cuddalore region under PPP model**, which has a huge potential to handle cargo for the industrial areas in central parts of Tamil Nadu.

Key Details

- The proposed Greenfield Port is planned over approximately **1,200 acres** with an initial **cargo handling capacity of 15.79 MTPA**.
- Strategically located about **35 km from Puducherry and 200 km from Chennai**, the project aims to enhance maritime connectivity, and **strengthen port-led development** in the State.
- **3.6 Km of Coastline** along the proposed land**.**
- The Major **Hinterland** covers the **Central Tamil Nadu**.

SECTION 06

Areas for the Board's Advisory Support

06

Priorities where the National Shipping Board's guidance would accelerate outcomes

Areas for the Board's Advisory Support

Priorities where the National Shipping Board's guidance and advocacy would accelerate Tamil Nadu's Maritime Agenda.

1 Sagarmala 2.0
Priority of Projects sent through SMWMP shall be consulted with TNMB and 100% Grant-in-Aid should be provided for certain innovative projects.

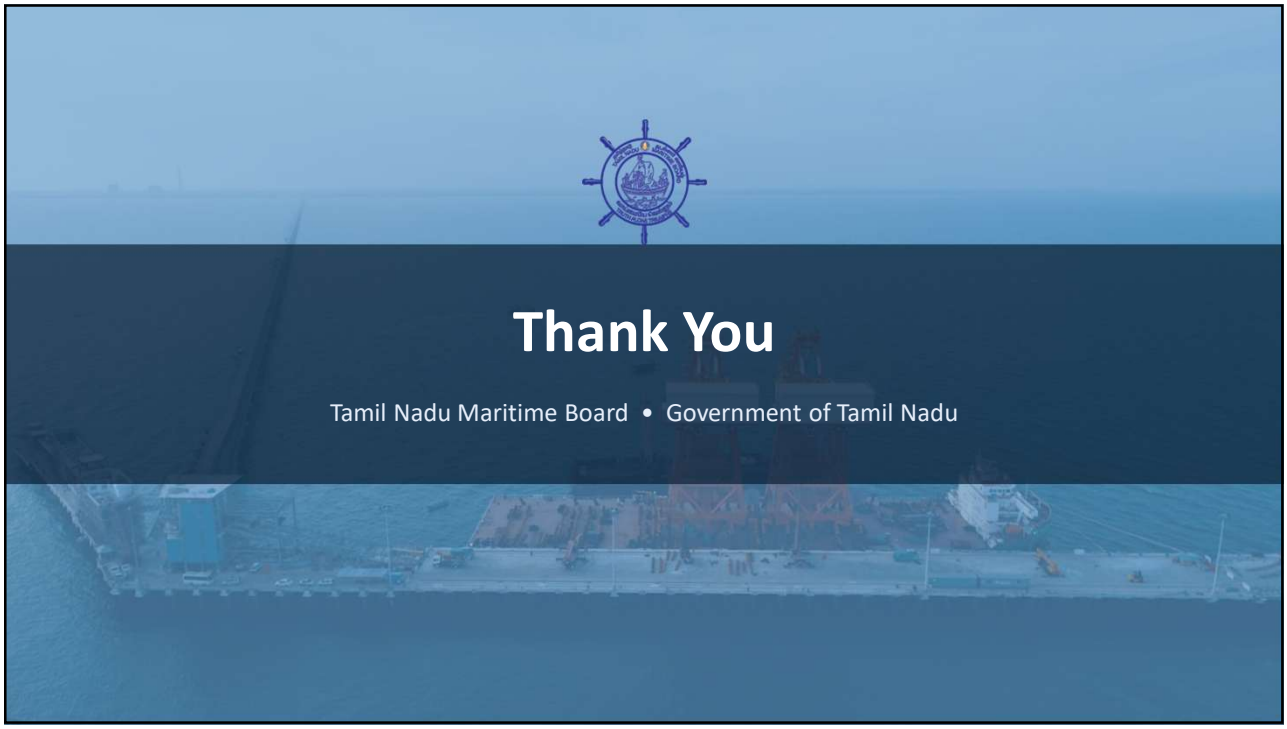
2 Sagarmala funding alignment
Support timely funding for identified and other strategically significant projects vital to the State's and country's growth, including greenfield ports, to avoid escalation of estimated cost.

3 Regulatory & CRZ clearances
Facilitate faster environmental / CRZ clearances for coastal, greenfield and tourism projects. Expansion of Ports, Construction of Floating Jetties shall be exempted from EC / CRZ Clearances like road projects.

4 Coastal & International Passenger Ferry
Promote passenger ferry/cruise tourism and the India-Sri Lanka ferry revival bilateral protocols and central clearances, and the 100% grant-in-aid.

5 VGF support for ferry services
Advocate continuous Viability Gap Funding (VGF) for thin-demand ferry routes to keep early passenger operations commercially viable.

6 Others
Maintenance Dredging should be included under the Sagarmala Funding Scheme.



Indian Institute of Technology Madras



Prof. V. Sriram,
Department of Ocean Engineering

Overview of Activities

ABOUT IITM

nirf No.1 OVERALL BEST UNIVERSITY IN INDIA 2019 - 2026

nirf No.1 India Rankings: ENGINEERING 2016 - 2026

#180 QS WORLD UNIVERSITY RANKINGS

Institute of Eminence

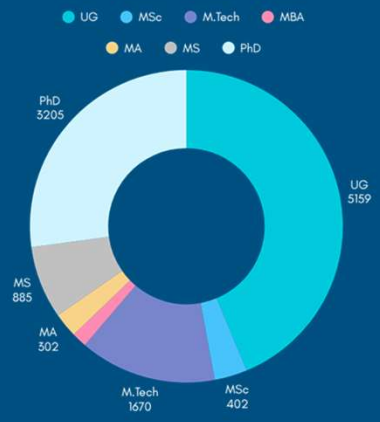
Founded in **1959** with assistance from the former government of West Germany

The **third** IIT established by the Government of India as a institute of National Importance

India's **first** university driven research park "IITM Research Park"

Location : Chennai , Tamil Nadu, India

Current Student Numbers



ABOUT

Campus	Academic Departments	Faculty	No. of students	No. of Alumni
620 Acres	**18**	**638**	**10000+**	**78000+**

- The very first patent was filed as early as 1975.
- No. of patents filed till date : 2550 (India - 1800 & Abroad - 750)
- IIT Madras aimed for one IP per day, filing 366 annually, and achieved it with 366 applications and patents granted in 2024.

FOREIGN UNIVERSITIES



99 Universities
Student Exchange Program

62 Universities
Academic collaboration

11 Universities
Joint Degree Program

11 Universities
Jointly Funded Mobility Program

07 Universities
Joint Supervision Program

04 Universities
Academic Exchange Program

NATIONAL UNIVERSITES

Andhra Pradesh
- AIIMS Mangalagiri
- Indian Institute of Petroleum and Energy, Visakhapatnam

Arunachal Pradesh
- National Institute of Technology Arunachal Pradesh

Delhi
- CSIR- Structural Engineering Research Center
- Indian Spine Injuries Centre, New Delhi
- National Centre for Biological Sciences (NCBS)

Jharkhand
- National Institute of Technology Jamshedpur

Gujarat
- Ahmedabad University

Kerala
- Cochin University of Science and Technology (CUSAT)
- Indian Institute of Information Technology & Management, Kerala
- National Institute of Technology Calicut
- SCTIMST Trivandrum

Karnataka
- Indian Institute of Horticultural Research, Bangalore
- National Institute of Technology Karnataka
- Andaman and Nicobar Islands
- Dr. B.R. Ambedkar Institute of Technology, Port Blair

Manipur
- National Institute of Technology Manipur

Meghalaya
- NIT Meghalaya

Odisha
- National Institute of Technology Rourkela

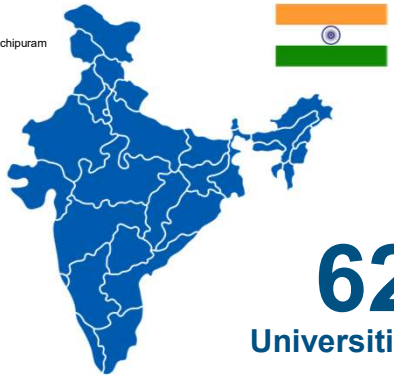
Mizoram
- National Institute of Technology Mizoram

Punjab
- National Institute of Technology Jalandhar, Chhattisgarh
- National Institute of Technology Raipur

Tamil Nadu
- Central Institute of Agricultural Engineering, Coimbatore
- Chennai Mathematical Institute, Chennai
- Indian Institute of Information Technology, Design and Manufacturing, Kanchipuram
- Indian Institute of Technology Madras, Chennai
- Indian Statistical Institute, Chennai
- Institute for Financial Management & Research (IFMR)
- K.J. Hospital / K.J Research Foundation, Poonamallee
- Madras Medical Mission, Chennai
- National Institute of Ocean Technology, Chennai
- National Institute of Siddha, Chennai
- National Institute of Technology Tiruchirapalli
- Sri Ramachandra Institute of Higher Education and Research (SRIHER)
- Sri Ramachandra University, Porur
- Thiagarajar College of Engineering, Madurai
- Vellore Institute of Technology
- Voluntary Health Services, Chennai
- Alagappa University, Karaikudi
- Sri Chandrasekharendra Saraswathi Viswa Mahavidyalaya, Kanchipuram
- Murugappa Polytechnic College
- MIOT Hospitals, Chennai
- Medical Research Foundation (SN), Chennai
- MGM Healthcare Pvt. Ltd, Chennai

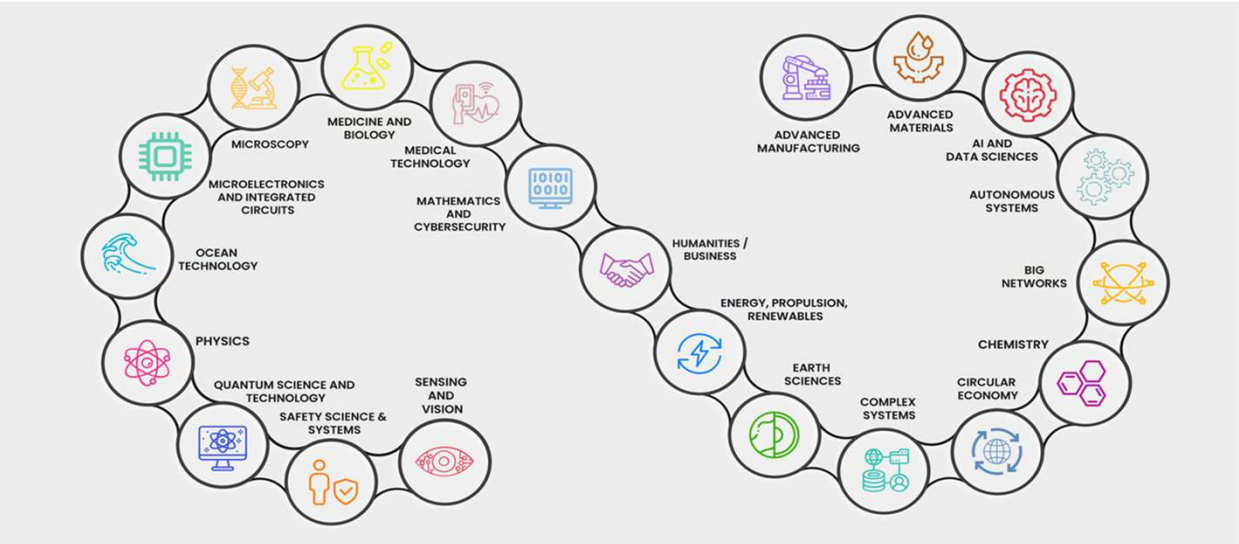
Puducherry
- National Institute of Technology Puducherry

Rajasthan
- Malaviya National Institute of Technology, Jaipur

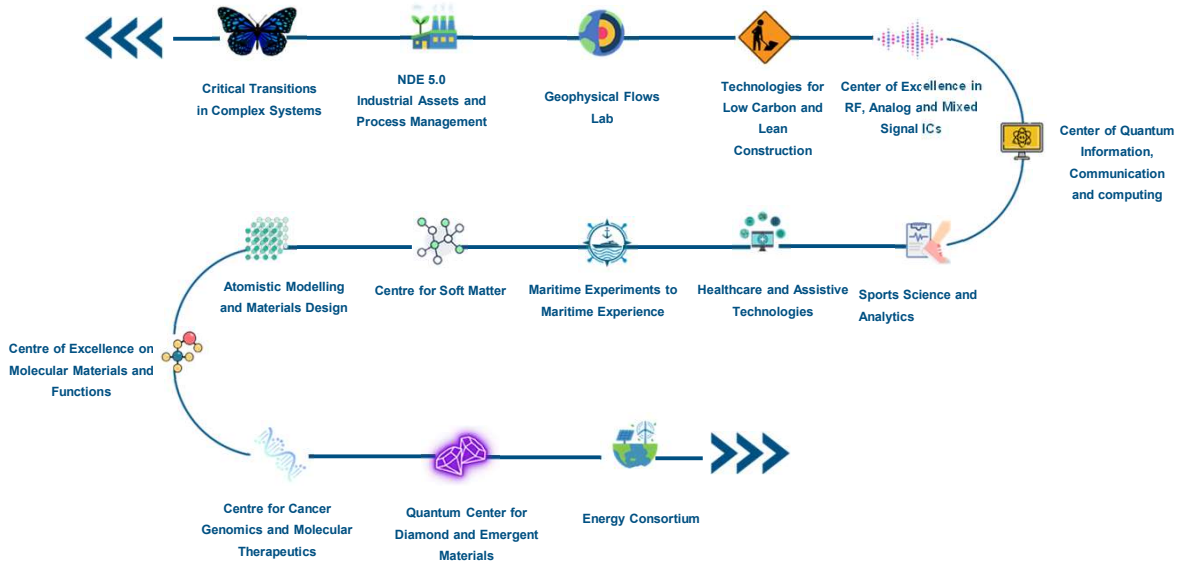


62
Universities

INSTITUTE OF EMINENCE (IOE) RESEARCH INITIATIVES



IOE-IITM CENTRES OF EXCELLENCE (COES)



IITM ZANZIBAR



Indian Institute of Technology Madras
Zanzibar Campus

- IIT Madras opened its first international campus in Zanzibar, Tanzania.
- The campus offers world-class education with a focus on research, internships, and study abroad programs.
- IITM Zanzibar Campus strengthens the ties between India and Africa.
- The new campus reflects India's growing interest in Africa and its commitment to education and research collaboration.
- This is a significant step for African students seeking a technical education.

Programs offered at IITM Zanzibar Campus

- BS in Data Science & Artificial Intelligence
- M.Tech in Data Science & Artificial Intelligence
- M.Tech in Ocean Structures
- BS in Chemical Process Engineering

IITM RESEARCH PARK

IITM's Deep Tech startup hub – Incubated startups - IITM Research Park

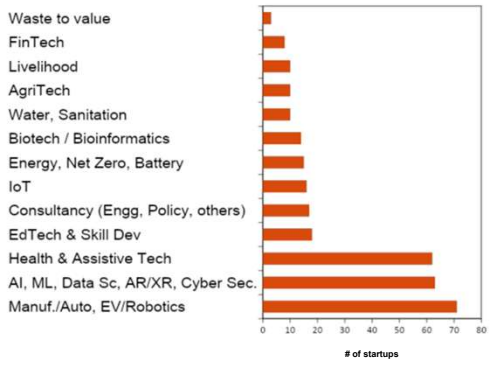
OUR WORK IN NUMBERS

450+ STARTUPS	197 GRADUATES 146 INCUBATEES	₹12,000 cr **(US $ 1.4 B)** INVESTMENT BY ANGEL/VCS	₹50,000 cr **(US $6 B)** VALUATION
190 STARTUPS IN MARKET	₹4,000 cr (US $480M) REVENUE IN FY 23–24	11,000+ JOBS CREATED	210+ PATENTS FILED

IITM RESEARCH PARK

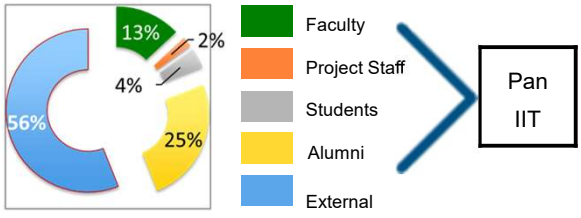
DEEP TECH STARTUPS incubated @IITM Incubation Cell - IITM Research Park

SECTOR CLASSIFICATION



FOUNDER CLASSIFICATION

688 FOUNDERS



- **105** companies have IITM faculty as founders or minority shareholder
- **87** IIT faculty members are founders or minority shareholders

SOCIAL IMPACT - SOME AREAS OF WORK



Thematic Areas across UN SDGs @ IITM



NATIONAL TECHNOLOGY CENTRE FOR PORTS WATERWAYS AND COAST

Overview of Activities

www.ntcpwc.iitm.ac.in

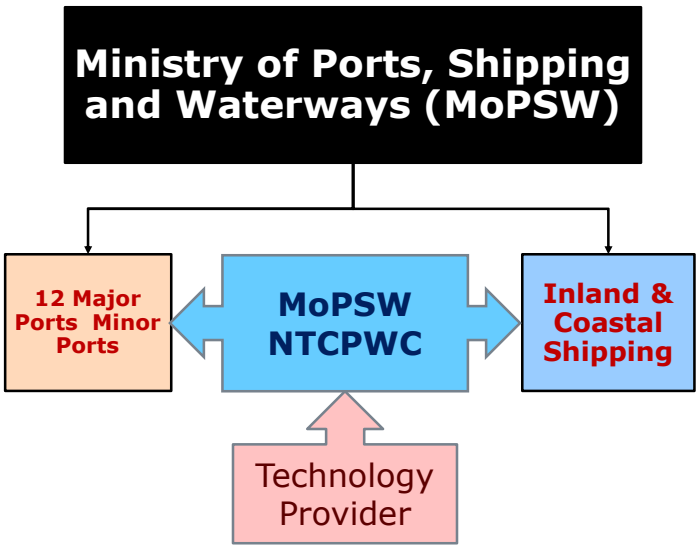
Prof K Murali, NTCPWC
Department of Ocean Engineering, IIT Madras.

National Technology Centre for Ports, Waterways & Coasts

- **National Technology Centre for Ports, Waterways & Coasts (NTCPWC) setup in February 2018 with a vision to provide** technological innovations and evolution of new ideas and breakthroughs for the port, maritime and waterways sector.
- Serve as Technology arm of Ministry of Shipping providing the needful technological support to Ports/Harbors of India, Inland Waterways Authority of India (IWAI) and other institutions.
- Provide effective solutions to an extensive range of problems being faced in the industry through scientific support and carry out education, applied research and technology transfer.

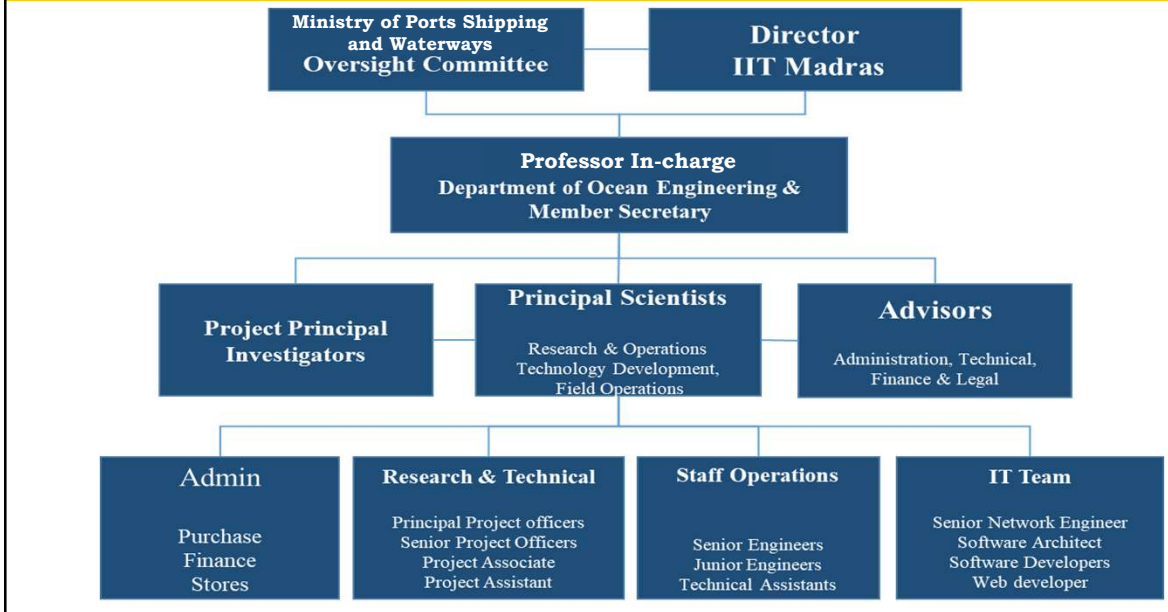


NTCPWC as technical arm of MoPSW – Make in India!



Major Components

Core IITM & NTCPWC			
TECHNOLOGY DEVELOPMENT	**MODELLING & SOFTWARE PRODUCTS**	**BRIDGE SIMULATOR**	**TESTING FACILITIES**
•Mobile platforms •Data & mining •Navigation •Dredging •Engineering investigations •Traffic management •Coastal Environment	•Hydrodynamics •Morphodynamics •Navigability •Nautical depth •Visualization •Traffic & Management •Mobile computing for Ports & IWAI.	•Port navigation •Optimization •Project development •Interactive simulation & Optimization	•Next generation ports and vessels •Large investments in Naval vessels •More accurate results •Compete with the best •Indigenous technology



NTCPWC – DIVISIONS, GROUPS & LABS

NATIONAL TECHNOLOGY CENTRE FOR PORTS WATERWAYS AND COASTS (NTCPWC)

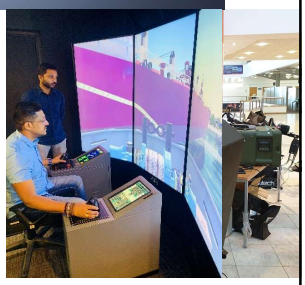
- Modelling, Simulation, Navigation and Dredging Group
- Port, Harbour and Coastal Infrastructure Group
- Marine Navigation & Simulation Lab
- Field Research Lab
- Marine Engineering Information and Communication Technology Lab
- Port, Coastal and Offshore Hydrodynamics Group

→ COASTAL SURVEILANCE & DISASTER EARLY WARNING AND EMERGENCY RESPONSE

Outreach & Training

- Simulator Based Courses:
  - Bridge Team Navigational Assessment Program (BTNAP)
  - Pilots Training Program (PTP)
  - Tug Master Training (TMT)
  - Bridge Watchkeeping Preparatory Course (BWPC)
- Classroom Based Courses:
  - Training on Handling Of Hazardous Materials (HAZMAT)
  - Ship Inspection Reporting Program (Sire 2.0)

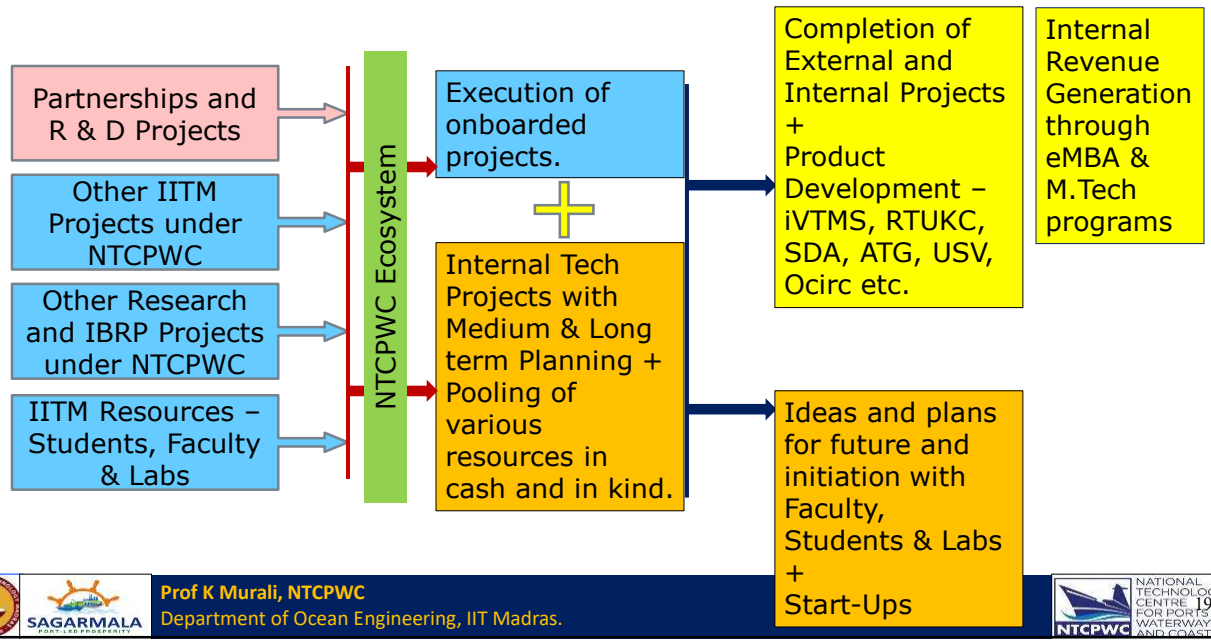




MAERSK DNV OCIMF

Prof K Murali, NTCPWC
Department of Ocean Engineering, IIT Madras.

NTCPWC – Eco system – Self Sustaining mode



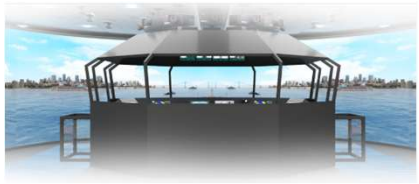
NTCPWC – Global Benchmarking

Flanders Hydraulic Research	
Inception	About 80 yrs. Set up by Govt. of Flanders and Belgium.
Manpower	About 30
Budget	Fully funded. Size of budget not known
Comparison with NTCPWC	• In the area of modelling, consultancy and laboratories, NTCPWC is on par with them. • In terms of product development, we may be slightly ahead. • In terms of operational models, they are slightly ahead.

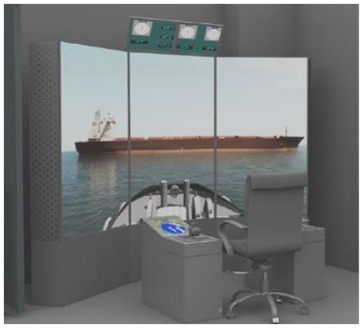
HR Wallingford	
Inception	About 73 yrs. Set up by UK. Floated many product companies.
Manpower	Larger
Budget	Fully funded initially. Present turn over is about 300 Cr.
Comparison with NTCPWC	• In the area of modelling, consultancy and laboratories, NTCPWC is on par with them. • In terms of product development, they have gone much ahead. • In terms of operational models, NTCPWC is ahead.

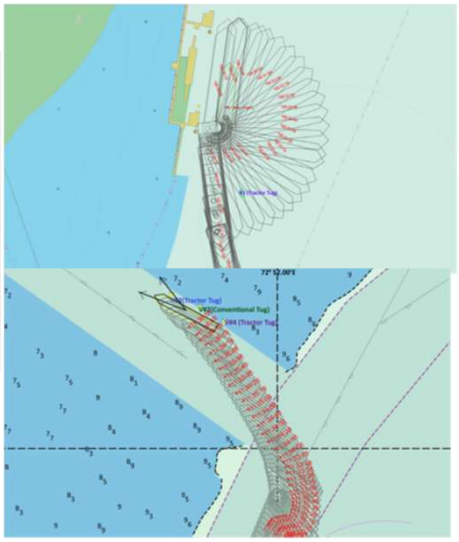
Major Facilities

360⁰ FULL BRIDGE MISSION SIMULATOR



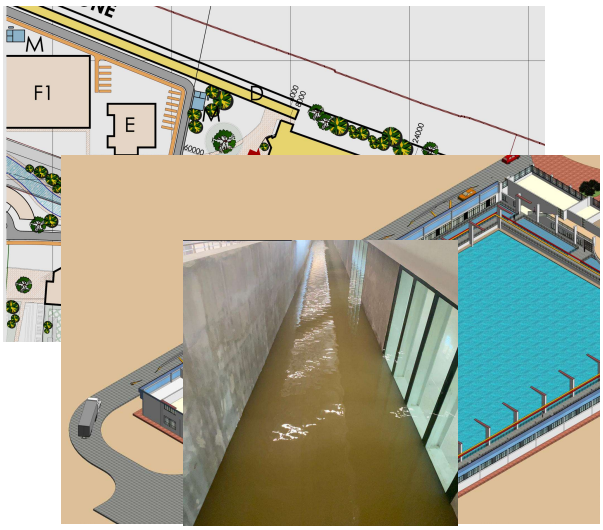






- **Operational from Nov 2019. All major ports model built-in. More than 25 navigational studies carried out for all major ports and training programs**

Discovery Campus, IIT Madras



Requirements:

Represents - Indian port models
Inland waterways.

Flexibility to generate
Waves and Currents.

Sedimentation and Erosion Management Test Basin

(1)Size: 65m by 90m
(2)Max. water depth of 1.0 m

PORT CENTRE @ DISCOVERY CAMPUS





Sedimentation and Erosion Management Test Basin



Multi-Directional Shallow Basin @ Discovery Campus, IIT Madras

Shallow water wave basin:

Size: 65 m x 90 m x 2 m
Wavemakers: 152 element
Working water depth: Up to 1 m
Wave generation: Regular/Random/Cnoidal or higher order long-crested or short-crested waves

Completely In-house developed. Know-how, so easy maintenance

- Basin can be partitioned
- Mobile wave makers
- Currents generation
- Recirculation – all throughout the basin
- Reserve tank



Model tests

- Stability of the breakwater – head section, trunk section.
- Port Layout validation and Dredging optimization.
- Tranquility of the Harbour.
- Floating solar.
- Mobile bed modelling.
- Monopile structures (wave impacts)
- Seawall stability.
- Inland waterways – bank erosion.
- Maneuvering of ships (Linking with the ship simulator).
- Wave-Overtopping.

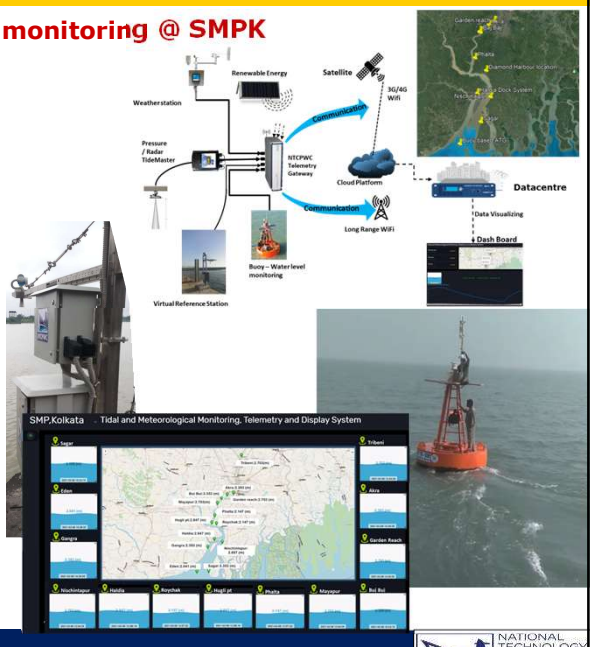
Key Achievements

- 3 Guidelines for development of waterside facilities
- More than 120 research and technical support projects to ports and waterways were carried out from March 2018
- 30 Navigational studies carried out using the Simulator study staring Jan 2020.
- Innovative solutions and Products leading to patents and commercialization
- Skill development and Navigational Training programs carried out for Ports, Waterways and Maritime Industry sectors

KEY PROJECTS CARRIED OUT FOR PORTS & WATERWAYS

Next Generation Technology for Hydrometerology monitoring @ SMPK

1. The tide gauges use radar technology as part of contactless technique and equipped with on-board data recording facility.
2. Hybrid energy design with low power consumption management system.
3. Futuristic design sensor mounts to accommodate wide range of Hydro-Met sensors.
4. Hybrid data buoy system with two-point innovative mooring system.
5. Preprocessing using on-board micro-computer and Internet of Things (IoT) enabled sensing and communication.
6. Telemetry system equipped with multi-band, multi-mode (LTE/WCDMA/GSM) and Long-Range Wireless data transmission.
7. Interoperability with external sensors and existing online systems.
8. Open Architecture Web design with Smart Dashboard display system.
9. Near real time tidal measurements with Artificial Intelligence based tide prediction system.
10. Global Navigation Satellite System (GNSS)/GPS - controlled Tide Gauges for precise and reliable long-term water level measurements.

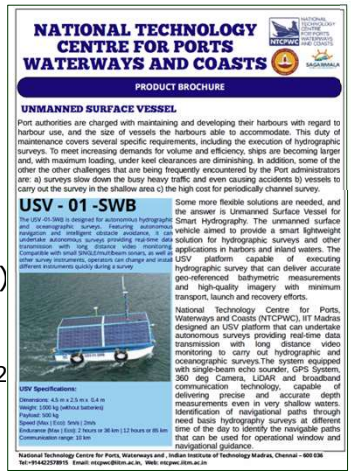


USV-01-ASB – AUTONOMOUS SURVEY VESSEL

UNMANNED SURFACE VESSEL FOR AUTONOMOUS HYDROGRAPHIC AND OCEANOGRAPHIC SURVEYS WITH AUTONOMOUS NAVIGATION AND INTELLIGENT OBSTACLE AVOIDANCE

USV Specifications:

Dimensions: 4.5m x 2.5m x 0.4m
Weight: 1000 kg (without batteries)
Payload: 500 kg
Speed (Max | Eco): 5m/s | 2m/s
Endurance (Max | Eco): 2 hours - 12 hours
Communication range: 10 km


NATIONAL TECHNOLOGY CENTRE FOR PORTS WATERWAYS AND COASTS

PRODUCT BROCHURE

UNMANNED SURFACE VESSEL

Port authorities are charged with maintaining and developing their harbours with regard to harbour use, and the size of vessels the harbours able to accommodate. This duty of maintenance covers several specific requirements, including the execution of hydrographic surveys. To meet increasing demands for volume and efficiency, ships are becoming larger and, with maximum loading, under keel clearances are diminishing. In addition, some of the other the other challenges that are being frequently encountered by the Port administrators are: a) surveys slow down the busy heavy traffic and even causing accidents b) vessels to carry out the survey in the shallow area c) the high cost for periodically channel survey.

USV - 01 -SWB

Some more flexible solutions are needed, and the answer is Unmanned Surface Vessel for Smart Hydrography. The unmanned surface vehicle aimed to provide a smart lightweight solution for hydrographic surveys and other applications in harbors and inland waters. The USV platform capable of executing hydrographic survey that can deliver accurate geo-referenced bathymetric measurements and high-quality imagery with minimum transport, launch and recovery efforts.

National Technology Centre for Ports, Waterways and Coasts (NTCPWC), IIT Madras designed an USV platform that can undertake autonomous surveys providing real-time data transmission with long distance video monitoring to carry out hydrographic and oceanographic surveys.The system equipped with single-beam echo sounder, GPS System, 360 deg Camera, LiDAR and broadband communication technology, capable of delivering precise and accurate depth measurements even in very shallow waters. Identification of navigational paths through need basis hydrography surveys at different time of the day to identify the navigable paths that can be used for operational window and navigational guidance.

Implementation status

Operations to start at:

- SMP, K
- JNPA

From Sept. 2022

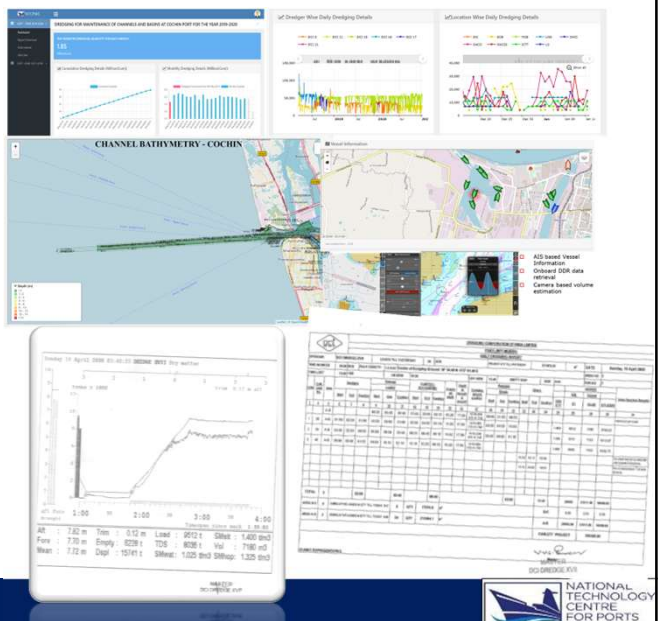


Commercialization through IITM Incubation

Prof K Murali, NTCPWC
Department of Ocean Engineering, IIT Madras.

ONLINE DREDGING MONITORING SYSTEM

- The system takes advantage of Internet mapping and web-services technology to enable the visualization of dredging monitoring data online.
- The capabilities of the system include:
  - Data upload of PMC officer on Draught and loading monitor (DLM) and Daily Dredging Report (DDR).
  - The pre and post dredging survey details upon post processing will be uploaded to the system.
  - Visualization of daily, monthly progress.
  - Dredger performance and downtime monitoring
  - Location track data with snapshot on loading, unloading and idle time.
- The system also provide the performance of the project with reference to contract milestone and deviation if any.
- The system is scalable to accommodate IoT enabled sensors on board dredgers to provide performance and online video feed to avoid manual data upload and additional production optimization.



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Department of Ocean Engineering, IIT Madras.

IMPLEMENTATION OF INDIGENOUS SMART DOCKING AID – LASER GUIDED SYSTEM FOR SAFE BERTHING

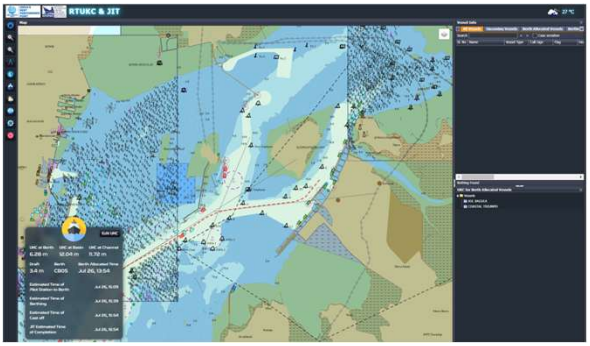
Implemented in APM Terminal @ JNPA

- Smart Docking Aid:
  - Laser berthing aid system is used for vessel berthing and docking, which ensure the vessel to be safely berthed.
  - Two laser sensors installed on the jetty continuously measure the distance between the jetty and vessel and calculate the vessel approach speed and angle.
  - The berthing aid system is capable of logging vessel approach speed, vessel berthing process and transmit the details to the display device on jetty or the handheld PDA (personal digital assistant) of operator.

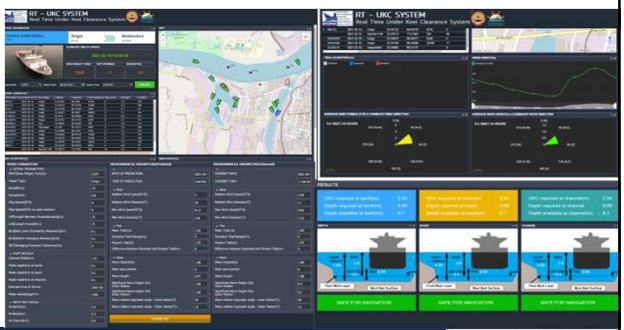


REAL TIME – Underwater Keel Clearance

- RT-UKC - Tool that provides scientific approach to Under Keel Clearance management of ship movements.
- Dynamically forecast the maximum/minimum permissible under keel clearance, which could vary with environmental conditions and components of ship motion.



- Calculates maximum safe sailing draft
- The tool provides real time visibility into under keel clearance, giving the pilots greater confidence to load additional cargo and maximize tonnage on every ship.



- Can help reduce the capital and maintenance dredging requirements
- Allows earlier sailing as well as longer loading times due to dynamic reduced under keel clearance management.

Just in Time (JIT) Arrival/Departure of Vessels

- Integration of data sources (berths availability, ship details, AIS and weather data for:
  - Berth arrival/departure
  - Pilot boarding place (PBP) arrival
  - Cargo operations & Port departure planning
  - Estimated Time of Completion Terminal - TOS (Terminal Operating System)
  - Requested Time of Arrival/Departure Berth – RTD Berth
  - Requested Time of Arrival Pilot Boarding Place
- A reliable ETA predictor for incoming ships provides a careful planning of activities related to the arrival and departu of the vessels



Implementation status

Implementation on going at JNPA.

VESSEL TRACKER APPLICATION FOR NATIONAL WATERWAYS -CONTINIOUS MONITORING OF VESSEL TRAFFIC OPERATIONS

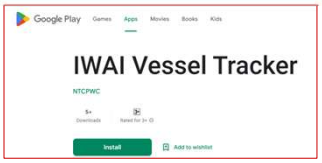
Inland Waterways Authority of India

- Turnkey solution for National Waterways to continuously monitor real time vessel traffic operations.
- Routing clearly marking the areas offering LAD (Least Available Depth) making the river column navigable.
- Interface for users to add points of interest where navigational events are experienced.
- Web-based Admin panel to track different vessels in real time to avoid collisions and incidents.
- History of all past routes recorded duly taken for the knowledge of IWT operator and Admin.





Digital India — Aatmanirbhar Bharat



Implementation status

- Patna
- Banaras
- Kolkata
- Guwahati
- Dibrugarh

INDIGENOUS DEVELOPMENT OF VESSEL TRAFFIC SERVICES (iVTS)

- Open architecture system facilitating additional features
- Interoperability with existing Port and terminal operating systems
- Cost-effective and low-cost maintenance solutions
- Sensing & Imaging based on AI/ML
- Secrecy in terms of national security is preserved



Digital India — Aatmanirbhar Bharat

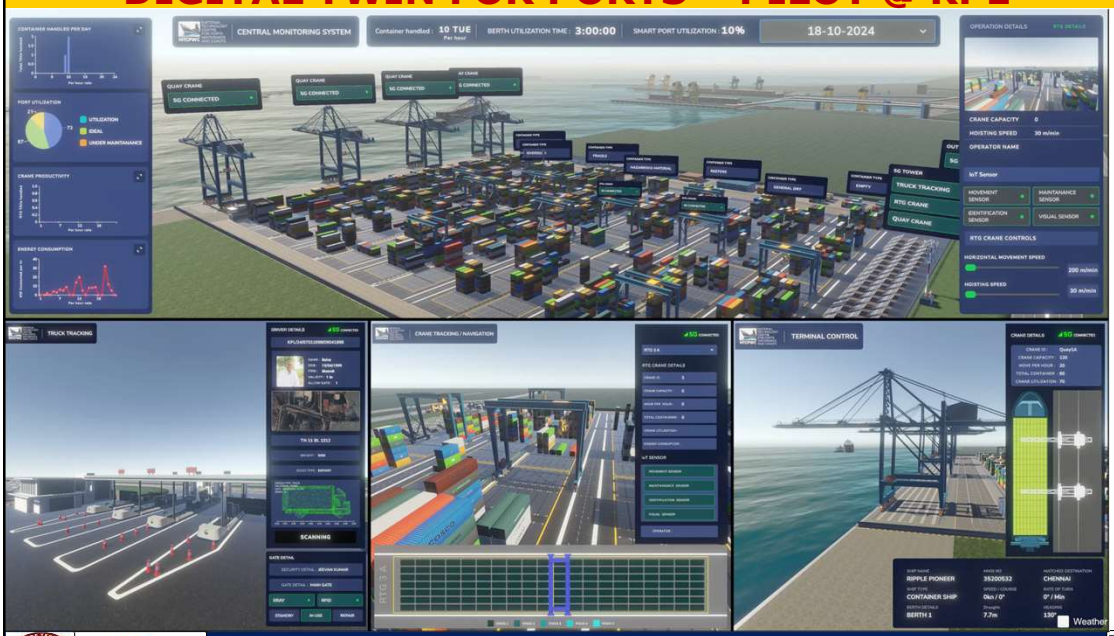
"First of Kind India's Indigenously developed Smart & Intelligent Vessel Traffic Management System"
'Digital India' and using Digital Technologies for building 'Aatma Nirbhar Bharat'

Implementation status

- Officially launched by Honorable Union Minister for MoPSW at VoCPT
- Implementation in 8 Major Ports

Prof K Murali, NTCPWC
Department of Ocean Engineering, IIT Madras.

DIGITAL TWIN FOR PORTS – PILOT @ KPL



Prof K Murali, NTCPWC
Department of Ocean Engineering, IIT Madras.



Projects:

1. Oman Fishing Harbour
2. Vadhvan Reclamation
3. Vizhinjam Port.
4. Indo-Russian Research Project



The National Need & Maritime Ambition

India's maritime sector is poised for exponential growth.
We must build the capacity and skills today to lead tomorrow.

12 + 200
Major & Non-Major Ports Nationwide

6
Major Domestic Shipyards (2 MoPSW, 4 MoD)

4%
10-Yr Cargo Volume – Compound Annual Growth Rate (CAGR) (2014–2024)

8%
Projected India GDP CAGR by 2047

Closing the Skill & Capacity Gap

India's ambitious maritime expansion faces a crucial bottleneck: domestic shipbuilding capacity is not keeping pace with cargo projections.

A severe shortage of certified, skilled technical workforce threatens port growth.

NSSRA is conceived to bridge this vital national deficit.

Source: MoPSW, MoCI; Lok Sabha Reference Note – Vision India @2047



Vision: A Twin-Hub Operational Model

Two synergistic hubs working together to build skills, drive innovation and strengthen India's shipbuilding ecosystem.

1. SKILL DEVELOPMENT HUB

Location: Tuticorin Shipbuilding Cluster

Delivers intensive 3 to 24-month certificate programs tailored for ITI technicians, diploma holders, and engineering graduates.

- Vocational trade mastery (welding, painting, fitting)
- Ship repair & dry-dock logistics
- Direct operational integration with domestic shipyards



NSSRA
Driving India's Maritime Future

2. RESEARCH & DESIGN HUB

Location: NTCPWC, Thaiyur (IIT Madras)

Houses world-class high-performance computing, advanced hydrodynamic testing, and indigenization design tools.

- Zero-emission & green vessel propulsion systems
- Advanced CFD & FEA structural simulation
- Global standard compliance & classification repository



Skilled Workforce | Stronger Shipyards | Innovation & R&D | Global Competitiveness

Workforce Development Cell

Bridging Academia & Shipyard Demands

NSSRA acts as an Industry Cell, transforming raw technical talent into job-ready maritime specialists.

Engineering Track: CFD/FEM structural design, vessel stability, and design vetting.

Vocational Track: Hull fabrication, blasting & painting, TIG/Arc welding, and ICCP corrosion control.

Shipyard Exposure: Direct hands-on training with active dry docks and ship lifts.





Advanced Engineering Skills
CFD Analysis • FEM Simulation • Design Vetting



Hands-on Vocational Training
Fabrication • Welding • Blasting & Painting • ICCP



Real Shipyard Exposure
Dry Docks • Ship Lifts • Live Projects

Building a Skilled, Safe & Future-Ready Maritime Workforce

- Industry-Aligned Certifications
- Global Standards & Safety
- Employment & Career Growth

Core Certification Curriculum

Industry-aligned, hands-on certification programs for a future-ready maritime workforce.

Naval Architecture

Hull geometry, lines plans, hydrostatics, stability, resistance, and SOLAS/MARPOL compliance training.



Production Workflow

Steel cutting, panel fabrication, block assembly, erection, welding / arm analysis, and NDT quality control.



Ship Repair

Dry-docking logistics, hull inspection, defect assessment, and structural steel renewal for commercial fleets.



Inland & Fishing

Small-craft stability, FRP/wooden hull care, cold-storage integration, and small-incident hydro-services.



Ship Design & Green Innovation

Green Propulsion: Electric and hybrid architectures, battery storage for coastal shipping, and hydrogen fuel cell powertrains.

Industry 4.0 Shipyard Tech : AR/VR immersive simulators, drone-assisted inspections, and AI predictive maintenance.

Global Standards: Centralized repository for IMO standards and Classification Society benchmarks.



Sustainable Maritime Future | Technology-Driven Innovation | Safety, Efficiency & Reliability | Aligned with Global Standards

24-Month Implementation Roadmap

A phased approach to build a world-class academy and research ecosystem in partnership with national and international bodies.

Month 1
Program Design & Strategy
(Academy)

Month 6
Launch of Short-Term
(3-Month to 6-Month Courses)

Month 12
Commissioning of Long-Term Programs

Month 18
Tuticorin First Batch-Out
(Employable)

Month 24
Full-Scale Operationalization



Certification by IIT Madras | Milestone-driven execution | Industry & academic collaboration | Employment-ready outcomes

5 – Year Support & Outlay Breakdown

Strategic investment for building a world – class maritime academy and research ecosystem

Head	Key Deployment Remarks
Fixed Asset Creation	Deployed over 18 months; 5% annual maintenance
Equipment & Test Facilities	Deployed over 12 months; 20% annual maintenance
IT Infrastructure	High-performance computing with 10% annual escalation
Manpower & Faculty	Domain experts & trainers with 10% annual escalation
Contingencies & Operations	Operational contingencies and administrative heads
Project Management (IITM)	



Financial & Revenue Sustainability Model

- **Strategic Impact:** IRG generated through industry testing, corporate training, design vetting, and certification courses with partners like CSL, TAFE Australia, and IMU.

Operational Period	Funding Source / Head	Share (%)	Sustainability & Revenue Mechanism
Years 1 – 5 Capacity Setup Phase	Maritime Development Fund (MDF)	100%	Initial 5-year capital outlay and capacity building funded entirely under the Maritime Development Fund.
Post-Year 5 Operational Phase	MoPSW Grant-in-Aid	55%	Sustained central government grant supporting baseline operations, public sector research, and infrastructure maintenance.
Post-Year 5 Operational Phase	Internal Revenue Generation (IRG)	45%	Self-sustained income generated via industry testing, vessel design vetting, corporate training, and international certified courses (e.g., CSL, TAFE Australia, IMU).





Thank You

Prof K Murali, NTCPWC
Department of Ocean Engineering, IIT Madras.

KAMARAJAR PORT LIMITED



WELCOMES

NATIONAL SHIPPING BOARD

24.07.2026

THE KPL INTRO

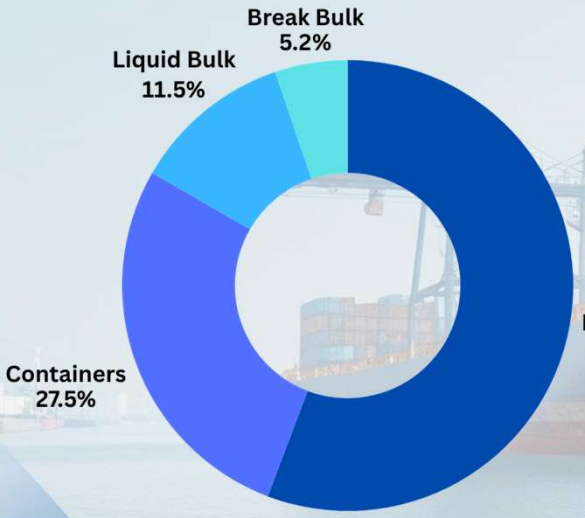


- Kamarajar Port is the 12th Major Port, located 24 km north of Chennai
- Declared a Major Port in March 1999, operations began in June 2001.
- An all-weather port with 24/7 operations
- The port spans a total land area of 2,784 acres.
- KPL held Mini Ratna Category-1 status until March 2020.
- In 2020, it became a wholly owned subsidiary of Chennai Port Authority.

PORT LAYOUT



CARGO PROFILE - FY 2025-26



	Volume (MTPA)
Dry Bulk	27.06
Liquid Bulk	5.63
Break Bulk	2.87
Containers	13.52
Total	49.08

OPERATING TERMINALS

BERTH	COMMODITY	CAPACITY (MTPA)	MODE OF OPERATION	DEPTH (M CD)
COAL BERTH - 1	COAL	8	CAPTIVE	16
COAL BERTH - 2	COAL	8	CAPTIVE	16
COAL BERTH - 3	COAL	9	CAPTIVE	20
COMMON USER COAL TERMINAL	COAL	11	PPP	20
MARINE LIQUID TERMINAL	POL / CHEMICALS / LPG	3	PPP	15
GENERAL CARGO BERTH - 1	AUTOMOBILES / PROJECT CARGO	3	OWN	12
GENERAL CARGO BERTH - 2	AUTOMOBILES / PROJECT CARGO	3	OWN	16
CONTAINER TERMINAL	CONTAINERS	15.44	PPP	16.7
MULTI CARGO TERMINAL	BULK / BREAK BULK	2	PPP	16
LNG TERMINAL	LNG	5	CAPTIVE	15
TOTAL		67.44		

COAL BERTHS - 1& 2

CAPTIVE USER

TANGEDCO

NTECL





CAPACITY
16 MTPA
(8 MTPA EACH)

CARGO HANDLED
CB 1 – 8.76 MT
CB 2 – 6.58 MT

BERTH DETAILS
LENGTH – 280 m
DEPTH – 16 m

COMMISSIONED ON
22.06.2001

CARGO HANDLED
THERMAL AND STEAM COAL

FACILITIES

Cargo Handling Equipment	No. of handling equipment
Ship Unloader (2000T/hr)	4
Conveyor (4000T/hr)	2

COMMON USER COAL TERMINAL

PPP OPERATOR

Ennore Coal Terminal Pvt Ltd





CAPACITY
11 MTPA

CARGO HANDLED
10.38 MT

BERTH DETAILS
LENGTH -347.5 m
DEPTH - 20 m

COMMISSIONED ON
11.03.2011

CARGO HANDLED
MECHANISED COAL

FACILITIES

Storage type	Area
Stack yard	5.42 lakh sqm
Railway line	2 lines (3track kms)

MULTI CARGO TERMINAL

PPP OPERATOR

Ennore Bulk Terminal Pvt Ltd





CAPACITY
2 MTPA

CARGO HANDLED
1.65 MT

BERTH DETAILS
LENGTH - 270 m
DEPTH - 16 m

COMMISSIONED ON
05.08.2017

CARGO HANDLED
BREAK BULK AND DRY BULK EXCLUDING IRON ORE AND COAL

FACILITIES

Warehouse	16800 Sqmts
Railway	•2 Lines for Loading/Unloading •4 common lines for Receipt/ Dispatch •Concrete Platform 600x30 mts

CONTAINER TERMINAL

PPP OPERATOR

Adani Ennore Container Terminal Pvt Ltd



CAPACITY
15.44 MTPA / 0.8 million TEUs

CARGO HANDLED
13.52 MT
0.7 million TEUs

BERTH DETAILS
LENGTH - 400 m
DEPTH - 16.7 m

COMMISSIONED ON
29.10.2017

CARGO HANDLED
CONTAINERS

FACILITIES

Container Yard/Ground Slots	15,500 TEUs/4000
Container Truck Parking Yard	600 Trailers
Reefer	330 Containers

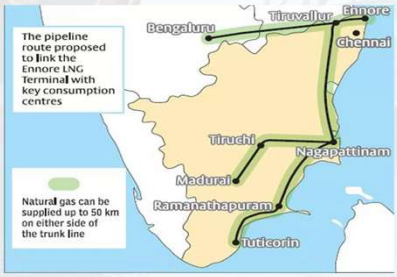
Container Examination Yard	5400 Sq Mts
Mobile Container Scanner	22 Containers / Hour
Railways	•2 Lines for Loading/Unloading •4 common lines for Receipt/ Dispatch •Paver Platform 650x30 mts

LNG TERMINAL

CAPTIVE USER

Indian Oil LNG Pvt Ltd





CAPACITY
5 MTPA

CARGO HANDLED
1.24 MT

BERTH DETAILS
LENGTH - 362 m
DEPTH - 15 m

COMMISSIONED ON
27.02.2019

CARGO HANDLED
LIQUIFIED NATURAL GAS

FACILITIES
LNG REGASIFICATION

No of Tanks	Capacity
2	180000 Cu. Meter each

Handled at temperatures below -151°C (as a cryogenic fluid). Converts to natural gas (NG) when exposed to ambient conditions.

MARINE LIQUID TERMINAL

PPP OPERATOR

Ennore Tank Terminal Pvt Ltd





CAPACITY
6 MTPA

CARGO HANDLED
4.39 MT

BERTH DETAILS
LENGTH – 360 m
DEPTH – 15 m

COMMISSIONED ON
16.01.2009

CARGO HANDLED
PETROLEUM PRODUCTS, Oil, Lubricants, Chemicals, LPG

FACILITIES

Storage Type	Tank Farms
No of Enclosures	64
Capacity	2.54 Lakh KL

GENERAL CARGO BERTHS

GCB -1

CAPACITY
3 MTPA

CARGO HANDLED
0.54 MT

BERTH DETAILS
LENGTH – 278 m
DEPTH – 12 m

GCB -2

CAPACITY
3 MTPA

CARGO HANDLED
2.02 MT

BERTH DETAILS
LENGTH – 330 m
DEPTH – 16 m

CARGO HANDLED
AUTOMOBILES, Project cargo, Windmill Components, Heavy Machinery

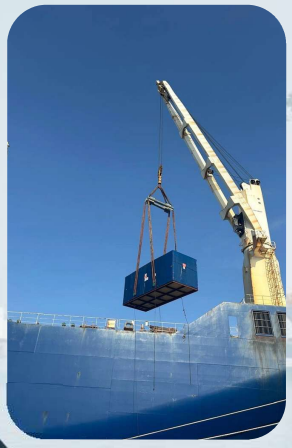




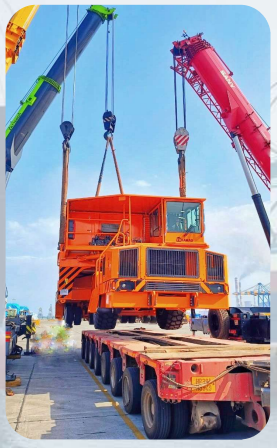
PROJECT CARGO

PROJECT CARGO HANDLED AT GENERAL CARGO BERTHS

- Windmill Blade & Components
- Industrial Equipments
- Rail Coaches
- Metro Coaches
- Generator & Transformers
- Mafi, Dump Truck &Trailers









GENERAL CARGO BERTH FACILITIES

STORAGE /PARKING YARD

A 3 lakh sq.m area within the port, accommodating 25,000 cars — the largest facility of its kind in any Indian port

FREE STORAGE

20 days of free storage for automobiles, heavy machinery & project cargo

PRE DELIVERY INSPECTION

On-site cargo inspection ensuring compliance before export loading

AUTOMATIC CAR WASHING

Automated car wash facility with water treatment plant near GCB



CAPACITY ADDITION PROJECTS - PPP / CAPTIVE BERTHS

IOCL Captive Jetty

CAPACITY
3 MTPA

PROJECT COST
INR 921 Cr

STATUS
Berth Construction Completed.
Expected Commissioning by end of Aug 2026



AECTPL Stage II

CAPACITY
11.58 MTPA

PROJECT COST
INR 558 Cr

STATUS
Physical progress- 56%
Financial Progress- INR 342 Crs
Expected completion by: 31.12.2026



Coal Berth 4

CAPACITY
9 MTPA

PROJECT COST
INR 292.21 Cr

STATUS
Berth Construction Completed. Erection of Top Unloading facilities in progress.
Expected Commissioning by Jun 2027.



COMPLETED PROJECTS - FY 2025-26

Project Name	Total Cost (Rs Cr.)	Date of Completion
Capital Dredging Phase VI to provide 18m draft	440.70	18.04.2026
Coal Berth 3	261.05	17.07.2026
Rehabilitation and retrofitting of the damaged portions in Northern Breakwater	88.6	31.12.2025
Integrated Command and Control Center (ICCC)	15	10.07.2025 (Go Live)
RFID & ANPR based Gate Control System at KPL	6.54	29.05.2025
Construction of Seafarers Club Building inside Kamarajar Port Limited	7.25	31.08.2025
Construction of Driver Amenity building outside Kamarajar Port Limited	3.65	26.09.2025
Construction of Pass Section Building near KPL Main gate	4.52	19.05.2025
Setting up of 1 MLD Seawater desalination Plant	21.92	03.04.2026







INFRASTRUCTURE PROJECTS UNDER IMPLEMENTATION

Project Name	Category	Total Cost (Rs Cr.)
Rehabilitation of Concrete road: NCTPS main road to KPL coal stack yard	EPC	58.21
Establishment of Fire fighting facilities at KPL	Work Contract	24.99
Construction of the North Gate complex, including the main complex building, connecting roads, etc	EPC	68



INFRASTRUCTURE PROJECTS UNDER PIPELINE

Project Name	Category (PPP/EPC)	Estimated Cost (Rs Cr.)	Remarks
Upgradation and O&M of GCB-1 at Kamarajar Port (PPP Mode)	PPP	220.8	7 firms participated in the RFQ. All the firms qualified. Security clearance awaited. RFP to be floated by June 2026.
Capital Dredging – Container Terminal (AECTPL Terminal Phase 1, Stage 2)	Work Contract	100	Technical evaluation completed. Security clearance awaited.
Development of Second Container Terminal on DBFOT basis	PPP	4288	PPPAC Memo submitted to MoPSW on 29.05.2026
General Cargo Berth - 3	Work Contract	300	Appointment of PMC is in progress
Development Of Bulk Terminal on DBFOT basis	PPP	1000	EOI floated on 17.04.2026, EOI evaluation underway
Modification of existing Iron ore to Coal terminal	PPP	300	Under Liquidation
Rail line to handle General cargo, Automobiles and Non-hazardous cargo, CBFS on common user basis	EPC	53.68	DPR Submitted on 26.03.2026. Awaiting for approval from Southern Railway.
Development of Open Storage yard for windmill components	Work Contract	22	Appointment of consultant in progress

INNER HARBOUR PROJECTS BY MASTER PLAN 2047

Sl. No	Berth/Jetty	Current Capacity (MTPA)* as per the infrastructure created	Capacity Addition (MTPA)	Total Capacity (MTPA)
	Existing			
1	Coal Berth-1	8	2	10
2	Coal Berth-2	8	2	10
3	MLT-1	3	3 (Completed)	6
4	Common User Coal Terminal	10	1 (completed on 01.05.2025)	11
5	Iron ore jetty to also handle coal	12		12
6	RoRo cum GCB	3		3
7	Container Terminal (Phase-1) (2 berths)	15.44	11.58	27.02
8	Multi Cargo Terminal	2		2
9	LNG	5	5	10
10	Coal Berth-3	9	2	11
11	Coal Berth-4	9	2	11
12	RoRo cum GCB- II	3	2	5
13	IOCL Captive jetty (construction completed)		5	5
	Proposed Berths			
14	Marine Liquid Terminal-II		3	3
15	Multi Cargo Terminal-II		2	2
16	Container Terminal (Phase-2) (3 berths)		38.6	38.6
17	Bulk Terminal –I &II (2 berths)		18	18
18	RoRo cum GCB-3		3	3
	Sub Total (A-22 berths)	**87.44**	**100.18**	**187.62**

CAPACITY IN OUTER HARBOUR LINE BY 2047

Sl.no	Terminal	Cargo	No. of berths	Total Capacity in MTPA
1.	Container terminal (Quay length -750m each)	Containers	2	57.9
2.	Multi cargo terminal	Bulk/ Break Bulk	3	9
	Sub Total (B)		5	66.9

TOTAL CAPACITY IN INNER AND OUTER HARBOUR BY 2047

Sl.no	Terminal	No. of berths	Total Capacity in MTPA
1.	Inner harbour	22	187.62
2.	Outer harbour	5	66.9
	Total Capacity (A+B)	27	254.52

MULTIMODAL CONNECTIVITY

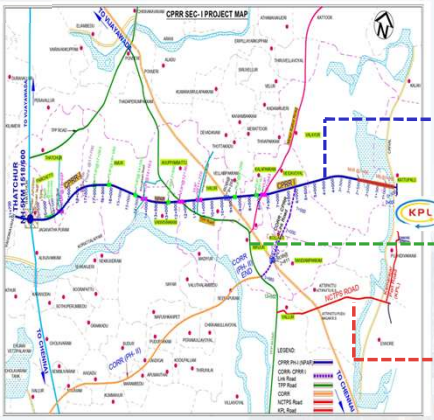
ROAD CONNECTIVITY
Seamless road connectivity with all the Major National highways like NH-4 , NH-5 , NH-45 converging at Chennai.

RAIL CONNECTIVITY
Port is well connected with the Main railway trunk route of Chennai – Gudur section through a railway siding.

PIPELINE CONNECTIVITY
LNG gases are transferred through a 1444 Kms pipeline to South Tamil Nadu, Bangalore.

CONVEYOR CONNECTIVITY
Closed conveyor (4.6 Kms) and pipe conveyor systems (4.4 Kms) for efficient evacuation of coal

ROAD CONNECTIVITY



NPAR (Northern Port Access Road)

TPP Road (Tiruvotriyur – Ponneri – Panchetti Road) connects Chennai with Northern India through Andhra Pradesh

SPAR (Southern Port Access Road)



CPRR- CHENNAI PERIPHERAL RING ROAD (UNDER CONSTRUCTION)

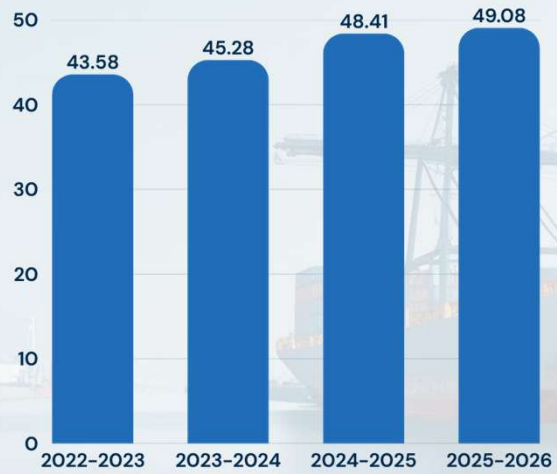
- Direct connectivity from Kamarajar Port to Mahabalipuram via CPRR, linking NH5, NH4, NH45, and ECR
- Six-lane expressway with service roads and ITS (Intelligent Transport Systems),enabling faster cargo movement up to 120 km/h

ORR - OUTER RING ROAD

- ORR connects Vandalur to Minjur, offering strategic connectivity to Kamarajar Port through planned link roads.
- Enables faster, congestion-free cargo movement from southern and western industrial hubs to the port.

GROWTH STATISTICS

CARGO HANDLED (IN MILLION METRIC TONNES)



TOTAL REVENUE (IN CRORES)



KEY PERFORMANCE INDICATORS

Container Throughput

7,00,639 TEUs

+2.87% YoY

Automobile Handling

1,91,825 Units

+18.86% YoY

Annual Vessel Traffic

1,008 Vessels

+2.2% YoY

AVERAGE TRT

FY 25-26

43.27 Hrs

Target - 45.50 Hrs

-7.27% YoY

FY 24-25

46.66 Hrs

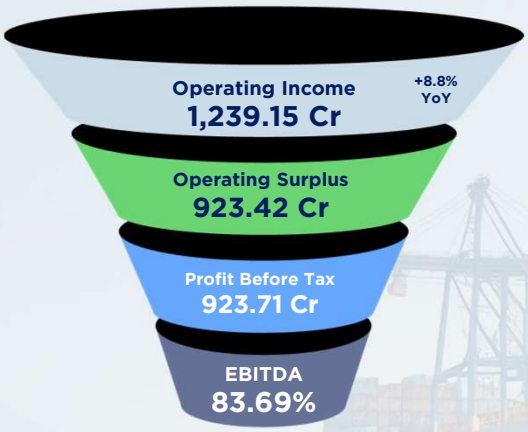
AVERAGE TURNAROUND TIME

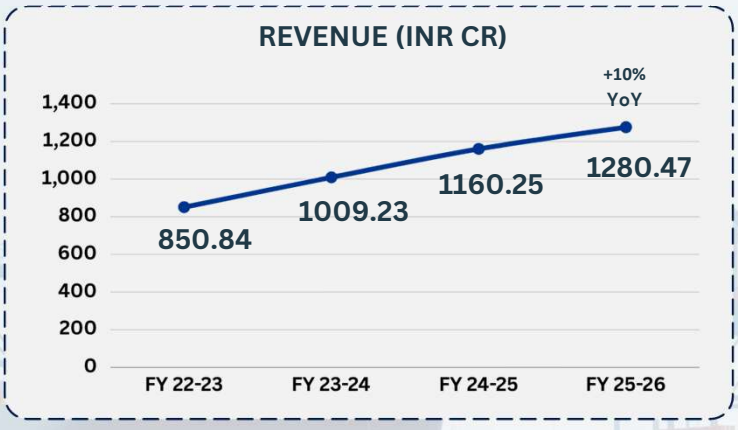
Commodity	FY 25-26 Hrs	FY 24-25 Hrs	+/-
DRY BULK	61.84	68.46	-9.6%
LIQUID BULK	30.83	31.37	-1.7%
CONTAINER	33.36	32.21	+4.4%
BREAK BULK	33.41	37.56	-11.1%

OUTPUT PER SHIP BERTHDAY (TONNES)

Commodity	FY 25-26	FY 24-25	+/-
DRY BULK	29,052	26,230	+10.76%
LIQUID BULK	17,116	16,815	+1.79%
CONTAINER	59,111	50,456	+17.15%
BREAK BULK	11,634	11,526	0.94%
OVERALL	28,268	26,428	+6.96%
TARGET	27,885		

FINANCIAL PERFORMANCE





Capital Expenditure	Net Worth	Highest Per Employee Revenue	Debt-Equity Ratio	Dividend Paid	Operating Ratio
₹478 Cr	₹3,400 Cr	12 Cr	0.14	₹300 Cr	25.48%
Through IEBR	RoNW: 17.5%	Per employee	Lowest among infrastructure companies	To Chennai Port Authority	Lowest among Major ports

KPL

EASE OF DOING BUSINESS

VESSEL TRAFFIC SYSTEM

- VTMS was upgraded to iVTS at KPL in 2023, set up at the port's signal station, and updated regularly.
- Enhances vessel navigation and safety in port & nearby coastal waters
- Enables early detection of oil spills in harbor area

SYSTEM APPLICATIONS N PRODUCTS

SAP

- Use of SAP software to streamline operations
- Enhanced efficiency through centralized data
- Real-time insights provided

SAGAR SETU (NLP Marine)

NLP

- National Logistics Portal (Marine) developed to streamline maritime transactions
- Simplifies document exchange for stakeholders
- Enhances overall trade efficiency and ease of doing business

INTEGRATED COMMAND & CONTROL CENTRE (ICCC)



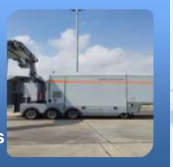
- India's 1st port with ICCC integrating drone-GIS, smart utilities & analytics.
- AI CCTV with ANPR, face ID, PPE, fire & intrusion detection.
- Smart utility monitoring for power, water, waste & lighting.
- Unified disaster response with real-time alerts.
- Drone-GIS for asset tracking & maintenance.
- Integrated with VTMS, permits & air quality systems.

DIRECT PORT DELIVERY/ENTRY

- DPE and DPD streamline cargo movement by enabling direct port access for exporters and direct delivery to importers.
- In FY 2024–25, KPL achieved 58% DPE and 45% DPD.

CONTAINER SCANNING SYSTEM

- Independent scanning at container terminal boosts efficiency & cuts dwell time.
- Faster scanning saves time
- Reduced costs for all stakeholders



ADVANCED RFID SYSTEM



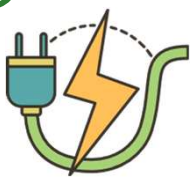
- Smart access with ANPR, biometrics & QR
- Real-time gate tracking via live dashboards.
- Fast, contactless & secure entry.
- Traffic analytics for smooth flow.

GREEN INITIATIVES

SOLAR POWER PLANT
320 kW PLANT



SHORE POWER SUPPLY FOR VESSELS AT CB-1 & 2



MARPOL Compliance under Annex-I,II,IV,V&VI



E- VECHICLES FOR PORT OPERATIONS



SEWAGE TREATMENT PLANT
113 KLD



DUST SUPPRESSION, SPRINKLERS & SHIELDS



CORPORATE SOCIAL RESPONSIBILITY

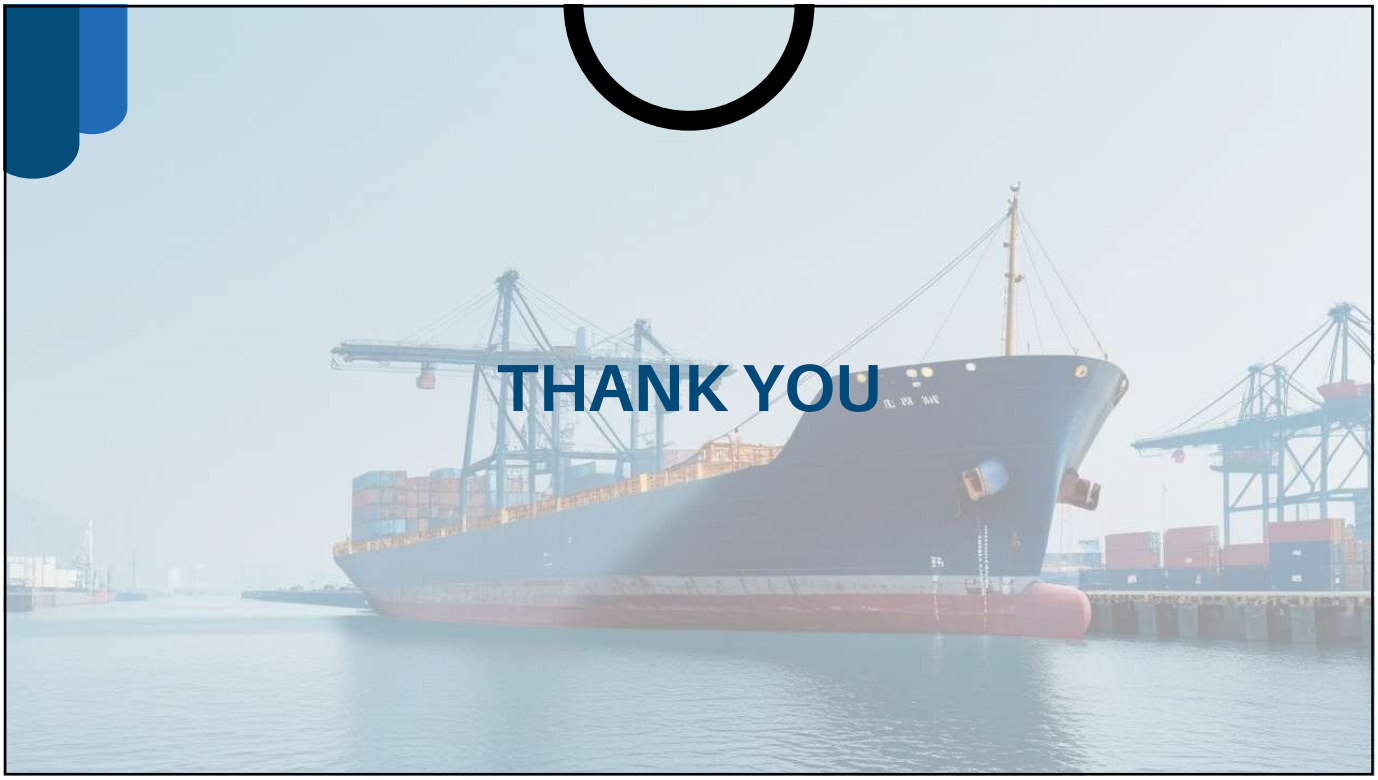
₹100+ crore in CSR. 500+ initiatives since inception — and counting

CSR THEMES FOR THE LAST 5 YEARS



CSR EXPENDITURE IN THE LAST 5FY's (in Crores)





CAPITAL DREDGING PROJECTS

Sl. No	Name of the Project	Project cost in Rs.Cr
Dredging to be completed by 2030		
2	Associated Capital Dredging for the pipeline projects (Container Terminal, Bulk terminal)	500
Dredging to be completed by 2047		
3	Associated Capital Dredging for the pipeline projects (Container Terminal, Bulk terminal, Multi cargo terminal, GCB-3 and MLT-2)	1000
4	Capital Dredging for Outer Harbour Development	3000

ROAD CONNECTIVITY PROJECTS MASTER PLAN 2047

Sl. No	Name of the Project	Target year of Completion	Tentative cost in Rs
1	Development of Northern Port Access Road from Northern gate of Ennore Port to Thatchur- Spur road connecting Outer Ring Corridor	2026	3339 Cr
2	Development of concrete road leading from NCTPS main road to KPL coal stack yard	2026	58 Cr
3	Internal Road connectivity with Northern Port Access Road	2030	25 Cr
4	Repair and rehabilitation of existing Two lane concrete road (Bougainvillea Road)	2030	25 Cr
5	Port Security Road	2035	15 Cr
6	Elevated Corridors inside the Port	2045	45 Cr

RAIL CONNECTIVITY PROJECTS MASTER PLAN 2047

Sl. No	Name of the Project	Length	Project Cost in Rs Cr	Expected Completion	Status
INTERNAL CONNECTIVITY					
1	Dedicated line to handle General Cargo	1030 m	26	2027	FSR approval received on 14.01.2026
2	Separate End Loading to handle Automobile	650 m	10	2027	FSR approval received on 14.01.2026
3	Dedicated line to handle POL	900 m	16	Beyond 2030	Preliminary feasibility study completed
EXTERNAL CONNECTIVITY					
4	Northern Rail Connectivity	11.2 km	Long Term Connectivity project (To cater the future master plan projects / outer harbor development)		

TURN AROUND TIME

AVERAGE TRT

FY 25-26

43.27 Hrs

Target - 45.50 Hrs

-7.27% YoY

FY 24-25

46.66 Hrs

MEDIAN TRT

FY 25-26

38.50 Hrs

Target - 39.10 Hrs

-4% YoY

FY 24-25

40.10 Hrs

Commodity	FY 25-26 Hrs	FY 24-25 Hrs	+/-
DRY BULK	61.84	68.46	-9.6%
LIQUID BULK	30.83	31.37	-1.7%
CONTAINER	33.36	32.21	+4.4%
BREAK BULK	33.41	37.56	-11.1%

Maersk ME2 service started Feb 2025; 7,332 TEUs per call, TRT ~52 hrs. Increased parcel size raised TRT from 25 to 34 hrs; KPL coordinating with Customs for faster clearance and engaging AECTPL to improve operations.

CHENNAI PORT AUTHORITY



24 July 2026

Agenda

01 Overview - ChPA

02 Port Facilities

03 Ongoing & Planned Developments

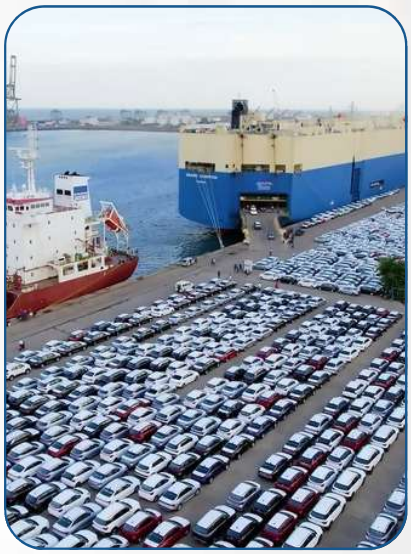
04 Trade Promotion Initiatives



ABOUT CHENNAI PORT

- 3 Docks, 27 berths & 136 MTPA capacity
- Multi-cargo Port with State-of-the-Art facilities
- Largest Container Port in the Bay of Bengal and 2nd largest Major Port
- No. 1 Automobiles exporting Port in India
- Excellent sea connectivity to the East (ASEAN & Western Pacific) and the West (MENA & Europe)
- Enhanced synergy with Kamarajar Port, 100% owned subsidiary of Chennai Port, together we handle over 100 Million tons of cargo











CHENNAI PORT
HISTORY

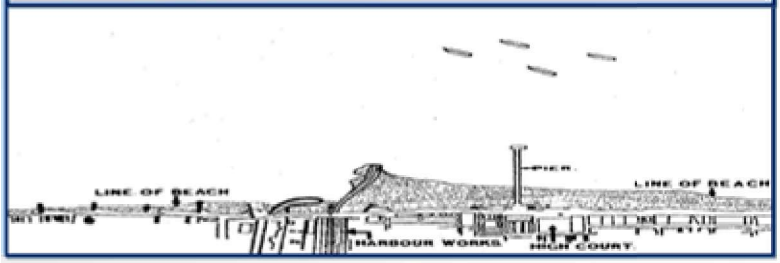
1639 Maritime trade started at an open roadstead and exposed sandy beach with masula boats

1860 A single steel pier was built
Later, damaged during 1868-72 cyclones

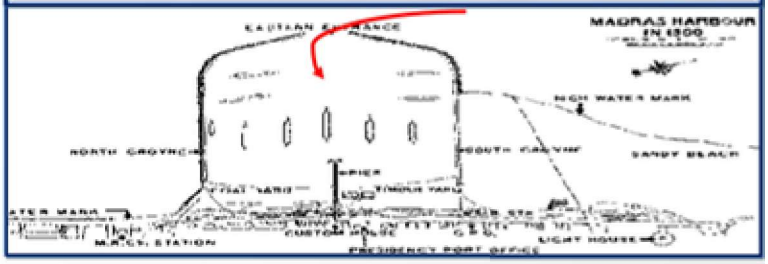
1881 An artificial harbour was built.
Initial traffic: 300,000 MTPA; 600 ships
(*Chennai Port Establishment year*)
3rd Oldest Major Port in India, after Kolkata (1870) and Mumbai (1873)

CHENNAI PORT EVOLUTION

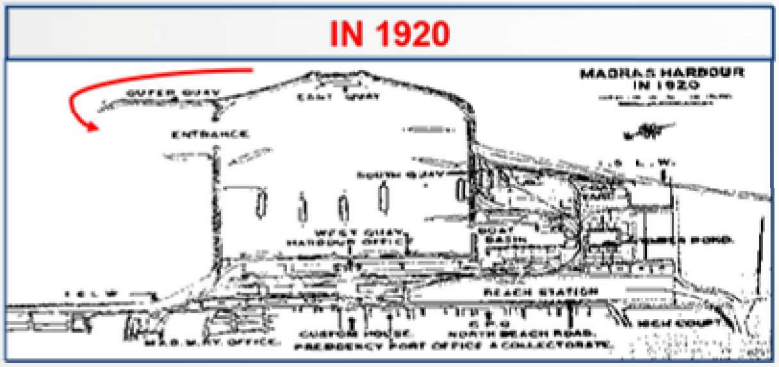
IN 1876



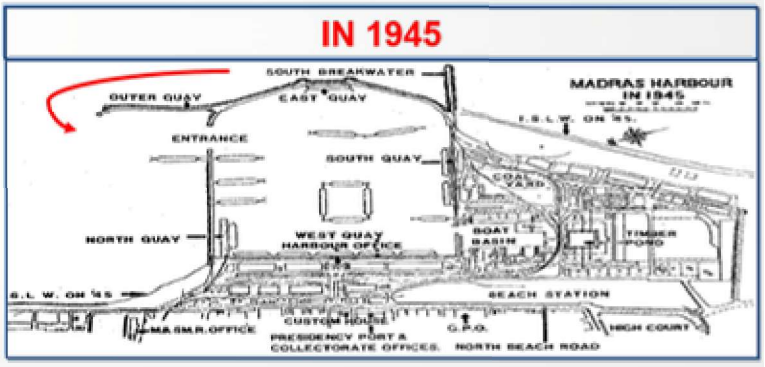
IN 1900



IN 1920



IN 1945



CHENNAI PORT CURRENT LAYOUT



Details	
Number of Berths	: 27
Total Quay Length	: > 6 kms
Desired Capacity	: 104 MMTPA

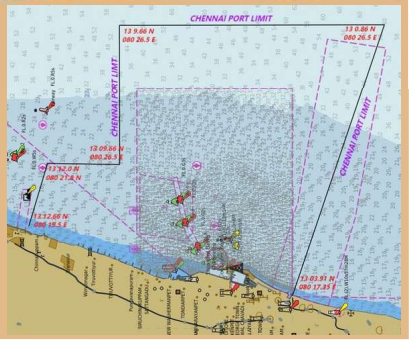
Water Area	: 78.40 Hectares

Entrance Channel	: 7 kms
Outer Channel Depth	: 19.2 meters
Inner Channel Depth	: 18.6 meters
BD Turning Circle dia	: 560 meters
AD Turning Arc	: 420 meters

Land Area	
Inside Custom	: 284.05 Hectares
Outside Custom	: 45.60 Hectares

Warehouses	**: 15 numbers (5.62 Ha)**
Open Storage	: 76.73 Ha
Road Network	: 82.0 Kms
Rail Network	: 37.28 kms (9 sidings)

Commodity	Max Scheduled Depth
Liquid Bulk	: 17.4 meters below CD
Dry Bulk	: 14.0 meters below CD
Containers	: 15.5 meters below CD



OUR PORTS

FY 2025-26

A record on every front

107 MMT

Chennai and Kamarajar Port achieved 106.98 MMT combined annual cargo throughput, Highest combined throughput ever

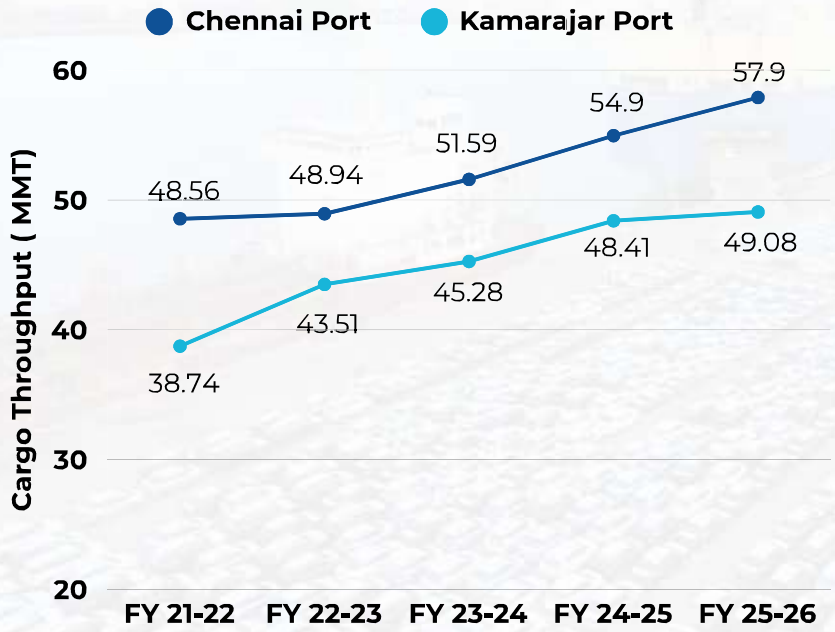
>2,400 Cr. Opr. Inc.

The combined income from operations of Chennai & Kamarajar Ports reached Rs. 2,424 crores for FY 2025-26

~1000 Cr. CAPEX

Chennai and Kamarajar Ports are investing heavily in the future by upgrading and building new infrastructure to facilitate trade & promote regional development. In FY 2025-26 Capex was Rs. 992 Cr.

Five Years of steady cargo growth



Chennai Port recorded **5.35 %** YoY Growth over last FY

Combined cargo throughput reached **106.98 MMT** in FY 2025–26

Record Performance through 4C strategy





CONTAINER

Highest Ever - crossed 1.94 million TEUs

1,940,395

TEUS

▲ +6.7% YOY



CRUDE OIL

Record Crude Oil Throughout

11,442,000

MT

▲ +11.1% YOY



CARS

High growth in Automobile Exports

204,165

Automobiles Exported

▲ +11.5% YOY



CLEAN CARGO

Record Growth in Fertilizer Cargo

396,000

MT

▲ +78.4% YOY

OPERATIONAL PERFORMANCE

Faster, leaner, more productive

Chennai Port Performance (FY2025-26)

Turn-around (overall)	Dwell time (import)
44.72 hrs	**56.64** hrs
▼ 8.23%	▼ 11.61%
Turn-around (container)	Dwell time (export)
36.08 hrs	**87.36** hrs
▼ 13.40%	▼ 11.22%

Output per ship-berth-day

19,151 MT ▲ 13.50%

SIGNIFICANT REDUCTION IN TURN-AROUND & DWELL TIMES
Improving vessel & cargo flow efficiency

HIGHER BERTH PRODUCIVITY ACROSS BOTH PORTS
More output per ship berth day

ENHANCED OPERATIONAL EFFICIENCY & UTILIZATION
Driving overall port perfromance

CONTAINER TERMINALS

Two State-of-the-Art International Container Terminals

- Dubai Port World (DP World) Terminal
- Port of Singapore Authority (PSA) Terminal

3 Million TEUs	14 Quay Cranes	7	7,404	15.5m draft
Capacity	up to super post-panamax	Container Berths	Ground Slots	Max.





CHENNAI PORT AUTHORITY

ONGOING AND PLANNED DEVELOPMENT PROJECTS

ONGOING PROJECTS

(In chronological Order)



Sea Farer Club
Rs 25 Cr.
Completed



Cruise Terminal
Rs 29.80 Cr
Completed



Paved Yard
Rs 36.91 Cr
Tgt. Comp.: 31st July'26



Rehabilitation of BD I, BD III
Rs 36.91 Cr
Tgt. Comp.: 9th Sep'2026



MMLP Phase I
Rs 1423.50 Cr
Tgt. Comp.: 31st Aug '26



Construction of EXIM Godown
Rs 43.91 Cr
Tgt. Comp.: 30th Sep'26



Restoration of Old stone Building
Rs 5.25Cr
Tgt. Comp.: 10th October '26



Augmentation of Fire fighting system
Rs 43 Cr
Tgt. Comp.: 31st Dec. 2026



Automated Port Access and Control System
Rs 25 Cr
Tgt. Comp.: 31st Dec. 2026



Strengthening of Revetment
Rs 33.28 Cr
Tgt. Comp.: 30th Mar'27

External Connectivity - Maduravoyal Elevated Corridor

A 20.935 km double-deck corridor enhancing road connectivity to Chennai Port
Tentative Date of completion November 2027









Tier I: City Traffic	Tier II: Port-bound Vehicles	Project Investment & Management	Key Connectivity Routes
Four-lane elevated road dedicated to managing urban traffic flow efficiently	Upper deck designed exclusively for smooth transit of port-bound freight vehicles	• Costing Rs. 4212.60 Crores, the project is implemented by NHAI. • ChPA contributed Rs. 235 crore for LA & RR	Links Minjur, NH 5 Kolkata, Outer & Inner Ring Roads, Manali, Chennai Port, NH 4 Bangalore, and NH 45 Salem

Development of Internal Road Network

Ongoing Projects

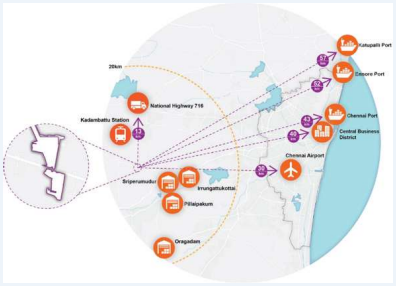


Phase	Total Cost	Period	Development Work
Phase–I **Agreement signed on 08.04.2026. Target completion date : 8th July 2027**	Rs. 37.18	2026 - 2028	At-grade Road From Maduravoyal corridor landing to Radio Road junction Road widening and Junction Improvement at 9 locations New Link road - Marshalling road & O yard Road
Phase–II	Rs 211 Cr. (Est.)	2030 - 2032	Command and control Centre Rail Over Bridge Parking yard near INS Adyar
Phase–III	Rs 103 Cr. (Est.)	2032 - 2034	Flyover Near Ro-Ro Terminal to bypass DP World Junction

Ongoing Projects

Mappedu Multimodal Logistics Park

Phased development delivering logistics infrastructure with seamless connectivity across rail, road and Air



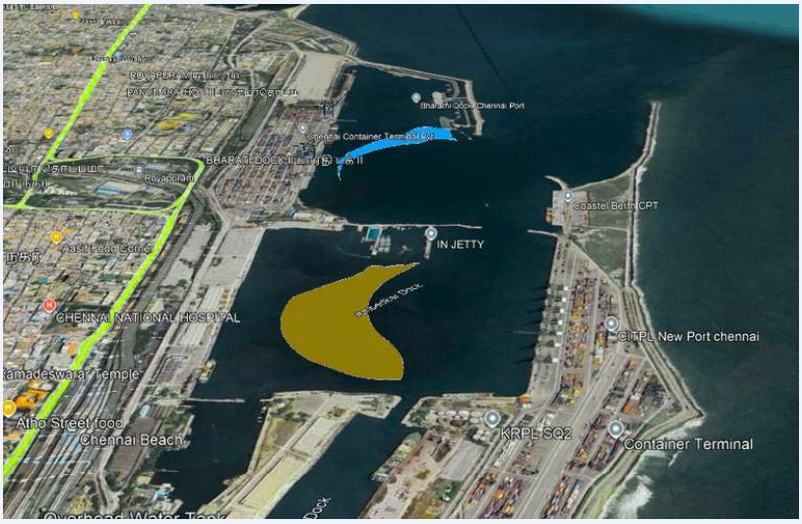


	Phase I Warehouse Development	Phase II Railway Connectivity	Phase III Warehouse Expansion	Project Cost	Implementing Agencies
Targeted Completion	August 2026 (Physical Progress - 92%)	Feb 2028	Feb 2034	Total Investment Rs. 1423.50 Crores	Execution led by Chennai MMLP Pvt. Ltd. (NHLML, ChPA, TIDCO & RVNL) and Reliance Industries.
Project Details	No. of warehouses 5 Development Area 62 Acres	Integrate rail connectivity 10.4 km from MMLP to Kadambattur Railway station	Enhance ware house facilities		

PLANNED WORKS FOR FY2026-27

Planned Development

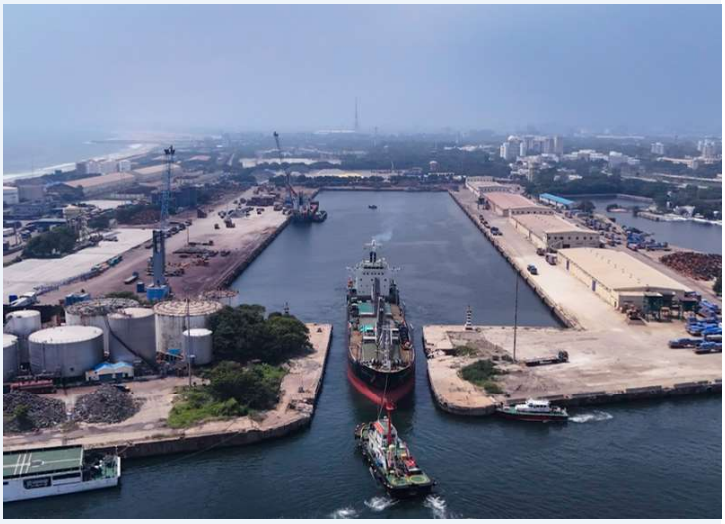
Capital Dredging to increase Turning Circle diameter



Total Project Cost 20 Cr

Qty 3.3 Lakh cu.m. | Bharathi Dock 560 m → 610 m (for 350m) | Ambedkar Dock 392 m → 592 m (for 330m)
Status: Tender for selection of EIA consultant underway

Strengthening and widening of Jawarhar Dock Entrance



Total Project Cost Rs 436 Cr

Jawahar dock entrance widened from 34.5 m → 57m
Status: ChPA Board Approval awaited

Planned Development

DEVELOPMENT OF MULTILEVEL CAR PARKING

Estimated Project Cost 400 Cr INR



Project Benefits

- Avoids scattered parking of export cars within port premises and improves land utilization.
- Facilitates quicker turnaround time for car exports to support capacity expansion of Hyundai Motor India.
- Reduces congestion and improves internal traffic management within the port area.
- Enhances safety and security of export vehicles through organized parking infrastructure.

PPP OPPORTUNITIES

Planned Development



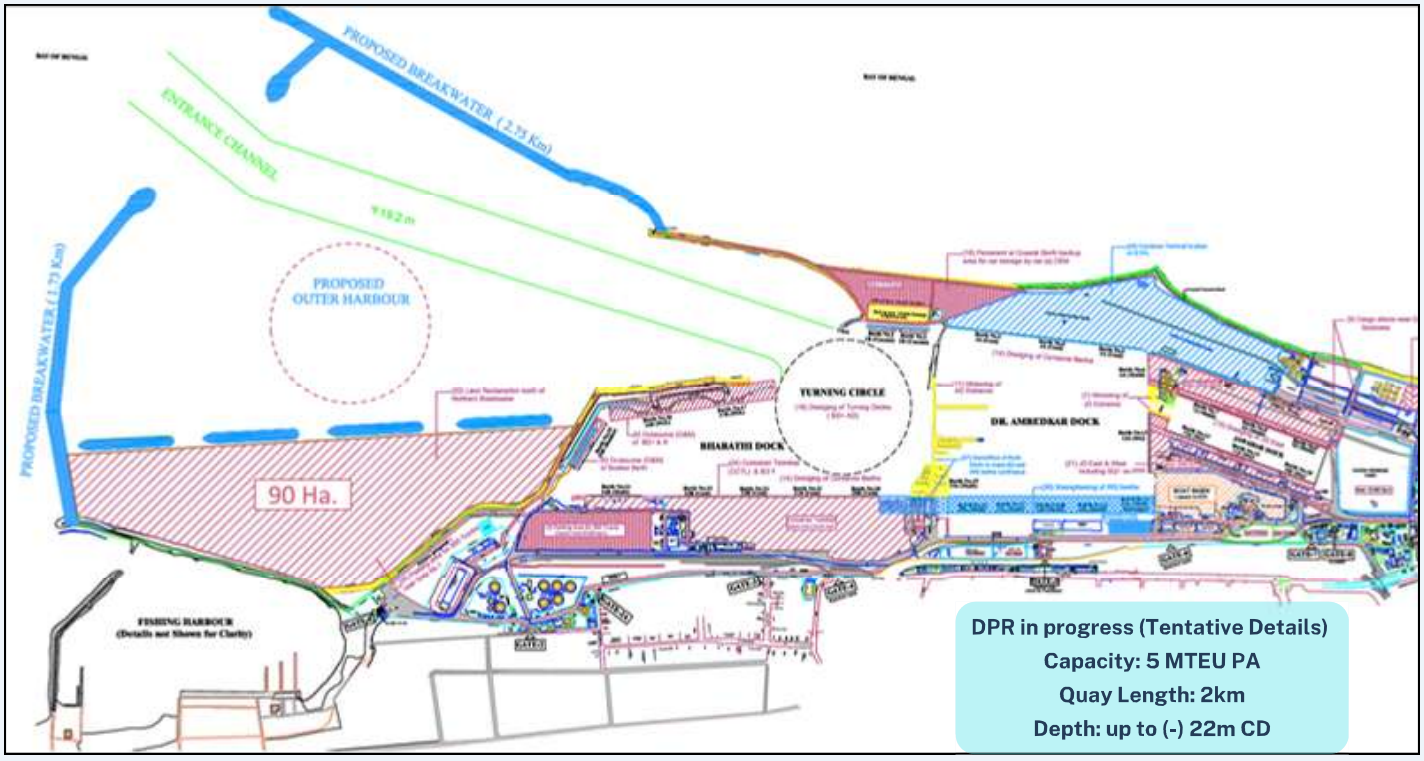






Development of New Outer Harbour at Chennai Port

Planned Development



PORT DIGITIZATION AND AUTOMATION

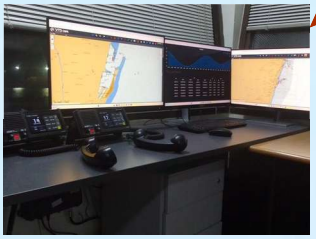
Completed Projects



EBS (2025)
Rs. 45Cr



Integrated Control and Command centre (2025) Rs.2.91 Cr



Indigenous VTMS (2026)
Rs 22.58 Cr



First Indian Major Port to secure STQC Website Quality GIGW 3.0 Standards

Upcoming Projects



Gate Automation
Rs 11 Cr



GIS Based Land Management system
Rs 8 Cr



Phase II of Integrated control and command centre
Rs 10 Cr



40 KLD STP & 90 KLD



1600 KVA Ship to Shore power supply

Sustainability Initiatives



Continuous Air Quality Monitoring System



500 KW Roof top Solar plant



Fog Cannon



Hiring of Green Tugs



Green Belt



50 KPD Biogas Plant

CHENNAI PORT AUTHORITY

TRADE PROMOTION INITIATIVES

Making trade simpler and more resilient

Reduction in Documentation

Process rationalization & digitization under 'One Nation One Port Process', reducing additional documents and processes

Faster clearances

Remote Entry Inwards & e-Port Clearance implemented reducing vessel turn-around by ~1.5–2 hours.

Operational Resilience During West Asia Disruptions

24x7 Nodal Officer support, ~1.4 lakh sq.m storage earmarked, Regular stakeholder coordination and Case-based tariff concessions

Trade Promotion Measures

MoU-based volume concessions extended to container vessels to incentivize higher throughput

Wharfage concession Scheme for non-container cargo

Completed Initiatives - Ease of Doing Business

✓ Remote Entry Inwards

Fully implemented by Chennai Customs vide Public Notice No. 63/2026 dated 03.12.2025. Vessel Entry Inwards granted upon confirmation of 'Pilot On Board' — eliminating physical document exchange.

Outcome:
Faster commencement of cargo operations saving upto 2 hours

✓ E-Port Clearance Portal

Jointly developed by ChPA & Kamarajar Port. Launched by Hon'ble Union Minister on 08.01.2026. Customs issues port clearance electronically through the online system (Public Notice No. 07/2026 dated 22.01.2026).

Outcome:
Faster and more transparent port clearance process saving upto 1.5 hours

✓ Digitization of CMFC Cell

CMFC approval for PNR movement has been digitized through NLP Marine for both container terminals.

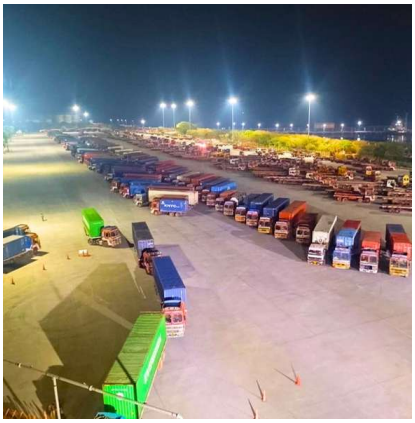
Outcome:
Each container terminal enabled to deliver an additional 450–500 containers per day

✓ Selective Boarding – Immigration Authority

Implemented at ChPA from May 2026. Immigration Authority conducts selective boarding of vessels based on risk assessment. Currently, around 2% of vessels are boarded.

Outcome:
Optimized deployment of immigration resources through risk-based boarding.







Chennai Port Parking Plaza

Cost : INR 52.85 Cr.
Capacity : 550 Trailers
Inaugurated : 28 Feb 2024 by Hon’ble Prime Minister

- Improved operational efficiency and turnaround time for container handling
- Decongest public roads & reduce transit time
- Refreshment facility for Trailer drivers
- Enabled handling of more than 6000 trailers per day



Container Scanner

Cost: INR 46.25 Cr.

Facilitates faster turnaround of import containers and reduces dwell time in port





Facilitation of Cruise Passengers and Sea Farers

Upgradation of Cruise Terminal

Project Cost 29.80 Cr

Upgradation -

- Dedicated embarkation and disembarkation areas with segregated passenger flows.
- New escalators, high-capacity lifts, baggage scanners, and enhanced security/immigration zones, Modern HVAC, Fire safety systems
- Improve the Handling capacity from **400 pax/hr → 800 pax/hr**





Seafarers Club

Project Cost 25 Cr

Key Facilities

- Waiting lounge and recreational spaces, Indoor sports facilities, gymnasium, sauna, and saloon, Library, conference hall, and shopping area, Restobar, toilets, modern HVAC, and accessible facilities.
- Supports international maritime welfare standards, contributing to better retention and welfare of seafarers.





CHENNAI PORT

Priorities for FY2026-27 & Beyond



Capacity & Cargo Growth

- Development Of New Outer Harbour At Chennai Port (PPP)
- Coastal Berths Mechanisation (PPP)
- EXIM Godowns & Paved StorageYards
- Multi Level Car Parking



Connectivity & Evacuation

- At-grade Road to CPM Corridor
- Internal Roads, ROBs & Flyovers
- JD Entrance Widening



Digital First Port

- EBS, VTMS, ICCC & Video Wall
- GIS Based Land Management
- Gate Automation



Safety & Resilience

- Coastal Revetment Strengthening
- Oil Jetties Rehabilitation
- Marine Asset Strengthening



Welfare Facilities

- Cruise Terminal Upgradation
- Seafarers' Club & Multipurpose Hall
- Hospital Improvement

Greater Capacity & Efficiency | Seamless Connectivity | Digital First Operations | Sustainable Growth

THANK YOU



Jul 2026