MINUTES OF THE 33rd MEETING OF NATIONAL SHIPPING BOARD (NSB) NEW DELHI HELD ON 11th MAY 2026 AND 12th MAY 2026 AT 09:30 HRS ONWARDS, AT TUTICORIN IN TAMIL NADU

The 33rd Meeting of National Shipping Board (NSB) was held on 11th May 2026 and 12th May 2026 AT 09:30 onwards at Satya Park & Resort, Tuticorin in Tamil Nadu.

The list of participants/attendees (including online attendees) is as follows:

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 Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai **(Online)**
4. Shri Rahul Modi, President, Coastal Containers Transporters Association, President, Coastal Containers Transporters Association **(Online)**
4. Shri Girish Datt Raturi, DIG, Coast Guard Headquarters, New Delhi

Board Member absent with prior leave of absence:

6. Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India, Mumbai
7. Capt. Savio Ramos, General Secretary, Maritime Union of India, Mumbai
8. Shri Shantanu Kalita, Advisor, Indian Ports Association, New Delhi (Online)
9. Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai

Board Member absent without prior leave of absence:

10. Ms. Esha Srivastava, Joint Secretary (IC), Ministry of Petroleum & Natural Gas
11, Captain Vikas Anand, Indian Navy, New Delhi (Online)
12. CMD, Cochin Shipyards Limited, Kochi
13. Prof. K. Murali, IIT Chennai
14. Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai (Online)

Board Member yet to be appointed

15. One (In place of Shri Ajith Sukumaran CS DG Shipping who took VRS)
16. One (In place of Shri Mandeep Singh Randhawa, In-charge Maritime Administration Division, Ministry of Ports, Shipping and Waterways, New Delhi)

Member Secretary:

17. Captain Nitin Mukesh, Secretary NSB (Online)

Permanent Invitees to the Board:

18. Shri Lakshmi Kant Rajak, Chief Engineer (Tech), Representative from Inland Waterways Authority of India, Noida, U.P. (Online)
19. Representative from DG Shipping Mumbai (Absent)

Directorate General of Shipping, Mumbai:

20. Shri Jitendra Jadhav, ADG, National Shipping Board, ADG National Shipping Board
21. Ms. Shriya S Khelurkar, Consultant DGS (Online)
22. Shri Shubham Jain, Consultant DGS

Special Invitees:

23. Shri S. Satyanarayana Surveyor-in-charge MMD Tuticorin
24. Shri R. Balamurugan Sr. Surveyor, IRS
25. Shri Santosh Patil, Sr. VP IRS (online)

VOCPA officials:

26. Shri Rajesh Soundararajan, IAS, Deputy Chairperson, VOC Port Authority
27. Shri R. Balamurugan, Sr. Surveyor, Indian Register of Shipping, Chennai, VOC Port Authority
28. Shri S. Sathyanarayana Moorthy, Surveyor in charge, MMD, Tuticorin, VOC Port Authority
29. Dr P. Naresh Kumar, Chief Medical Officer, VOC Port Authority
30. Shri Probal Mitra, Financial Adviser & Chief Accounts Officer, VOC Port Authority
31. Shri S.P. Mohan Kumar, Secretary, VOC Port Authority
32. Capt. J. Kingston Neel Durai Deputy Conservator, VOC Port Authority
33. Shri C. Antony Suresh Mel, Deputy Traffic Manager, VOC Port Authority
34. Shri A. Senthil Ganesh, Executive Engineer, VOC Port Authority
35. Shri R. Krishna Deepthi, Assistant Director (Strategic & Management), VOC Port Authority
36. Shri Chandan Mishra, Assistant Director (Strategic & Management) , VOC Port Authority

Stakeholder Associations:

37. Shri K. Sreejith, Manger, Indian Potash Ltd, Manager
38. Shri Ramesh Kumar Mishra, TCI Seaways, Area Manager
39. Shri R. Prabhakaran, DGM, SHV Energy Pvt Ltd.

40. Shri Ubaldraj Mackenna Fernando, Coastal Sail Vessel Owners Association, General Secretary
41. Shri F. Rymond Fernando, Coastal Sail Vessel Owners Association
42. Shri Naveen Machado Coastal Sail Vessel Owners Association
43. Shri Roshan Fernando Coastal Sail Vessel Owners Association
44. Shri Raja Fernando Coastal Sail Vessel Owners Association
45. Shri K. PonVenkatesh, Joint Secretary, Indian Chamber of Commerce & Industry
46. Shri Jovita Vikrant Machado, E.C., Indian Chamber of Commerce & Industry
47. Ms. K. Gayathri, E.C., Indian Chamber of Commerce & Industry
48. Shri Vishnu Das, IOCL, Manager
49. Shri Shri Shri Anish Kataria, KPMG, Consultant
50. Shri Sathish, KPMG, Consultant
51. Shri BH. Mohan Gupta, Mohan Mutha Infra, Tech Superintendent
52. Shri A. Vivekanandan, Mohan Mutha Infra, Asst Manager, Shipping
53. Shri P. Selvin, HIQ Services, Manager
54. Shri K. Ahamed Hussain, GM,Seaport Logistics
55. Shri N. Prakashkumar, CM, NTPL
56. Shri T. Karthik, NTPL, EE, NTPL
57. Shri M. Kannan, GM, Imcola Crane Company Pvt Ltd. (IMC Ltd.)
58. Shri A Sathish Babu, Ass Vice President, JSW Tuticorin Multipurpose Terminal Pvt Limited.
59. Shri P. Jeyanth Thomas, Secretary, Tuticorin Ship Agents Association
60. Shri S.M. Moorthy, E.C., Tuticorin Ship Agents Association
61. Shri M. Manivandan, AGM, SEPC
62. Shri Subramanian, DGM, TICT
63. Shri R. Michael, Fernando Head Marketing DBGT
64. Shri Joseph, Manager TICT
65. Shri E.M. Arun, Manager DBGT
66. Shri G. Muthukrishnan, Manager, Mohan Mutha Infra
67. Shri S. Seenivsagan, AEE, TTPS Exports Pvt Ltd.
68. Shri T. Selvam, TTPS Exports Pvt Ltd.
69. Shri Vijay Sundar CMA CGM branch manager, CMA CGM Agencies (india) Pvt Ltd.
70. Shri R. Edwin Samuel, President, Association for Tuticorin Hub Port Development (earlier council)
71. Shri David Raja J., Sr. V.P., St. John,'s Logistics
72. Shri Sundarrajan Ayyadurai, BM, DP world
73. Shri V. Arjun Shankar, Partner, PSTS, Shipping Services
74. Shri N. Balamurugan Joint Manager, Greenstar
75. Shri T. Thayanathan Packiakumar , Manager, Evergreen Line
76. Shri V. Joseph Christian Corera, Manager, J M Baxi
77. Shri J. Celestine Villavarayar , President, Tutucorin CFS Association
78. Shri Benny George, Vice President, Tuticorin Ship Agents Association
79. Shri Vincent Aroclam, BM, Zim Integrated Shipping Services Pvt Ltd.

80. Shri Subramanian Murugan, Head Operations, Tuticorin International Containers Terminal Private Limited

Date 11.05.2026 / 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 attended were present. The deliberations were not recorded.

Date 11.05.2026 / Regular Session : 10.30 A.M. to 2.30 P.M.

Opening Remarks:

1.1. At the outset, the Shri Sameer Kumar Khare IAS (retired) Chairperson, NSB welcomed all the Board Members of National shipping Board, New Delhi (constituted vide Gazette Notification No. S.O.1935(E). dated 30/04/2025 of Government of India, Ministry of Shipping, Ports & Waterways File No. ST-16011/4/2016-MA as amended from time to time), the representatives of the permanent invitees & special Invitees, the staff of DG Shipping & NSB Secretariat who were present (both physically and virtually) & attending this 32nd meeting of the NSB.

1.2. On behalf of the Board, the Chairperson NSB expressed heartfelt thanks to the management of V.O. Chidambaranar Port, Tuticorin for hosting the meeting and for ensuring excellent arrangements that made the stay and overall experience comfortable for everyone. He remarked that the ensuing sessions will provide a valuable opportunity for productive discussions and collaboration among the members.

2. Confirmation of the minutes of last NSB meeting held on 16/04/2026 and 17/04/2026:

2.1. The minutes of the last meeting which was held on 16/04/2026 and 17/04/2026 at Mumbai (the minutes of were circulated to the members of the Board) were considered and confirmed as no comments to the contrary were received after the circulation of the minutes as informed by Secretary NSB. The Secretary NSB was advised by the Board to upload the confirmed minutes on the NSB weblink on the DG Shipping Website.

Action: Secretary NSB

3. Status of the action taken on the minutes of the meeting held on 30/05/2025:

3.1. The status of the action taken on the minutes of the meeting held on 30/05/2025 was presented before the Board as given in **Annexure I.** 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.

Action: Secretary NSB

4. Status of the action taken on the minutes of the meeting held on 16/07/2025:

4.1. The status of the action taken on the minutes of the meeting held on 16/07/2025 was presented before the Board as given in **Annexure II.** 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.

Action: Secretary NSB

5. Status of the action taken on the minutes of the meeting held on 25/08/2025:

5.1. The status of the action taken on the minutes of the meeting held on 25/08/2025 was presented before the Board as given in **Annexure III.** 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.

Action: Secretary NSB

5. Status of the action taken on the minutes of the meeting held on 06-07/10/2025:

5.1. The status of the action taken on the minutes of the meeting held on 06-07/10/2025 was presented before the Board as given in **Annexure IV.** 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.

Action: Secretary NSB

6. Status of the action taken on the minutes of the meeting held on 13-14/11/2025:

6.1. The status of the action taken on the minutes of the meeting held on 13-14/11/2025 was presented before the Board as given in **Annexure V.** 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.

Action: Secretary NSB

7. Status of the action taken on the minutes of the meeting held on 18-19/12/2025:

7.1. The status of the action taken on the minutes of the meeting held on 18-19/12/2025 was presented before the Board as given in **Annexure VI.** 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.

Action: Secretary NSB

8. Status of the action taken on the minutes of the meeting held on 26-27/02/2026:

8.1. The status of the action taken on the minutes of the meeting held on 26-27/02/2026 was presented before the Board as given in **Annexure VII.** 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.

Action: Secretary NSB

9. Status of the action taken on the minutes of the meeting held on 10/03/2026:

9.1. The status of the action taken on the minutes of the meeting held on 10/03/2026 was presented before the Board as given in **Annexure VIII.** 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.

Action: Secretary NSB

10. Status of the pending actions on the Major decisions taken by board in last one year:

10.1 **ATR on Meeting dated 30.05.2025 — Para 7.1: Time Gap Between Constitution of Consecutive Boards**

10.1.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** informed the Board that the NSB had recommended to the Ministry through DG Shipping Mumbai that the tenure of each Board should be increased from two years to three years and that there should be no gap between the constitution of two consecutive boards. He noted that the recommendation of the NSB was ignored by the Ministry without consultation and instead a new rule has been incorporated whereby, the Central Government has been empowered to extend the term of the existing board for six months beyond the existing term of two years. However, the rule is silent about the recommendation of no gap between two consecutive boards. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai** noted that the logical position given by the Board had always been that the existing Board should continue until the new Board is constituted, rather than operating with gaps of six months, three months, eight months, or five months between successive boards. He stated that this is a common-sense approach and suggested the incorporation of this principle in the rules. **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.**

Action: Secretary NSB

10.2. **ATR on Meeting dated 30.05.2025 — Para 7.2: Permanent Office Address and Setup for the Board**

10.2.1. **Shri Sameer Kumar Khare, Chairperson, NSB**, noted that the NSB rules 1960 as amended from time to time under the Merchant Shipping Act of 1958 (now 2025) contain a specific rule – Rule 9 which states that:

"Secretarial assistance to the Board *- The Board shall be given adequate secretarial assistance by the Director General. Any staff that may be needed for the work of the Board shall be appointed on the establishment of the Director –General in the usual manner and shall be borne on the cadre of his office, and be paid out of his own budget."*

He stated that he has been managing the NSB Secretariat at New Delhi with only one outsourced Data Entry Operator and part-time support, without any permanent staff since May 2025.The Board expressed concern that despite this legislative mandate, DG Shipping has not been able to make permanent staff available for the NSB Secretariat, and requested an update from Captain Nitin Mukesh Secretary NSB as to why this has not been implemented so far. **Captain Nitin Mukesh Secretary NSB** informed the Board that efforts have been made to onboard outsourced and retired personnel including housekeeping staff. He confirmed that the process of inducting permanent staff would be initiated once a formal proposal is received from the board. The Board acknowledged the support received so far but emphasized that the NSB is a body in perpetuity and that a permanent institutional setup must be put in place to ensure its continuity, irrespective of the current board's tenure. **The board unanimously agreed to discuss the formal structure of NSB secretariat in the next meeting.**

Action: Secretary NSB

10.2.2. **Shri Sameer Kumar Khare, Chairperson, NSB** further noted that nowhere in the Act or Rules framed therein, it is stipulated that the NSB office must be located in Mumbai or New Delhi, and that the confusion had historically arisen due to DG Shipping being based in Mumbai. He stated that the revised rules now clearly specify that the NSB headquarters shall be in New Delhi, since the Board's function is to advise the Ministry, and that the responsibility for providing office space accordingly rests with the Ministry. **The board unanimously agreed to discuss the formal office space requirement of NSB secretariat in the next meeting.**

Action: Secretary NSB

10.3. **ATR on Meeting dated 30.05.2025 — Para 7.3 and 7.7: Development of Dedicated NSB Website and Monthly Updates**

10.3.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, informed the Board that two issues remain in relation to the NSB website. First, the NSB existing webpage on the DG Shipping website does not have a proper URL address to reach NSB webpage and the NSB secretariat New Delhi is pursuing the matter with the IT team of the DG Shipping to resolve the issue. Second, with regard to the new dedicated NSB website, a demonstration has already been made in the previous NSB meeting At Mumbai in April 2026 and all suggestions received at that time have since been incorporated. He noted that no further suggestions had been received from any member after that meeting. **The Board invited members to submit any additional suggestions to NSB secretariat and indicated that the website should be made operational by June 2026.**

Action: All NSB members / Secretary NSB

10.4. **ATR on Meeting dated 30.05.2025 — Para 7.6: Invitation of Representative of Maritime State Development Council (MSDC)**

10.4.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, explained that the State level Maritime issues are specific to individual states whether shipbuilding clusters, ship recycling facilities, or port-related matters. While the NSB has been inviting representatives of the concerned State Government / State Maritime Board whenever a NSB meeting is held in that state, this practice is only benefitting the host state and does not allow for cross-learning among all State Maritime Boards. He stated that the ideal arrangement would be to disseminate information about decisions and discussions relevant to State maritime matters across all State Maritime Boards, and questioned whether representation through MSDC could serve this purpose. He noted uncertainty about how effective MSDC actually is, and asked how frequently the MSDC meets, who its convener is, and what its mandate entails. He raised a question of whether a representative of the Maritime State Development Council (MSDC) could be invited to the NSB, or whether there could be some other mechanisms to ensure coordination with State Maritime Boards.

10.4.2. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association**, Mumbai, informed the Board that the MSDC is mandated to meet at least once a quarter and is chaired by the Minister. He noted that the MSDC is particularly relevant for issues of inter-state coordination, especially for vessels that traverse between two states such as those operated by ICCSA members which can get caught between the differing regulatory interpretations of different state maritime boards and DG Shipping. He cited a specific instance involving one of INSA's members where there was a difference in understanding between the Gujarat Maritime Board and DG Shipping, which is precisely the kind of issue that the MSDC is suited

to resolve. He expressed the view that the MSDC should be meeting at least once a quarter, and that given it is chaired by a Minister, such meetings have the potential to bring about positive and enforceable changes. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, noted that to his knowledge the MSDC has not met very recently and possibly might have met once or twice in the last one year. He suggested that an alternative approach could be for the NSB to organize a dedicated meeting in Delhi or another suitable location, inviting all State Maritime Boards to come together, share their views, and exchange experiences.

10.4.3. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, observed that the MSDC consists largely of political appointees from state governments, and that such representatives may not always possess the commercial or technical background needed to engage meaningfully with the issues before the NSB. He offered to reach out to the Maritime boards to explore whether a more productive connection could be established, noting that IWAI, which is also a competent authority, interfaces with state governments and may be a useful bridge. He observed that while the MSDC may not be the most effective platform, the fundamental problem it was meant to address namely, the non-uniform application of national acts and rules across different states, with each state effectively running its own interpretation remains unresolved. He stated that the MSDC, as a nodal agency, should ideally be in a position to direct all state maritime boards towards uniform practices, since inconsistency in regulatory application is a major challenge for operators of a large fleet that traverses state boundaries.

10.4.4. **The Board agreed and suggested that the IPA, which represents all major ports, the association representing private ports, and the maritime boards representing state ports, could all be invited to a joint meeting to share their experiences and understand each other's challenges. 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.**

Action: Secretary NSB

10.5. **ATR on Meeting dated 30.05.2025 — Para 8.1: Maritime Single Window (MSW)**

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). **The board advised the Secretary NSB to send the same without further delay.**

Action: All NSB members / Secretary NSB

10.5.2. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, drew the attention of the Board to a letter dated 19th January 2026 from the Indian Ports Association (IPA), addressed to the Chairpersons of all major ports, which had not been shared with or copied to DG Shipping. He informed the Board that this letter, which references half a dozen previous communications dating back to November 2025, requires ship owners and agents to upload detailed vessel information including vessel profile, voyage registration, IMO FAL Forms, store group lists, dangerous goods registration, cargo details, passenger lists, and technical specifications all in Excel format, with as little as 15 minutes available for vessels to complete the uploads before entering port. He stated that this has created an enormous and unworkable compliance burden for ship operators, particularly given that ships can carry up to 5,000 items on their stores list, and that the requirement to list each item with type, quantity, code, and location on board is impractical. He noted that the Directorate of Shipping was not even in copy of the IPA circular, and that agents had been informed directly by ports, leading to the situation where the agent of one of his vessels arriving in Mumbai the previous night had forwarded half a dozen Excel checklists requiring immediate completion as a precondition for berthing.

10.5.3. **Shri Anil Laxman Devli, Chief Executive Officer, INSA**, confirmed awareness of the issue and endorsed Shri Rakesh Singh's description of the situation. He expressed the view that unless there is a directive from the highest level of authority compelling all agencies including customs, port health, immigration, and the Directorate of Shipping to comply with the Maritime Single Window framework, no meaningful progress would be made. He observed that India, despite being an acknowledged IT powerhouse, has been unable to implement a maritime single window that countries with far less technological capacity have successfully deployed. He further highlighted that the practice of parallel paper-based submissions alongside digital submissions continues to undermine the purpose of the MSW, since users do not perceive any reduction in workload and therefore do not appreciate the value of the system. The board should advise Captain Nitin Mukesh Secretary NSB to prepare a concise, honest, one-page status report covering: the objectives of the MSW, a module-wise or function-wise account of what is working and what is not, and a list of agencies that have and have not joined the system. **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.**

Action: Secretary NSB

10.5.4. **Shri Rakesh Singh President ICCSA** supported this approach and elaborated that the core objective of the MSW is to create a single platform where ship owners or agents can upload all required information once, and all interested agencies customs, immigration, port health, and others can access it from that single source without requiring multiple submissions to different authorities. He noted that certain

key agencies have declined to join the MSW exercise from the outset, and that this needs to be clearly identified in the status report. **He emphasized that the NSB's report should identify which agencies are not participating and what intervention is required to bring them on board, and offered to review a first draft with Shri Devli to make it more concise and actionable before submission.**

Action: Shri Anil Devli CEO INSA / Shri Rakesh Singh President ICCSA

10.5.5. **Captain Nitin Mukesh, Secretary, NSB**, informed the Board that a status report from the last Friday meeting of the MSW stakeholders' group is available, and acknowledged that IPA's suggestions have not been incorporated in the system. **He confirmed that he would forward the relevant documents and correspondence to all Board members for their review.**

Action: Secretary NSB

10.5.6. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, acknowledged the gravity of the issue and directed that a focused meeting be organized with all relevant stakeholders IPA, DG Shipping, customs, and others to identify the specific issues impeding progress and to explore why, after three to four years, the MSW has still not been effectively implemented. He noted that IPA, as a member institution of the NSB through its Advisor, should not be issuing instructions that bypass the Directorate of Shipping, and that such coordination failures need to be rectified.

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.**

Action: Secretary NSB

10.6. **ATR on Meeting dated 16.07.2025 — Para 1.2: Reconciliation of NSB Meeting Numbers**

10.6.1. **Shri Jitendra Jadhav, Assistant DG, National Shipping Board**, informed the Board that a new vendor has been confirmed for digitization of the old NSB records, and that the process of providing them the records for digitization would commence shortly. The board thanked him for his efforts and advised him to get the wok completed on priority under his supervision.

Action: Shri Jitendra Jadhav, Assistant DG, National Shipping Board

10.6.2. **Shri Sameer Kumar Khare, IAS (Retied) Chairperson, NSB**, expressed strong concern, noting that the specific and simpler issue confirming the exact number

of the NSB meetings held before 2020 (pre-2020), prior to the current Board's numbering system (2020 onwards) commenced, remains unresolved even after lapse of more than 300 days since the issue was raised on 16/07/2025. He stated that while digitization is a broader exercise, identifying the number of the last meeting of the NSB meeting held prior to Covid 2020 disruption from the office records should not require this much time, and that this failure needs to be escalated to DG Shipping, if NSB division in DGS Mumbai is unable to act on it. **Shri Rakesh Singh President ICCSA** suggested that previous Member Secretaries of the NSB including Captain Khatri, Captain Jay Kumar, and others remain active and are in touch with the current Board. He offered to reach out to them, as they would be well-placed to help trace the historical record of meetings and identify the complete chain of Member Secretaries who had held the position. **Shri Sameer Kumar Khare, IAS (Retired) Chairperson, NSB**, expressed frustration, noting that he has personally contacted many former Members including Shri Anil Devli, who have provided the relevant information. **The board questioned why the administrative branch is unable to perform this basic statutory function, noting that the simplest approach is to identify conclusively from official records which was the last meeting held prior to Covid disruption in 2020. The board directed that this task be specifically assigned to a named individual rather than being left 'in-process' indefinitely. 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.**

Action: Secretary NSB

10.7. **ATR on Meeting dated 16.07.2025 — Para 10.6: Issues of Coastal Shipping / RO-RO Services**

10.7.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, sought an update from Shri Rahul Modi President CCTA, Shri Rakesh Singh President ICCSA and Shri Anil Devli CEO INSA on the response received from DG Shipping regarding regulatory issues pertaining to coastal shipping, specifically in the context of RO-RO services. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, stated that he has reviewed the note forwarded by Captain Nitin Mukesh, but found it deficient in addressing the issues. **Shri Rakesh Singh, President, ICCSA**, informed the Board that the key regulatory issue relating to RO-RO services concerns the classification of vessels. He explained that since most truck drivers are reluctant to leave their vehicles unattended on board a ship, the vessel carrying trucks must be classified as a passenger ship, which in turn triggers requirements relating to Life Saving Appliances, Fire Appliances, and accommodation and welfare facilities for drivers particularly if the voyage is overnight or of extended duration. He cited the example of a company that had earlier operated a service between Hazira and New Mangalore, which encountered precisely these regulatory challenges. He sought clarity on DG Shipping's current position on this

issue. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, suggested that Shri Rakesh Singh President ICCSA should engage with Shri Kamath, who has extensive operational experience in operating RO-RO services, and offered to participate jointly in that discussion along with Shri Rakesh Singh President ICCSA and Shri Anil Devli CEO INSA. **Captain Nitin Mukesh, Secretary, NSB**, informed the Board that the note was received from the Engineering Section of DG Shipping and that he would engage with Shri Killi Mohana Rao, Chief Surveyor, DG Shipping, who is also present as a Special Invitee, to obtain clarity on the technical position regarding classification of RO-RO vessels as passenger ships and the applicable regulatory framework. **The board advised that since DG Shipping had a definitive view on the regulatory requirements for RO-RO services, and given that the issue has been lingering since 2020, this matter should now be made a part of the relevant sub-committee report, with a clear recommendation from the NSB to the Government for the necessary regulatory changes to be brought about. The Board noted that the issue may also involve international convention requirements and directed that these aspects be examined comprehensively.**

Action: Secretary NSB

10.8. **ATR on Meeting dated 13-14.11.2025 — Para 17.6: Shipbuilding Financial Assistance Scheme (SBFAS) and National Shipbuilding Mission (NSM)**

10.8.1. **Shri Sameer Kumar Khare, IAS (Retired)Chairperson, NSB**, sought an update on the current status of the Shipbuilding Financial Assistance Scheme (SBFAS) and the National Shipbuilding Mission (NSM), and whether any modifications have been made or are under consideration.

10.8.2. **Shri Anil Laxman Devli, Chief Executive Officer, INSA**, informed the Board that approximately ten suggestions were submitted by the relevant stakeholders in the prescribed format for inclusion in the sub-committee's work on the SBFAS. He confirmed that the SBFAS is currently active and operative, with no impediments to its functioning, though shipbuilders have requested certain changes to the scheme. **Shri Sameer Kumar Khare, IAS (Retired)Chairperson, NSB**, sought clarification on the distinction between the NSB's own sub-committee work on the scheme and the Government's separate consultation committee that was constituted prior to the scheme's finalization. **Shri Rakesh Singh, President, ICCSA**, clarified that the Government committee was constituted for the purpose of stakeholder consultations before the policy was finalized, and that this committee, which included ship owners, shipyards, naval architects, cargo interests, machinery manufacturers, and others, has since concluded its work. **Shri Anil Laxman Devli, Chief Executive Officer, INSA**, confirmed that the Government's consultation committee completed its mandate long back. He explained that the draft scheme was shared with the stakeholders for comments who provided their inputs. However, he noted that the stakeholders were not communicated whether their comments were accepted. One fine day the scheme was notified without further engagement. He stated that the notified scheme is largely

similar to the original draft but incorporates certain technical changes. He added that the SBFAS is available on the DG Shipping website as well as on the Ministry's website. **Shri Rakesh Singh President ICCSA** noted that the contentious issues were primarily on the shipyard side particularly regarding the treatment of the domestic component requirement for export orders while from the ship owners' perspective, the key ask was for a sufficient number of years of financial support to be incorporated into the scheme. **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.**

Action: Shri Anil Devil Chair sub committee on Ship building & Repairs

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.**

Action: Shri Anil Devil Chair sub committee on Ship building & Repairs

10.9. **ATR on Meeting dated 29.12.2025 — Para 17.3: Sub-Group on Skilling – skill needs of the Indian Sailing Vessels**

10.9.1. **Shri Sameer Kumar Khare, IAS (Retired)Chairperson, NSB**, directed that an update be obtained from Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, who chairs Sub-Committee 11 on the Skilling Ecosystem. In his absence, Shri Santosh Patil, representing IRS, was requested to provide the update. **Shri Santosh Patil**, **Sr. VP IRS** representing the Indian Register of Shipping, informed the Board that a draft report for Sub-Committee 11 has been prepared following a couple of meetings, and that it would be circulated to all members for their inputs shortly, after which it would be finalized. **Shri Sameer Kumar Khare, IAS (Retired) Chairperson, NSB**, clarified that there are two distinct issues under this agenda item. The first is the general status of the sub-committee's report, which Shri Patil has addressed. The second and more specific issue relates to Indian sail vessel operators, who had made a representation to the Board expressing the desire to have their traditional boat-building skills protected while also seeking a pathway to integrate modern technologies and upgrade to contemporary standards. He stated that this representation has been sent to Shri Arun Sharma CMD IRS and directed that it be specifically addressed within the sub-committee's work. **Shri Santosh Patil, Sr. VP** representing IRS, acknowledged the direction and confirmed that the sub-committee had not yet received inputs from the Indian sail vessel community, but committed to reaching out to them specifically to collect their inputs and incorporate the issue of traditional skill preservation and modern technology integration into the sub-committee's draft report.**Shri Sameer Kumar Khare, IAS (Retired) Chairperson, NSB**, emphasized that this is a specific and important issue. 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.

Action: Shri Arun Sharma CMD IRS

11. Discussion on the ongoing conflict in Middle East & its implications on the Shipping Sector including Seafarers:

11.1. **Shri Anil Devil CEO INSA** provided an status update on the ongoing conflict in the Middle East and its implications on the shipping sector and seafarers. After the deliberations, **the board unanimously agreed to support the ongoing government efforts through various wings of the Government including MEA, Indian Navy, Ministry of PSW & DG Shipping.**

12. Briefing on the meeting with the Member, GST on 28.04.2026:

12.1. Shri **Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai**, informed the Board that, pursuant to the efforts made by Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, a meeting was held with the Member, GST, at New Delhi to discuss various issues concerning the maritime sector. He stated that the delegation comprised Shri Sameer Kumar Khare, Shri Rahul Modi, President, Coastal Containers Transporters Association, Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, himself representing INSA, and Shri Bharat Sheth, CMD, Great Eastern Shipping. **Shri Anil Devli** informed that the delegation raised several important issues including removal of 5% IGST on import of ships, removal of IGST on reverse charge basis on MRO services procured by Indian ships outside India, inclusion of fuel used by Indian coastal ships under the GST regime, incorrect levy of 18% GST on handling and storage of agricultural cargo at ports and terminals, issues relating to first entry formalities and conversion of vessels from foreign-going to coastal operations, rationalization of GST rates applicable to the cruise sector, and clarification on GTA hiring and transportation of vehicles. He further informed that the Member, GST and his team provided a patient hearing to the delegation and engaged in detailed discussions on all issues raised. He stated that, thereafter, a comprehensive note containing all issues discussed was prepared **(Annexure IX)** and forwarded through the NSB Secretariat after obtaining approval of the Chairperson, NSB. He further informed that the issues would first be examined by the Fitment Committee and thereafter placed before the GST Council for consideration. Shri Anil Devli placed on record his sincere appreciation, on behalf of INSA, ICCSA and CCTA, for the proactive efforts and support extended by the Chairperson, NSB in facilitating the meeting and presenting the industry’s concerns before the GST authorities. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, New Delhi, stated that the purpose of taking up the issues with the GST authorities was to ensure that all concerns raised by the Maritime Industry are formally recorded for future reference

and continuity. He observed that such documentation would help subsequent Boards to pursue unresolved issues further, if required, while expressing hope that most of the issues raised would be resolved positively. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai**, reiterated that the discussions and efforts made in the matter should be formally recorded in the minutes of the meeting. He further requested that the appreciation expressed by INSA, ICCSA and CCTA towards the Chairperson, NSB for his guidance and support in facilitating the engagement with GST authorities may also be recorded. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, stated that the initiative represented a paradigm shift in the functioning of the National Shipping Board, particularly in matters involving multiple Ministries and Departments. He observed that it was a significant policy initiative of the Chairperson, NSB that Board Members would directly engage with concerned Ministries and senior officials to explain sectoral concerns. He further remarked that such interactions had not taken place earlier and expressed appreciation for the initiative. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, expressed appreciation on behalf of CCTA and stated that the issues raised before the GST authorities had been pending for a long time. He thanked the Chairperson, NSB for taking up the matter proactively. Shri Rahul Modi further observed that the initiative would help introduce the Board Members and their representative organizations before statutory and taxation authorities such as CBDT and CBIC, thereby facilitating future interactions and strengthening institutional recognition of the National Shipping Board and the maritime industry stakeholders. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, further stated that such engagement with authorities like CBDT and CBIC would help create awareness regarding the existence and representative nature of the National Shipping Board and would facilitate future interactions between the Board Members and concerned authorities on matters relating to the maritime sector.

13. Briefing on the meeting with the Member, GST on 06.05.2026:

13.1. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai**, briefed the Board on the meeting held with Member (Legislation), Central Board of Direct Taxes (CBDT). He informed that the meeting was attended by himself and the Chairperson, NSB, along with Member (Legislation) Shri Prasenjit Singh and his team, including the Joint Secretary and Director concerned. He informed that the single point agenda of the meeting was the issue of taxation on seafarers, specifically the TDS provisions that require tax to be deducted at source. He explained that this results in an unnecessary burden on Indian seafarers who are in the process of becoming non-residents, compelling many of them to migrate to foreign ships to avoid such deductions. He further informed the Board that the meeting was notably positive and non-adversarial in nature, unlike earlier interactions on the subject. He stated that the CBDT officials raised requests for specific information on two items, and also offered two suggestions regarding

alternative legal approaches for addressing the issue. He informed that the information sought by CBDT has already been forwarded to the concerned Director. With regard to the two legal alternatives suggested by the CBDT, he stated that INSA has engaged consultants to examine these options in detail before formulating a considered response. He expressed the expectation that within the next eight to ten days, a response would be prepared, discussed with the Chairperson, NSB, and thereafter submitted to the Member (Legislation) and his team. He placed on record his sincere appreciation for the guidance and support extended by the Chairperson, NSB, and expressed confidence that the meeting was productive and that the CBDT officials appeared willing to assist in resolving the matter.**Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, thanked Shri Devli for the briefing.

14. Discussions on a note to be prepared for MHA for discussion on immigration related issues of foreign going vessels and coastal vessels including issues on shore leave signing off/signing on/procedure for immigration etc.

14.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delh**i, sought the views of Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai, and Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai, regarding the way forward on the issue pertaining to immigration-related procedures and preparation of Standard Operating Procedures (SOPs) for foreign-going, coastal and inland vessels.

14.2. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai**, informed the Board that, as discussed earlier during the meeting, responsibility for preparation of the SOP in respect of international vessels would be undertaken by INSA. He stated that the SOP relating to inland waterways and coastal vessels has already been prepared by Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai, and the same would be consolidated along with the SOP for international vessels for submission to the Chairperson, NSB. He further informed that, thereafter, the consolidated proposal could be forwarded to the Ministry of Home Affairs for consideration. Shri Anil Devli further clarified that Indian Sailing Vessels operating outside India would not require a separate SOP, as the same rules and procedures applicable to other foreign-going vessels would also apply to such vessels. He additionally informed that Shri Rakesh Singh has agreed to provide a comprehensive list of ports indicating locations where Bureau of Immigration offices, Integrated Check Posts (ICPs), or no immigration facilities presently exist.

14.3. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, informed the Board that the issue had remained pending for nearly ten years and emphasized the need to first prioritize implementation of the

Ministry of Home Affairs notification already under process. He stated that the proposed system would initially require testing and operational refinement based on practical implementation experience. Shri Rakesh Singh further observed that the first phase should focus on implementation between designated Indian ports, after which the authorities, including Immigration and Port Authorities, would gain confidence regarding the practicality and effectiveness of the proposed framework. He added that documentation for the second phase relating to exim trade could simultaneously be kept ready for future implementation after successful completion of the first phase.

14.4. **The Board observed that the issue concerning issuance of guidelines by DG Shipping and the broader matter relating to discussions with the Ministry of Home Affairs are independent in nature. The Board stated that, while discussions with DG Shipping regarding guidelines would continue separately, the Board should simultaneously compile all relevant information and prepare a detailed note for discussions with the Ministry of Home Affairs on immigration-related procedures concerning foreign-going and coastal vessels.**

Action: Shri Anil Devli CEO INSA (for foreign going vessels / Shri Rakesh Singh President ICCSA (for coastal & inland vessels)

15. Propose Meeting with infrastructure finance companies:

15.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** initiated discussions regarding the proposed meeting with infrastructure finance companies and invited the views of Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai, and Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai, on the matter.

15.2. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai,** informed the Board that although infrastructure status had been granted to the shipping sector, infrastructure finance companies were not coming forward to finance acquisition of ships, irrespective of vessel size. He stated that the industry had therefore requested the National Shipping Board to take the lead in engaging with such institutions and convene a meeting involving infrastructure finance companies, along with representatives from INSA, ICCSA and CCTA, including prospective ship owners and trade representatives. Shri Anil Devli further suggested that Sagarmala Development Company Limited may be requested to take the lead in preparing a presentation explaining how infrastructure finance companies could support Indian ship owners through financial assistance and long-term funding mechanisms. He informed the Board that preliminary discussions had already been initiated and names of certain institutions had been identified through the NSB Secretariat. Shri Anil Devli further suggested that the proposed meeting may be organized during the last week of May 2026, subject to the convenience of the

Chairperson, NSB, and encouraged participation from CCTA members and other stakeholders interested in acquiring vessels or operating services between ports. He informed the Board that public sector as well as private sector banks were already extending financing support to the shipping sector. He stated that the principal issue was not availability of funding itself, but the need for long-term financing at reduced borrowing costs, which infrastructure financing mechanisms were expected to provide. Shri Anil Devli further observed that earlier interactions with banks had revealed limitations arising from the absence of long-term funds with banking institutions because of asset-liability mismatch concerns. However, he agreed that there would be no harm in engaging with banks again to understand their present constraints and views.

15.3. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, stated that the proposal was appropriate and welcomed the initiative. He informed the Board that he would invite associate members of CCTA to participate in the proposed interaction and expressed support for taking the matter forward in coordination with other stakeholders.

15.4. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, informed the Board that one of the important concerns related to the exclusion of smaller and inland vessels from the scope of infrastructure-related benefits and financing schemes. He observed that the issue concerning inland waterway vessels and their inclusion in financing mechanisms continued to remain unresolved. Shri Rakesh Singh further stated that, despite expectations that banks and financial institutions would become more proactive following the grant of infrastructure status, no substantial progress had been witnessed at the ground level. He emphasized the need for continued engagement with stakeholders and financial institutions to sensitize them to the financing requirements of the shipping sector. He informed the Board that certain international models relating to maritime financing systems, including those adopted in countries such as Indonesia, have also been studied. He stated that although such systems contained specific conditions and restrictions, they nevertheless provided useful reference points for development of shipping finance mechanisms in India. He further observed that financing constraints continued to remain a significant barrier affecting both existing and future shipping operations.

15.5. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** observed that although infrastructure status had already been extended to large ships, no visible results had emerged due to the reluctance of infrastructure finance companies to provide funding. He observed that shipping projects required financing tenures extending up to ten or fifteen years depending upon repayment models, and therefore low-cost, long-term financing remained essential for strengthening operational viability and ensuring sustainable cash flows in the sector. He further remarked that if housing loans could be financed for long

tenures, there should also be scope for exploring similar financing models for ships. He emphasized the need to understand the precise limitations faced by both infrastructure finance companies and banks, including concerns arising from legacy non-performing assets or sectoral risk perceptions, and suggested that all available options should remain open while taking the discussions forward. He informed the Board that the matter is being examined at two levels: firstly, whether the scope of infrastructure status could be extended to other categories of vessels, and secondly, whether a dedicated mechanism for low-cost and long-term financing could be developed for vessels not presently covered. He further stated that the Board intended to engage with infrastructure finance companies to understand their concerns, apprehensions, and expectations from the Government. He also informed that, if required, discussions could subsequently be held with the Department of Financial Services and public sector banks to explore possibilities for long-term and low-cost financing for the shipping sector. He further observed that public sector banks may face issues relating to asset-liability mismatch, in case of long-term financing; however, the matter deserved detailed examination. **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.**

Action: Secretary NSB

16. Propose meeting with the Cargo Owners for aggregation of demand for Merchant Ships and Coastal Ships:

16.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, initiated discussions on the issue relating to aggregation of cargo demand for the shipping sector and observed that the Government of India has ambitious plans for augmentation of the Indian fleet over the coming years. He stated that while the Government could provide policy support and incentives, long-term growth of the sector would depend substantially upon private investment. He further observed that assured cargo demand and long-term visibility of business opportunities are critical factors influencing investment decisions of ship owners. He accordingly invited the views of Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai, Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai, and Shri Rahul Modi, President, Coastal Containers Transporters Association, on the issue of demand aggregation and the manner in which investment decisions are presently being taken in the sector.

16.2. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai**, informed the Board that visibility of demand remained one of the most important considerations while investing in ships and other maritime assets. He stated that in addition to demand aggregation, the legislative and

regulatory framework governing operation of ships also significantly influenced investment decisions. He observed that although substantial demand existed in sectors such as crude oil, gas and fertilizers, Indian shipping companies are often unable to capitalize upon such demand because existing policies did not make Indian flag operations sufficiently competitive. He cited the example of fertilizer imports being largely undertaken on a Cost and Freight (CFR) basis, thereby limiting participation of Indian ship owners in such trade. He further stated that Indian shipping companies were therefore compelled to deploy many of their bulk carriers in overseas trades rather than in domestic trade. He emphasized that demand aggregation efforts should particularly focus on the coastal sector and highlighted the importance of promoting multimodal land-sea-land transportation systems for cargo presently moving by road and rail. He further informed the Board that the proposed Coastal Cargo Promotion Scheme being examined by DG Shipping required detailed deliberations with industry stakeholders. He observed that the scheme appeared to have been substantially prepared without prior extensive consultations with trade stakeholders and expressed concern regarding the limited participation of cargo interests and ship owners in formulation of the report. He suggested that the National Shipping Board may convene a dedicated meeting with Shri Ravi Moka and his team from DG Shipping and he may be requested to make a detailed presentation before the Board regarding the cargo demand aggregation exercise already undertaken, including the methodology adopted, stakeholders consulted, assumptions made, and the basis for recommendations proposed in the scheme. He further emphasized that representatives of ICCSA, INSA and CCTA should actively participate in such deliberations to identify gaps and suggest improvements before any finalization of the scheme.

16.3. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, informed the Board that from the perspective of coastal shipping, the challenges could broadly be categorized into capital expenditure, operational expenditure and demand aggregation issues. He stated that while certain positive developments such as extension of infrastructure status have taken place, significant concerns still remained regarding financing support, regulatory compliance costs and frequent policy changes which adversely affected investor confidence. He observed that ship owners required certainty and stability in the regulatory environment before making long-term investments in ships. He further stated that the most critical issue that remains is the absence of clear identification of cargo volumes that could feasibly shift from road and rail transport to coastal and inland waterways transport. He emphasized that sustained engagement with major cargo generating organizations such as Food Corporation of India, Coal India and petroleum sector entities would be necessary to assess practical possibilities for modal shift and identify sector-specific opportunities for coastal and inland waterway transportation. He further observed that earlier consultancy studies and reports had not translated into meaningful implementation due to inadequate stakeholder engagement and lack of detailed commodity-specific assessments.

16.4. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, informed the Board that the stakeholder consultations undertaken in connection with the proposed scheme have been very limited and that CCTA has not been adequately involved in the process despite being a major stakeholder. He stated that several stakeholder meetings conducted by DG Shipping and the Ministry were held & concluded within short durations without comprehensive discussions on industry concerns. He suggested that the National Shipping Board should take a proactive position and formally place before DG Shipping and the Ministry the suggestions received from NSB Members and stakeholders representing coastal containers, coastal bulk cargo and coastal tankers. He further suggested that detailed consultations should be held with various stakeholder groups before final recommendations are finalized.

16.5. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, New Delhi, observed that the Board should adopt a dual approach in the matter. He stated that the first step would involve convening a meeting with Shri Ravi Moka and officials of DG Shipping to understand in detail the methodology adopted for demand aggregation, the stakeholders consulted, and the basis for the recommendations contained in the scheme. He further stated that the second step would involve independent consultations by the National Shipping Board with stakeholders who had not been adequately consulted earlier, so as to identify gaps and practical concerns requiring attention.He emphasized that DG Shipping should provide complete details regarding stakeholders consulted, cargo demand identified, and justification supported by data for each recommendation proposed in the scheme. He particularly observed that recommendations involving relaxation of cabotage and grant of subsidies to foreign vessels require careful justification, as such measures could adversely affect growth of Indian tonnage and Indian shipping companies. He further directed that these issues should form part of the formal agenda for discussions with DG Shipping.

16.6. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, further observed that the primary objective of all policy initiatives should remain achievement of the national target of increasing the share of coastal and inland waterways transportation from 6% to 12%. He stated that before such targets could be realized, there must be clear identification of available cargo volumes and realistic assessment of the viability of modal shift from road and rail to waterways transport. He emphasized that in the inland waterways sector, cargo demand has already been identified in certain areas, whereas in the coastal sector there is still a lack of clarity regarding commodity volumes, parcel sizes and transport routes. He observed that once clear demand visibility emerged, the responsibility would shift to industry stakeholders to develop appropriate shipping capacity and supporting infrastructure.

16.7. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** requested the Members to provide in writing the specific issues, strategic concerns and questions that should be raised with DG Shipping during the proposed meeting with Shri Ravi Moka and his team, so that the same could be formally incorporated in the communication to DG Shipping. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai**, informed the Board that he would separately provide his observations and specific points for consideration by the Chairperson and the NSB Secretariat. He also requested Shri Rahul Modi and Shri Rakesh Singh to similarly provide strategic and structural issues requiring examination during discussions with DG Shipping. The board advised Shri Anil Devli CEO INSA, Shri Rahul Modi President CCTA and Shri Rakesh Singh President ICCSA to submit their issues to Chairperson NSB with next one week and advised Secretary NSB to set up meeting with Shri Ravi Moka.

Action: Shri Anil Devli CEO INSA, Shri Rahul Modi President CCTA and Shri Rakesh Singh President ICCSA / Secretary NSB

17. Attendance of the members in the NSB Meetings:

17.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, expressed concern regarding low physical participation of Members in the Board meetings / members disappearing from the meeting for major part of the discussions while attending online leaving their DPs on the screen and found absent when called for response on any issue / members absenting from the meeting without grant of Leave of absence from the Chair / members remaining absent at the last moment citing some vague reasons (medical or official engagement elsewhere) despite prior confirmation by them that they will attend physically leading to unavoidable expenditure on the logistics by the host. He further observed that attendance records would be in public domain once the Annual Report of the Board is made public and emphasized that Members should make sincere efforts to physically participate in future meetings except under exceptional circumstances. **The board agreed that the board meetings are important platforms for interaction of the board with the stakeholders and for understanding issues concerning various segments of the Maritime Industry. 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.**

Action: All NSB Members

18. Data availability with IRS Powai Mumbai:

18.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, thereafter sought the views of the Indian Register of Shipping

regarding assessment of future demand for ship acquisitions and the methodology adopted for forecasting growth in the shipping sector.

18.2. **Shri Santosh Patil, Sr. VP IRS,** informed the Board that IRS assessed future demand based on analysis of global and Indian fleet data, shipbuilding orders, fleet augmentation trends, vessel retirements, and reports from international databases such as Clarkson. He stated that IRS also assessed the likely growth in specific segments such as alternate fuel vessels, tankers and bulk carriers, and accordingly undertook manpower planning for surveyors and technical personnel. He further informed that while detailed information was available regarding government and defence sector shipbuilding programmes, visibility regarding future acquisitions by private sector ship owners remained limited. He observed that long-term policy documents such as Maritime India Vision 2030 and MAKV 2047 were also considered during assessments; however, actual market developments often differed from projected timelines and demand estimates.

18.3. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai,** further clarified that nearly 98% of Indian ship acquisitions were presently from the second-hand market rather than new building programmes. He stated that Indian ship owners generally took acquisition decisions based on market opportunities, cargo tenders and competitive conditions prevailing at a given time, rather than on long-term predictable demand visibility. He observed that Indian shipping companies presently carried only around 8% of India's cargo and therefore significant opportunities existed for future growth. However, Indian ship owners continued to face competition from foreign shipping companies which were often able to operate at lower costs due to absence of Indian regulatory and fiscal burdens. He explained that IRS generally became aware of acquisitions only after Indian ship owners proceeded with vessel purchases or shipbuilding contracts and approached IRS for classification and flag-related formalities. **The Board agreed to take this discussion further in subsequent NSB meetings.**

Action: Secretary NSB

19. To finalize the way forward on FFFAI issues raised during the Mumbai meeting on 16-17th April, 2026 in Mumbai and assigning a nodal officer for the board to interact with FFFAI:

19.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, informed the Board that several issues raised by FFFAI during the previous NSB meeting at Mumbai in April 2026 were also supported by Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai, and Shri Rahul Modi, President, Coastal Containers Transporters Association. He stated that, since Shri Rahul Modi is leading the sub-committee relating to reduction of logistics costs, he may review the minutes of the earlier meeting, identify and segregate the issues already discussed, and thereafter hold

discussions with representatives of FFFAI. He further requested Shri Rahul Modi to obtain the necessary documents and formal submissions from FFFAI so that an appropriate way forward could be formulated for resolution of the issues raised. He also observed that the matter should form part of the report being prepared by the sub-committee on reduction in logistics costs.

19.2. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, informed the Board that, during the previous meeting, FFFAI was requested to nominate a nodal officer from their side for coordination purposes. He further stated that Shri Anil Laxman Devli has also suggested holding discussions with representatives of Container Freight Station (CFS) associations. He informed that discussions are already underway with certain stakeholders, including Shri Shankar Shinde Chairman & Advisor FFFAI and that interactions with container shipping lines are still pending. He further suggested that focused discussions may be held with the concerned container shipping lines and relevant stakeholders instead of. holding broad-based interactions with all parties simultaneously, so that the issues could be addressed in a more structured and effective manner.

19.3. **The Board observed that issues which were repetitive or already addressed earlier may be filtered appropriately, while matters requiring formal examination should be supported by proper representations and documentation. 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.**

Action: Shri Rahul Modi President CCTA & Chair Sub-committee on reduction of Logistics Costs

20. Suggested Reforms Measures in Maritime Sector:

20.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, New Delhi, informed the Board that the exercise relating to suggested reform measures in the Maritime Sector have been initiated pursuant to a mandate given by the Hon'ble Prime Minister. He stated that Members are expected to provide suggestions for reforms and policy improvements, which could thereafter be examined by the Board to assess their practicality and feasibility before further consideration. He further observed that the purpose at this stage is to invite suggestions from Members rather than immediately implement them. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, informed the Board that he has certain suggestions on the subject and stated that the same would be shared separately with the Chairperson and the Secretariat for further consideration. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** observed that before discussing reforms in the Maritime Sector, there is a need to clearly identify and categorize the various sub-sectors comprising the maritime industry. He stated that the maritime sector broadly included areas such as ship owning, ports,

shipbuilding, ship repair and ship recycling, and suggested that reforms should be examined separately for each sub-sector. He further observed that once the sector was appropriately divided into sub-categories, each sub-committee could focus upon specific issues relevant to its domain, thereby enabling more structured and meaningful deliberations on reform measures. **The Board agreed with the observations made and stated that the Chairpersons of the concerned sub-committee should accordingly examine and identify the reforms falling within their respective domains before forwarding them to the Board. TheBoard further observed that while suggestions could be broad and ambitious in nature, their financial implications and practical feasibility would ultimately need to be carefully examined. The Board requested the Chairpersons of the concernlibraries, ed sub-committees to consolidate and submit their recommendations on suggested reform measures within fifteen days for further examination by the Board.**

Action: All NSB Members / All Chairs of the NSB sub-committees

21. Suggested measures to Indianize the Indian Colonial Maritime Legacy:

21.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, emphasized the importance of preserving and promoting India's maritime heritage and suggested that historical maritime assets such as lighthouses, heritage port buildings, heritage custom houses, monuments within port areas, old docks, museums, roads, bridges and heritage port infrastructure could be Indianized by renaming and developed as tourism and cultural destinations. He observed that several old ports, though no longer operational as commercial ports, possessed significant historical value and could be converted into attractive tourist locations. He further suggested that facilities such as libraries, museums and public heritage spaces could be developed within such areas to showcase the maritime legacy of the country. He specifically referred to heritage structures such as old docks and stated that photographs, historical records and other archival material relating to such ports and maritime infrastructure could also be utilized for preservation and public awareness purposes. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, sought clarification regarding the possibility of including traditional shipbuilding practices and heritage shipbuilding activities within the broader initiative relating to preservation and promotion of maritime heritage. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, stated that certain historical and traditional ports could be formally recognized and promoted as "traditional ports" with a focus on maritime tourism and heritage preservation. He further suggested that shipbuilding museums and other heritage-related initiatives could also be developed at such locations. **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.

Action: All NSB members

The session was concluded at this stage.

Date 11.05.2026 / Regular Session : 3.30 P.M. to 5.30 P.M.

22. Status Update on work done by the NSB Sub-committees:

22.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** informed all the NSB members that all finalized subcommittee reports are expected to be submitted to the board by 30th June 2026. 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 Honourable Minister. PSW.

Action: Secretary NSB / All NSB Members

22.2. The board reviewed the status The following subcommittee-wise status updates were recorded:

Subcommittee 1: To prepare a roadmap for Augmentation of the Indian Shipping Tonnage to achieve MAKV-2047 Goals:

22.2.1. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai**, & **Chair of this sub-committee** informed the Board that the Inland Waterways Authority of India was the only organization from whom the required details and inputs have not yet been received in the prescribed format for preparation of the report. He requested that, if considered appropriate by the Chairperson, NSB, may formally write to the Chairperson, IWAI seeking the required information in the standardized format prescribed by the Board, similar to the submissions being received from other constituent organizations. Shri Anil Devli further stated that he would issue the communication immediately so that the required information could be obtained at the earliest. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, stated that the representative of IWAI who was part of the concerned committee could also be requested directly to furnish the required information in the prescribed format for consideration by the Board. **Shri Lakshmi Kant Rajak, Chief Engineer (Tech), Representative from Inland Waterways Authority of India,** Noida, U.P. (Online), sought clarification regarding the specific information required from IWAI by the Board. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai,** expressed appreciation for the response from IWAI and informed that the details sought pertained to the prescribed format approved by the Chairperson, NSB for preparation of a standardized report to be submitted before the

Hon'ble Minister. He further informed that a separate communication regarding ship repair and related matters would also be sent to IWAI so that comprehensive inputs could be incorporated in the report. Shri Anil Devli emphasized that the Hon'ble Minister was particularly keen that inland waterways issues should also receive due consideration in the overall recommendations of the Board. **Shri Lakshmi Kant Rajak, Chief Engineer (Tech), Representative from Inland Waterways Authority of India**, Noida, U.P. (Online), assured the Board that the required information could be sent directly to him and stated that 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.

Action: Shri Anil Laxman Devli, CEO INSA & Chair of this sub-committee / Shri Lakshmi Kant Rajak, Chief Engineer (Tech), IWAI

Subcommittee 2: To prepare a roadmap for Promotion of Shipbuilding / Ship Repair facilities in India with focus on green & sustainable shipping to achieve MAKV 2047 Goals (incl. container manufacturing):

22.2.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, emphasized that the timeline for completion of the exercise and submission of the report was fixed for 30th June and therefore all concerned stakeholders and organizations should furnish the required inputs within the stipulated timeframe. **Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai & Chair of this sub-committee** informed the Board that, in addition to the shipbuilding sector, inputs relating to ship repair facilities were also being compiled for preparation of a comprehensive report. He stated that detailed information had already been received from shipbuilding yards and that a complete report regarding ship repair facilities had also been prepared in the form of an extensive Excel-based database containing comprehensive information which could even be considered for publication. Shri Anil Devli further informed that one of the concerned representatives from the ship repair sector had not yet responded despite repeated requests for details and names of member organizations, which were required for circulation of the questionnaire and collection of inputs. He stated that another reminder would be sent immediately and suggested that, in case no response was received within a week, there may be a need for a formal communication from the Chairperson, NSB to the concerned stakeholder to facilitate timely submission of the required information. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board,** New Delhi, sought clarification regarding the status of information from shipyards and whether the required details have already been received from them. **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.

Action: Shri Anil Laxman Devli, CEO & Chair of this sub-committee

Subcommittee 3: To prepare a roadmap for Promotion of the Ship Recycling Industries in India to achieve MAKV-2047 Goals:

22.2.3. **Shri Rahul Modi, President, Coastal Containers Transporters Association & Chair of this sub-committee**, informed the Board regarding the progress made by the sub-committee dealing with ship recycling and related stakeholder consultations. He stated that discussions and consultations have been undertaken with stakeholders including the Saurashtra Chamber of Commerce, representatives connected with ship recycling activities, Gujarat Maritime Board officials and port authorities through both one-to-one meetings and online interactions. Shri Rahul Modi further informed that continuous discussions are also taking place with the Andhra Pradesh Maritime Board and that communications have already been sent to the concerned officials for obtaining their inputs and participation in the exercise. He stated that one of the nominated representatives from the concerned organizations have already contacted him and discussions are continuing regularly for compilation of the report and stakeholder inputs. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board,** New Delhi, clarified that the final report of the National Shipping Board would continue to include all regular Members of the Board, along with the concerned invitees and contributors associated with the respective sub-committees and consultations. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, further informed the Board that his understanding is that once the draft report is prepared, the same would be circulated amongst all NSB Members for review, discussion and suggestions before finalization. He observed that in some instances limited inputs have received from the Members and therefore suggested that all concerned stakeholders and Members have been asked to first provide their suggestions in the prescribed format before the report is finalized. He further stated that after receipt of all such suggestions and comments, the final report would be consolidated and closed appropriately. **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.

Action: Shri Rahul Modi, President, CCTA & Chair of this sub-committee

Subcommittee 4: To prepare a roadmap for resolution of the Indian Seafarers' issues including increasing share of Indian seafarers in the global shipping market to achieve MAKV-2047 Goals (incl. examination, recruitment, training, curriculum reforms):

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.

Action: Shri Rakesh Singh, President, ICCSA & Chair of this sub-committee

Subcommittee 5: To prepare a roadmap for Development of inland waterways, including Improving regional connectivity to achieve MAKV-2047:

22.2.5. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai & Chair of this sub-committee,** informed the Board that all major stakeholders and operators engaged in inland waterways activities across India, ranging from Assam to Gujarat, have been included as part of the concerned sub-committee and that substantial inputs and suggestions have already been received from them. He stated that the sub-committee has commenced work based on these stakeholder inputs and expressed the view that a detailed interaction with the Inland Waterways Authority of India (IWAI) would be necessary to ensure alignment between the objectives of the National Shipping Board and the ongoing initiatives of IWAI. **Shri Rakesh Singh** further stated that, if required, he is willing to personally visit IWAI and hold detailed discussions with the concerned officials to explain the objectives of the committee, understand the progress already achieved by IWAI, and facilitate incorporation of the Board's recommendations into future action plans. He observed that such engagement would help bridge existing gaps and improve coordination between the stakeholders and IWAI. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, suggested that structured discussions may first be held with IWAI and its representatives so that the Authority could clearly understand the expectations and objectives of the National Shipping Board concerning inland waterways development and related regulatory matters. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, further informed the Board that the issues under consideration involve extensive examination of the regulatory framework and therefore meaningful discussions with the appropriate officials and stakeholders are essential. He observed that participation of the relevant decision-makers and representatives from IWAI is necessary for effective deliberations and stated that this issue has repeatedly arisen during earlier meetings as well. Shri Rakesh Singh expressed concern regarding the continuing gap in stakeholder participation but reiterated his willingness to continue engaging with stakeholders and undertake visits and consultations whenever necessary to advance the work of the sub-committee. He further stated that he remained prepared to visit and coordinate with concerned authorities at any time during the following week in order to expedite the process and strengthen stakeholder coordination. He informed the Board that, in connection with the next meeting of his sub-committee, interactions are also proposed with the Kerala Maritime Board. 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.

Action: Shri Rakesh Singh, President, ICCSA & Chair of this sub-committee

Subcommittee 6: To prepare a roadmap for Promotion of Coastal Shipping & Domestic waterways (coastal & inland) including policy, infrastructure and operational measures to increase coastal cargo share to achieve MAKV 2047 Goals:

22.2.6. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association**, **Mumbai & Chair of this sub-committee**, informed the Board that the issues under consideration broadly involved two principal aspects, namely modal shift of cargo and service-related requirements of coastal shipping operations. He stated that the operational and service-related requirements are already well understood by industry stakeholders based on practical experience and available sectoral data. He further informed the Board that the coastal shipping service-related aspects are already well established and could be consolidated without difficulty. He stated that the sub-committee has been working on these matters for quite some time and that continuous engagement has taken place at senior levels, including interactions with Chief Nautical Officers and other officials. He further informed that the sub-committee has already deliberated upon the ongoing activities and identified gaps, particularly with regard to onboarding participation from State Maritime Boards, especially Maharashtra Maritime Board and Gujarat Maritime Board. He observed that inputs from State Maritime Boards are essential for understanding cargo movement patterns and assessing existing infrastructure facilities available at ports and coastal locations. He stated that he has already reached out to the concerned officials seeking participation and expressed hope that the required support and responses would soon be received from the concerned authorities. He observed that the majority of maritime business activities are concentrated in States such as Maharashtra, Gujarat, Andhra Pradesh and West Bengal, and therefore active participation from these State Maritime Boards would substantially strengthen the sub-committee's recommendations and assessment of sectoral requirements. He further suggested that representatives from important Maritime Boards could at least participate in one online meeting so that their perspectives and inputs could be incorporated in the committee's deliberations. **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.

Action: Shri Rakesh Singh, President, ICCSA & Chair of this sub-committee

Subcommittee 7: To prepare a roadmap for Promotion of Cruise & House Boat Tourism to achieve MAKV-2047 Goals:

22.2.7. **Shri Rahul Modi, President, Coastal Containers Transporters Association & Chair of this sub-committee**, informed the Board that discussions are being initiated with stakeholders connected with cruise development and Kerala Maritime Board. He stated that a meeting relating to logistics and cruise development activities is proposed to be held during the following week after completion of ongoing engagements and meetings scheduled up to 13th May 2026. Shri Rahul Modi further informed that consultations regarding reduction in logistics costs are planned for 14th and 15th May and that several stakeholders associated with cruise operations and logistics are expected to participate in these deliberations. He observed that certain consultants and industry stakeholders connected with cruise activities are personally known to him and their practical inputs would also be incorporated into the sub-committee's recommendations. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, informed the Board that he remained in continuous touch with the concerned stakeholders and authorities connected with the sub-committee's work and suggested that interactions with relevant representatives from State Maritime Boards and related organizations may also be undertaken. He further inquired whether discussions have already taken place with certain representatives and stakeholders from Tamil Nadu and Gujarat in connection with the sub-committee's activities and future consultations. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, informed the Board that certain discussions have already taken place through stakeholder groups and personal meetings with the concerned representatives. 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

Action: Shri Rahul Modi, President, CCTA & Chair of this sub-committee

Subcommittee 8: To prepare a roadmap for development of a robust Maritime Emergency Preparedness and Response ecosystem to achieve MAKV-2047 Goals:

22.2.8. **Capt. Vikas Anand, Indian Navy, New Delhi & Chair of this sub-committee,** informed the Board regarding the status of the concerned sub-committee and stated that while certain inputs have already been received, additional inputs from Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai, and Shri Shantanu Kalita, Advisor, Indian Ports Association, New Delhi (Online), are still awaited. He further informed that preparation of the report has already commenced in the prescribed format approved by the Board and that the report is presently under compilation. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, New Delhi, reminded the Members regarding the timelines prescribed for submission of the sub-committee's report and

emphasized that all sub-committee reports should be finalized by 30th June 2026. He further instructed that the draft reports should be circulated amongst all concerned Members before the deadline so that Members could review the contents and confirm that the observations and recommendations recorded therein are acceptable to them, thereby avoiding any issues at a later stage. **Capt. Vikas Anand, Indian Navy, New Delhi**, assured the Board that he did not intend to wait until the final deadline for completion of the report and stated that efforts would be made to finalize and circulate the draft report to Members by the end of the month itself for their comments and observations. **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.

Action: Captain Vikas Anand IN & Chair of this sub-committee

Subcommittee 9: To prepare a roadmap for documenting Indian Maritime Heritage to achieve MAKV-2047 Goals:

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.

Action: Shri Shantanu Kalita, Advisor IPA & Chair of this sub-committee

Subcommittee 10: To prepare a roadmap for Creation of an Integrated National Single Maritime Window that is Globally Compliant to achieve MAKV-2047 Goals:

22.2.10. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** initiated discussion regarding Committee 10 and observed that the matter relating to the operationalizing of the Maritime Single Window system required further examination in view of certain issues and concerns that have emerged during earlier discussions. **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. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, **New Delhi**, further stated that after review of the relevant material and thorough examination of the issues involved, a separate

meeting should be convened with the concerned stakeholders and officials to deliberate upon the matter in detail and determine the future course of action.

Action: Captain Nitin Mukesh, Secretary, NSB & Chair of this sub-committee

Subcommittees 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:

22.2.11. **Shri Santosh Patil Sr. V.P. IRS** informed the Board regarding the progress of Sub-Committee 11 pertaining to the "Skilling Ecosystem for Future Ready Shipping Sector" and stated that two meetings of the sub-committee have already been conducted. He informed that inputs have been received from the shipbuilding associations; however, inputs from certain ship repair stakeholders are still awaited despite follow-up efforts undertaken with the concerned representatives. He further stated that some inputs from ship repair yards and ship recycling yards have nevertheless been received and are being incorporated into the draft report. 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.

Action: Shri Arun Sharma CMD IRS & Chair of this sub-committee

Subcommittee 12: To prepare a roadmap for development of Regional Maritime Hub and Maritime Linkages with the Neighbourhood to achieve MAKV-2047 Goals: 28.

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.

Action: Shri Shantanu Kalita, Advisor IPA & Chair of this sub-committee

Subcommittee 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:

22.2.13. **Shri Santosh Patil Sr. V.P. IRS** stated that an interim report has already been prepared. He informed that the interim report would also be circulated to all Members within the next two weeks for their review and comments, following which the observations and suggestions received would be incorporated into the final draft report. He further stated that additional inputs relating to skilling requirements and

upgradation measures from sailing associations are also being sought and that such inputs would be incorporated into the draft report to make it more comprehensive. 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.

Action: Shri Arun Sharma CMD IRS & Chair of this sub-committee

Subcommittee 14: To prepare a roadmap for reducing the logistic cost in the Maritime Sector including promotion and examination of modal shift from road and rail to coastal shipping, inland waterways, other waterborne transport to achieve MAKV-2047 Goals in line with National Logistics Policy:

22.2.14. **Shri Rahul Modi, President, Coastal Containers Transporters Association& Chair of this sub-committee** informed the Board regarding the status of Sub-Committee 14 and stated that the Board that a meeting of the concerned sub-committee on reduction of logistics costs is scheduled for 14th May 2026 after completion of ongoing stakeholder engagements on 13th May 2026. He stated that he is in regular touch with stakeholders including AMTOI, FFFAI and CFS Associations and has already received several inputs from them. He further informed that some members are presently abroad and would be joining the discussions shortly after their return. Shri Rahul Modi also stated that a preliminary draft report has already been prepared and would be updated further following the scheduled stakeholder consultations. 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.

Action: Shri Rahul Modi, President, CCTA & Chair of this sub-committee

Subcommittee 15: To prepare a roadmap for rationalizing the tax structure in the Maritime sector to achieve MAKV-2047 Goals:

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.

Action: Shri Anil Devli CEO INSA & Chair of this sub-committee

The session was concluded at this stage.

23. Next Board Meeting:

23.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, thereafter initiated discussions regarding scheduling of the next National Shipping Board meeting after submission of the committee reports due by 30th June 2026. He informed the Members that several possible venues, including Chennai and Lothal, Gujarat are under consideration and invited suggestions from the Members regarding the venue and programme. **Dr. K. Murali, Professor, IIT Madras, Chennai**, suggested that the next meeting of the National Shipping Board may be conducted in Chennai and proposed that one day of the programme could be hosted at IIT Madras while another day could include visits to Chennai Port and Kamarajar Port. He further informed that the arrangements and programme could be planned accordingly. After detailed deliberations, **Dr. K. Murali** suggested that 29th and 30th June 2026 would be suitable dates for organizing the next National Shipping Board meeting in Chennai. He further stated that a detailed itinerary could be planned, including visits to Chennai Port and Kamarajar Port, where several new developments and infrastructure projects could be showcased to the Members. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, New Delhi, observed that the proposed schedule for 29th and 30th June 2026 at Chennai appeared suitable and stated that one day could be earmarked for Board deliberations while the second day could be utilized for technical visits and stakeholder interactions. He further informed the Members that the detailed programme would be finalized subsequently after consultation with the concerned stakeholders and organizers. Concluding the discussion, he informed the Members that the proceedings for the day would conclude and that the Board would reconvene the following day at 10:00 AM for review of port activities and stakeholder consultations. The Members thanked the Chair.

Action: Secretary NSB / All Members

The session was concluded at this stage.

Date 12.05.2026 / Regular Session : 10.00 A.M. to 2.30 P.M.

24. NSB Interactions with the Management of the V.O Chidambaranar Port Authority

24.1. At the outset, a video presentation was made by the representatives of the V.O. Chidambaranar Port Authority highlighting the historical significance, existing infrastructure, operational capabilities, and future development plans of the port. The video commenced with a reference to the legacy of V.O. Chidambaranar, who pioneered the Swadeshi Shipping movement and symbolized India's early efforts towards maritime self-reliance. It was conveyed that the port continues to be guided by this vision in contributing to the country's maritime growth. The video presentation showcased that VOC Port is an all-weather port strategically located on the East-West international shipping route and serves as a key trade gateway for South India. It was highlighted that the port ensures seamless cargo movement owing to its strong

connectivity with the national highway network and Indian Railways. The representatives informed that the port is congestion-free and capable of handling vessels with a draft of up to 14.2 metres, including container vessels of up to 8,000 TEU capacity and post-Panamax carriers. The video further demonstrated the port's operational efficiency, particularly in bulk cargo handling, with continuous round-the-clock operations supported by modern equipment such as harbour mobile cranes. It was also informed that the port hosts container terminals operated by private concessionaires with a combined capacity exceeding one million TEUs, thereby enabling efficient handling of containerized cargo. The ongoing modernization and expansion initiatives at the port were highlighted in the video, including widening of the entrance channel, development of additional berths for bulk cargo, mechanization of existing cargo berths, and the creation of infrastructure for handling offshore wind projects. It was also informed that the port is being developed as a major hub for renewable energy, with designated areas for green hydrogen and green ammonia production projects, and with interest from global companies in establishing facilities within the port's industrial zone. The video further outlined the vision for development of an Outer Harbour with phased construction of container terminals and deepening of draft to handle larger vessels. These initiatives are aimed at transforming VOC Port into a major transshipment hub on the eastern coast of India. The port's commitment to sustainability was also highlighted through its renewable energy initiatives, including installation of solar power systems and wind turbine generators, along with plans for future capacity expansion in clean energy generation. The video also showcased various Corporate Social Responsibility initiatives undertaken by the port for community development and inclusive growth. Overall, the video presentation conveyed that V.O. Chidambaranar Port is positioning itself as a modern, efficient, and sustainable port, aligned with national priorities of capacity expansion, renewable energy development, and strengthening India's maritime sector.

24.2. **Geographical Advantages:** Following the video presentation, the representatives of the V.O. Chidambaranar Port Authority further elaborated on the natural and developed advantages of the port. It was stated that the port is an all-weather port and remains largely unaffected by adverse weather conditions, including cyclones. The representatives highlighted that the port operates continuously throughout the year without interruption, including during the monsoon season, thereby ensuring reliability of operations. They informed that VOC Port benefits from excellent multimodal connectivity, with strong linkages to the national highway network, Indian Railways, and nearby airports. It was stated that Tuticorin has its own airport, while an international airport at Madurai provides additional connectivity. The representatives noted that with recent developments, the region is expected to witness enhanced air connectivity, including handling of wide-body aircraft in the near future. The Board was apprised that the port's connectivity is demonstrated through efficient transportation of large cargo such as windmill blades, which are transported from industrial regions near Chennai and Bengaluru to the port through road networks. This was presented as evidence of robust hinterland connectivity enabling smooth cargo

movement. It was further stated that the port maintains one of the lowest operating ratios among major ports and has achieved reduced turnaround time for vessels, contributing to operational efficiency. The representatives reiterated that the port is strategically positioned to emerge as a hub for green energy initiatives, including development of green hydrogen and offshore wind energy projects. The representatives highlighted that the southern coastline offers significant offshore wind potential and that VOC Port is expected to play a critical role in supporting the development of offshore wind farms through specialized infrastructure. It was also noted that the port handles regional cargo movement, including export of construction materials such as boulders to countries like Maldives, which depend on such supplies for infrastructure development. It was stated that this proximity and connectivity help reduce logistics costs and lead time for regional trade.

24.3. **Traffic Performance:** The representatives of the V.O. Chidambaranar Port Authority further apprised the Board of the port's traffic and financial performance over the years. It was stated that the port has witnessed steady growth in cargo handling and, during the previous financial year, recorded a growth of approximately 3.8 percent, handling a total cargo volume of about 43.3 million tonnes across all categories. The representatives explained that this growth would have been significantly higher but for certain unforeseen operational constraints. It was informed that the port services two major thermal power plants, one operated by the Government of Tamil Nadu and the other by NLC India Limited. These plants together have substantial installed capacity and are dependent on coal supplies handled through the port. However, due to a fire accident affecting two units of one of the thermal plants during the year, the demand for coal reduced considerably, resulting in a decline in coal imports handled by the port. It was further clarified that if the reduction in coal cargo were excluded, the port would have recorded a much higher growth rate of approximately 13.7 percent. The representatives stated that under normal conditions, the overall cargo growth would have been in the range of 7 to 8 percent, indicating a strong underlying performance across other cargo segments.

24.4. **Financial Performance:** The Board was also informed that the port maintains a robust financial position. The representatives highlighted that the operating ratio of the port is among the lowest within major ports, at approximately 31.88 percent, indicating high operational efficiency. It was explained that this translates to expenditure of about ₹31.88 against every ₹100 of revenue, thereby reflecting prudent financial management and cost efficiency. They further stated that the port is financially sound, with strong internal resource generation. The port has adequate cash reserves and relies primarily on internal accruals for investment in infrastructure and development projects. It was emphasized that the port does not depend on borrowings for its capital expenditure requirements. The representatives attributed the favourable operating ratio partly to the absence of routine maintenance dredging requirements. It was explained that the port is situated on a hard rock seabed, resulting in negligible siltation. Consequently, once capital dredging is undertaken to establish required depths, the need for recurring maintenance dredging is minimal. Only limited dredging

activity is occasionally carried out to address localized issues such as spillage of cargo near berths.

24.5. **Broad Vision:** The representatives of the V.O. Chidambaranar Port Authority further outlined the long-term vision guiding the development of the port, stating that all ongoing and planned initiatives are aligned with the national Maritime India Vision and broader maritime development strategies. It was conveyed that the port aims to achieve the status of a carbon-neutral port within the year, and that several green initiatives are already under implementation to attain emission-free operations. representatives informed that the port is in advanced stages of implementing a green fuel ecosystem, with a pilot project for methanol bunkering nearing completion. It was stated that the project, currently being developed on an engineering, procurement, and construction basis, involves installation of storage infrastructure as an initial step, which will subsequently be scaled up based on operational experience. It was further indicated that future phases may adopt a public-private partnership model for operations while retaining infrastructure under port control.They highlighted that the port's geographic proximity, approximately 150–200 nautical miles from major international shipping routes, provides a strategic advantage in positioning itself as a refuelling hub for vessels transiting between Europe and the Far East. It was explained that vessels operating on green methanol are expected to require higher fuel volumes, thereby creating opportunities for intermediate bunkering stops, which the port aims to capitalize on. The representatives further stated that efforts are underway to transform the port into a digitally enabled and smart port, supported by various information technology initiatives. It was also informed that VOC Port has taken a significant step towards developing a greenfield shipbuilding cluster, having established a Special Purpose Vehicle in collaboration with the Government of Tamil Nadu. The proposal has been approved by the Directorate General of Shipping and has been submitted to the Ministry for further consideration. It was noted that a major global shipbuilding company has been identified as an anchor investor for this initiative. In addition, the port has initiated development of green hydrogen projects, beginning with a pilot facility, and has already floated tenders for scaling up to higher-capacity production. The representatives stated that the port also aims to emerge as a hub for offshore wind energy, with plans to establish a dedicated terminal for handling wind energy components. The proposal for this infrastructure has been submitted to the Ministry and is under evaluation. The representatives further informed that land allotted within the port's industrial zone is being utilized for establishment of green ammonia production facilities, with developers planning to export output to international markets such as Japan, South Korea, and regions in the Middle East, based on commercial offtake agreements. The representatives of the V.O. Chidambaranar Port Authority further elaborated on their strategy to position the port as an international hub for both fuel and cargo handling. They informed that the port is focusing on accommodating shipping lines and operators to establish terminal infrastructure for handling green fuels such as green methanol and green ammonia, both as bunkering fuels and as cargo commodities. It was stated that the port aims to

capitalize on these emerging segments by enabling dedicated infrastructure for storage, handling, and supply, thereby positioning itself as a significant player in the global green fuel value chain. The representatives reiterated their objective of developing VOC Port into an international bunkering hub, leveraging its strategic location near major international shipping routes. They stated that the availability of green fuel infrastructure would encourage vessels requiring alternative fuels to call at the port, thereby enhancing port traffic and strengthening its global relevance. They further highlighted that with the development of the Outer Harbour, the port would be able to handle larger mainline vessels directly. It was explained that, at present, a significant portion of container cargo bound for South India is routed through transshipment hubs such as Colombo, where cargo is discharged and then reloaded onto feeder vessels for onward movement to Indian ports. The representatives stated that once the Outer Harbour is operational, VOC Port would be able to receive mainline vessels directly, thereby eliminating the need for intermediate handling at foreign ports. The **Chairperson NSB Shri Sameer Kumar Khare IAS (retd.)** observed that such capability would enhance the port's attractiveness to international shipping lines. In response, the representatives stated that direct call advantages include reduction in transit time, elimination of double handling, and consequent cost savings for trade. It was further noted that current dependency on external transshipment hubs exposes cargo movements to disruptions caused by congestion, weather, or operational issues at those ports. Direct connectivity through VOC Port would mitigate such risks and improve supply chain reliability. The representatives emphasized that the port also offers seasonal and operational advantages, including lower congestion and stable weather conditions, which could attract shipping lines seeking consistent and efficient port operations. It was stated that the ability to avoid transshipment through third-party ports would significantly benefit both importers and exporters by reducing logistics costs and improving turnaround times. They further indicated that the port intends to align its development with global best practices and benchmarking standards to ensure competitiveness with established international ports. The overall vision presented was that VOC Port aims to evolve into a comprehensive maritime hub combining bunkering, transshipment, green energy, and logistics capabilities, thereby contributing to India's strategic maritime ambitions. The representatives of the V.O. Chidambaranar Port Authority further briefed the Board on the capacity augmentation initiatives being undertaken at the port. They stated that the port's current handling capacity is in the range of approximately 80 to 85 million tonnes per annum, against which the present cargo handling stands at about 43.3 million tonnes. It was explained that the port has significant headroom for capacity utilization and is actively pursuing a range of expansion and augmentation projects to increase throughput and maximize operational efficiency. The representatives indicated that while some projects are already under implementation, others are in advanced planning stages, forming part of the port's long-term development strategy. They emphasized that the ongoing and proposed expansion initiatives are intended not only to enhance capacity but also to support diversification of cargo, accommodate future growth in container and bulk

traffic, and align with emerging opportunities in transshipment, green energy, and logistics integration.

24.6, **Major Infrastructure Projects:** The representatives of the V.O. Chidambaranar Port Authority further elaborated on the major infrastructure projects being undertaken to enhance capacity and operational efficiency at the port. They informed that the port currently has two operational container berths, namely Berth No. 8 operated by Dakshin Bharat Gateway Terminal and Berth No. 9, which has recently been converted into a container terminal. It was further stated that Berth No. 7 is also proposed to be developed as a container terminal, for which the tender has already been floated on a Public–Private Partnership basis. The representatives apprised the Board that dredging works for North Cargo Berth No. 3 have been completed and the berth has been dedicated for operations, while mechanization works are currently in progress. It was informed that the berth has been awarded to a private operator under PPP mode and is expected to be fully operational after completion of mechanization within the next year. On being queried regarding cargo composition, the representatives informed that out of the total cargo handled, approximately 40 percent is containerized cargo, while the remaining 60 percent comprises bulk, dry bulk, and break-bulk cargo. It was further explained that bulk cargo handling is primarily concentrated on the northern side of the port, while container operations are organized on the southern side to ensure segregation and efficiency in operations. The representatives further stated that additional infrastructure projects are underway, including the construction of Berth No. 10, which is currently in progress and expected to be completed within the year. They also informed that supporting infrastructure such as a 110/22 KV substation is being established to cater to increasing power requirements of port operations and upcoming projects. It was also highlighted that a desalination plant of approximately 3 million litres per day capacity is under development. The plant will primarily cater to the port's internal requirements and will also support future green fuel and industrial projects within the port area, which require assured water supply for operations. The representatives further reiterated that, along with development of new infrastructure such as the Outer Harbour, greenfield shipbuilding cluster, and offshore wind terminal, the port is simultaneously focusing on optimal utilization of existing infrastructure. It was stated that while the current maximum draft available is around 14.2 metres, studies indicate that the Inner Harbour has the potential to accommodate higher drafts of up to approximately 15.5 metres, which the port intends to leverage through phased enhancements. **Shri Rakesh Singh President ICCSA** sought clarification regarding dredging requirements at the port and observed that the minimal need for maintenance dredging is a significant operational advantage. He enquired whether the rocky seabed conditions at the port pose any limitation on deepening the draft further, particularly in the context of competition from ports capable of handling deeper-draft vessels. In response, the representatives of V.O. Chidambaranar Port Authority clarified that there are no geological or technical constraints preventing further deepening of the port. They stated that while the seabed consists of hard rock strata, this does not restrict dredging activities; however, it necessitates the use of

specialized high-capacity cutter suction dredgers. It was explained that such dredging requires equipment with a minimum capacity of approximately 7,500 to 8,000 kilowatts, which is available with only a limited number of operators globally. The representatives further informed that deepening plans, including those related to the Outer Harbour project, are being pursued and are technically feasible. With regard to environmental considerations, they stated that comprehensive environmental impact assessments have been conducted. They highlighted that the port is located in proximity to ecologically sensitive areas, including small offshore islands and the Gulf of Mannar biosphere reserve, which necessitated detailed examination during project planning. They informed that the environmental studies conducted for the proposed outer harbour development have addressed these sensitivities, and the project has received necessary recommendations at the State Government level. It was emphasized that the proposed dredging activities are not expected to adversely impact the surrounding ecological systems.

24.7. **Outer Harbour Project:** The representatives of the V.O. Chidambaranar Port Authority further briefed the Board on the proposed Outer Harbour development project and the existing layout of the port. They informed that the foundation stone for the Outer Harbour project was laid by the Hon'ble Prime Minister in 2024, marking a significant step towards capacity expansion and modernization. He explained the present configuration of the port, stating that the existing facilities comprise multiple berths catering to different cargo categories. It was elaborated that the northern side of the port primarily handles bulk cargo, including coal and other dry bulk commodities, with dedicated captive berths serving thermal power plants. Liquid cargo operations were stated to be handled through oil jetties, including facilities for LPG and related cargo. The southern side of the port has been earmarked for container operations, with existing container terminals and additional planned infrastructure to support container traffic growth. He further clarified that auxiliary facilities, including older port areas with lower draft availability, continue to serve niche cargo such as barge operations for regional trade, though their share in total cargo handling remains limited. He detailed the proposed Outer Harbour configuration, stating that it would consist of two container terminals, each with a quay length of approximately 1,000 metres, to be developed in phases. This expansion is intended to significantly enhance the port's capability to receive large mainline vessels and support transshipment operations. He informed that earlier attempts to develop the Outer Harbour through conventional bidding processes did not attract investor interest, primarily due to concerns relating to high capital investment in common infrastructure such as breakwaters, dredging, and reclamation. Based on stakeholder consultations, the project structure has since been redesigned. It was explained that the port has adopted a hybrid implementation model, combining elements of Hybrid Annuity Model and Public-Private Partnership frameworks. Under this revised structure, the port authority will undertake development of common infrastructure such as breakwaters, dredging, reclamation, and berth construction through hybrid annuity mode, utilizing internal resources and borrowings from financial institutions. It was stated that part of

the project cost would be funded through upfront payments during construction, with the remaining component structured as deferred payments over a defined period. He further informed that once the core infrastructure is developed, the operational components, particularly terminal operations, may be taken up under Public-Private Partnership arrangements. It was also stated that financial arrangements have been initiated, including engagement with government-backed financial institutions, to support the funding requirements of the project. He emphasized that this revised model is expected to reduce investment risks for private participants and improve project viability, thereby facilitating timely implementation.

24.8. **Restructured Outer Harbour Project:** The representatives of the V.O. Chidambaranar Port Authority further elaborated on the revised scope and implementation framework of the Outer Harbour project. They informed that, compared to the earlier proposal, the current project has been expanded in scope, including enhancement of design parameters. It was stated that while the earlier configuration was designed to handle vessels up to approximately 16 metres draft, the revised proposal now envisages capability to accommodate vessels with drafts of up to around 18 metres. The representatives further indicated that, upon completion, the project is expected to support an optimal container handling capacity of approximately 5.2 million TEUs. They informed that Phase I of the project, comprising development of the first container terminal, is targeted for completion by around 2030, following which operations would commence. It was explained that the second terminal would be developed within a gap of approximately two to three years thereafter, allowing time for the first terminal to stabilize operations and for market confidence and tariff discovery to improve before initiating the second phase. The representatives further briefed the Board on the financial structuring of the project, stating that under the hybrid model, around 45 percent of the project cost would be paid during the construction phase, while the remaining component would be structured as deferred payments over a period of approximately ten years. It was assured that the financial model has been carefully designed taking into account existing cash flows as well as projected revenue from the Outer Harbour operations, ensuring financial sustainability for the port. The discussion also covered development of a dedicated windmill component handling capability. The representatives highlighted that the port has experienced significant growth in handling wind turbine components, particularly windmill blades. It was stated that the average length of these components has increased over time, with the port currently handling blades exceeding 100 metres in length. It was noted that the volume of such cargo has grown significantly, including handling of large consignments in recent operations. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** sought clarification regarding the maximum length of windmill blades that can be handled at the port. In response, the representatives informed that the port has handled blades of approximately 100–106 metres length and continues to expand its capability to manage such oversized cargo. The representatives explained that handling of windmill blades requires specialized operational procedures, including careful lashing, unloading, and safety protocols,

which result in longer turnaround times for vessels compared to standard cargo operations. It was further stated that such cargo is increasingly being handled by specialized vessels, including combination carriers capable of carrying both containerized and project cargo. They also elaborated on the logistics of transporting such oversized cargo by road, stating that specialized trailers equipped with locking mechanisms are used for movement, accompanied by pilot and escort vehicles to ensure safe transit. Similar precautions are taken during loading and stowage on vessels to ensure safety and stability.

24.9. **Development of Berth No.7 and 10:** The representatives of the V.O. Chidambaranar Port Authority further informed the Board about the development of an additional container terminal at Berth No. 7, which is being taken up under the Public–Private Partnership mode. They stated that the project has already received approval from the Standing Finance Committee and that tenders have been floated for implementation. The representatives also apprised the Board regarding the development of Berth No. 10, which is currently under construction. They informed that while the formal completion timeline is scheduled for November of the current year, efforts are being made to complete the project ahead of schedule, with a target of August. They further stated that the initial draft availability at Berth No. 10 would be approximately 10 metres, which would allow handling of lighter cargo operations in the initial phase. It was explained that subsequent to commissioning, the berth would be deepened as part of the broader Inner Harbour development plan, enabling it to handle a wider range of cargo and improve operational flexibility. The representatives emphasized that the berth will initially cater to multi-cargo operations, thereby supporting diversification of cargo handling until full draft enhancement is achieved.

24.10. **Smart i-VTS:** The representatives of the V.O. Chidambaranar Port Authority further briefed the Board on the adoption of advanced marine technologies at the port. They informed that the port has implemented a Smart Integrated Vessel Traffic System (IVTS) in collaboration with the Indian Institute of Technology, Madras. It was stated that, following this collaboration, VOC Port became one of the first ports to operationalize such a system. The representatives explained that the IVTS platform has been developed indigenously and provides enhanced monitoring and management of vessel movements within the port limits. They stated that the system is functioning effectively and supports safe and efficient navigation, particularly for incoming and outgoing vessels. It was further informed that technical support for the system is being provided through a dedicated arrangement with the collaborating institution, with on-site resources deployed for maintenance and operations. During the interaction, it was clarified in response to queries from Members that the system is scalable and capable of integration with similar platforms being deployed at other ports. The representatives stated that while VOC Port was among the early adopters, the technology is being extended to other Indian ports as part of a broader modernization initiative. The representatives further highlighted that data generated through the IVTS is being integrated with other digital systems at the port, including development of a digital twin framework and other operational platforms. It was stated

that this integration is intended to enhance data-driven decision-making and improve overall port management. The representatives confirmed that the system is interoperable and adaptable for integration with additional digital applications.

24.11. **Sagar Drishti:** The representatives of the V.O. Chidambaranar Port Authority further informed the Board about the development of a mobile application linked to the Vessel Traffic System, namely “Sagar Drishti.” It was stated that the application functions as a mobile interface of the Integrated Vessel Traffic System, enabling real-time access to vessel movement data .The representatives explained that the application offers features similar to the main system interface and allows monitoring of vessel positions, movements, and related operational parameters through a handheld device. It was clarified that the system is based on Automatic Identification System (AIS) technology, enabling real-time tracking and situational awareness for port users. They further informed that the application provides operational information relevant to navigation and pilotage, including vessel status and related data, thereby enhancing accessibility of information for stakeholders involved in port operations.

24.12. **Pilot Thagaval (Pilot Card Mobile App) and Virtual Aid to Navigation (VAtoN):** The representatives of the V.O. Chidambaranar Port Authority informed that pilot inward and outward ticketing, which was earlier handled manually, has now been digitized. They stated that all vessel pilot movement data is recorded through the digital system, improving accuracy and operational efficiency. The representatives informed that navigation within the channel is supported through AIS-based systems, with additional aids installed to assist vessel movement. They stated that where required, manual inputs are also supplemented to ensure safe and efficient navigation through the channel.

24.13. **VOC Port- Seafarers Centre – Initiative under MIV 2030 and MAKV 2047:** The representatives of the V.O. Chidambaranar Port Authority informed that a modern Seafarer Centre is being established at the port and that the work has already been awarded and commenced. They stated that the facility is being developed in accordance with MLC requirements and will provide state-of-the-art amenities for seafarers. It was further informed that funding is proposed through the Seafarers’ Welfare Fund Society under the Directorate General of Shipping, and in the event of any delay, the port would proceed with the project using its own resources.

24.14**. Green Hydrogen Hub:** The representatives of the V.O. Chidambaranar Port Authority informed that, as part of its decarbonization strategy and in alignment with national initiatives, the port is undertaking various green and sustainability initiatives. They stated that the port has been designated as one of the green hydrogen hubs by the Government of India, along with Kandla and Paradeep ports.

24.15. **Evolution of Renewable Energy:** The representatives of the V.O. Chidambaranar Port Authority informed that the port has been progressively enhancing its renewable energy capacity. They stated that the port currently operates a wind power capacity of approximately 9 MW and has also established a solar power

plant of about 1 MW. They further indicated that plans are in place to expand renewable energy capacity as part of the port's overall decarbonization strategy.

24.16. **Major Green Initiatives Completed:** The representatives of the V.O. Chidambaranar Port Authority informed that a pilot green hydrogen plant of small capacity has been established and commissioned, primarily for demonstration purposes. They stated that the current facility is being used to generate hydrogen and convert it back into electricity for limited internal applications such as street lighting. They further informed that the pilot project is intended to create an ecosystem for adoption of green hydrogen and to attract private sector participation. It was stated that plans are underway for scaling up the project, including development of a higher-capacity green hydrogen plant and exploration of applications such as hydrogen-based mobility solutions and drones. **Shri Sameer Kumar Khare IAS (retd.) Chairperson NSB** observed that global experiences indicate challenges in cost-effectiveness of green hydrogen, and **Shri Rakesh Singh President ICCSA** raised concerns regarding the overall carbon footprint of hydrogen production. In response, the representatives clarified that for hydrogen to be considered "green," the input power must be sourced from renewable energy such as solar or wind. They stated that international regulatory frameworks are evolving with stringent standards on classification of green fuels, and that ongoing projects at the port are being aligned with such emerging norms. They further informed that expert advice is being obtained from the Ministry of New and Renewable Energy, along with private consultants, to ensure compliance with evolving global standards. It was also stated that the port has engaged professional consultants for guidance on decarbonization initiatives. The representatives additionally informed that the port has undertaken various sustainability measures, including adoption of green building certifications, promotion of hydrogen-based transport applications, and implementation of a policy to eliminate single-use plastic within the port area.

24.17. **Key Carbon Offset Stat (FY 25 – 26):** The representatives of the V.O. Chidambaranar Port Authority informed that the port has achieved approximately 50 percent reduction in carbon emissions, with emission intensity reduced from about 0.4 to 0.26 per tonne over the recent years. They stated that the port is targeting to achieve carbon neutrality by 2027, and subsequently aims to attain net-zero emission status by around 2030.

24.18. **Major Green Initiatives:** The representatives of the V.O. Chidambaranar Port Authority informed that the port has initiated processes to monetize its green initiatives through carbon credits, leveraging investments made in renewable energy and decarbonization projects. They further stated that the port has placed orders for green tugs on a long-term charter basis for a period of fifteen years, in line with green port initiatives, and clarified that different ports are adopting varied models for deployment of such assets. The representatives also informed that the port is facilitating a waste-to-green fuel project in collaboration with the local municipal authority and a private investor. It was stated that the municipal body would provide land and waste

input, while the private party would invest in setting up the facility, and the port would support through facilitation and potential offtake arrangements. They additionally highlighted plans for shore-to-ship power supply to reduce emissions from vessels at berth and informed that proposals for smart solid waste management are under implementation. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** and **Shri Rakesh Singh President ICCSA** discussed the broader challenges relating to alternative fuels, noting that the global maritime sector has not yet finalized a single fuel of the future, with methanol, ammonia, LNG, and biofuels all under consideration. **Shri Rakesh Singh President ICCSA** observed that while uncertainties remain, VOC Port's strategic location offers strong potential for development as a bunkering hub, particularly for methanol-based fuels, provided sufficient scale and cost competitiveness can be achieved. The representatives of the Port Authority stated that a detailed analysis and phased strategy is being prepared, keeping multiple fuel pathways open in view of evolving global trends and uncertainties. They further informed that private sector participation is emerging, with several entities showing interest in large-scale projects, subject to commercial viability and offtake agreements.

24.19. **Other green initiatives – Upcoming:** The representatives of the V.O. Chidambaranar Port Authority informed that tenders have been floated for a 2 MW green hydrogen plant along with a refuelling station, and a wind power expansion project, including additional wind capacity and battery energy storage systems, is currently under implementation. They further stated that the port is developing infrastructure for green methanol bunkering, including certification processes and arrangements to demonstrate end-to-end capability for handling and supplying green fuels. It was explained that the initiative is being taken up initially on a pilot basis and will be scaled up subsequently. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** observed that certification for such projects should be explored with domestic agencies to enhance local capacity, and **Shri Santosh Patil Sr. VP IRS** indicated that necessary engagement would be taken up. The representatives informed that proposals for green ammonia projects are underway, with private developers acquiring land within the port area and progressing subject to offtake agreements. They also highlighted initiation of workshops and stakeholder consultations for development of the green fuel ecosystem.

24.20. **Digital Initiatives:** The representatives of the V.O. Chidambaranar Port Authority further apprised the Board of ongoing digital initiatives, including implementation of a digital twin platform, port community systems, AI-based surveillance, and anti-drone security mechanisms. It was stated that the digital twin system enables simulation-based planning and supports decision-making through real-time integration of operational data.

24.21. **Greenfield Shipbuilding Cluster:** The representatives of the V.O. Chidambaranar Port Authority also informed that a Greenfield Shipbuilding Cluster is being developed through a Special Purpose Vehicle formed jointly with the Government of Tamil Nadu, and that a global shipbuilding company has been identified

as an anchor partner, with land allocation and project development activities in progress. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** enquired whether the proposed shipbuilding cluster with Hyundai would be focused on specific classes of vessels or remain open-ended. The representative of V.O. Chidambaranar Port Authority clarified that the facility would largely focus on construction of large vessels, including ships in the range of approximately 1,00,000 to 2,00,000 DWT and above, while retaining flexibility as a greenfield development. The representative further informed that the Detailed Project Report process is underway and expected to be finalized within a few months, after which project execution will progress. It was also stated that Hyundai has shown strong interest after evaluating multiple locations and has been identified as the anchor partner.

24.22. **Port led development:** The representatives of the V.O. Chidambaranar Port Authority additionally informed that the port is planning to establish an incubation hub and centre of excellence for marine technologies, aimed at supporting startups, research activities, and innovation in areas such as green fuels and maritime operations. It was stated that the facility will provide space, infrastructure, and support for both startups and industry participants, and will operate through collaborative arrangements. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** suggested that stakeholder consultations may be initiated in advance to attract potential participants for the proposed facility. The representative confirmed that preliminary engagement with stakeholders, including startups and industry bodies, has already commenced in parallel with infrastructure planning. The representative further informed that the port is also undertaking development of supporting infrastructure, including hospitality and local facilities, to cater to incoming investments and workforce requirements. The representatives of the V.O. Chidambaranar Port Authority informed that land has been allotted to a private developer for establishing a five-star hotel, with tie-ups being explored with reputed hospitality brands. **Shri Jitendra Jadhav Assistant DG NSB** suggested exploring approval under the Ministry of Tourism. The representatives further stated that the port is developing allied infrastructure facilities, including a sports complex, tourism-related tented accommodation, and recreational facilities on port land for both port users and the local community. The representatives highlighted recent achievements, including growth in renewable energy initiatives and significant increase in handling of windmill blade cargo.

24.23. **Immigration Procedures: Shri Rakesh Singh President ICCSA** sought clarification regarding crew change procedures for vessels operating within port limits. He noted that, following the Ministry of Home Affairs notification, there is no requirement of immigration clearance for crew on vessels operating within harbour limits, and emphasized the need for a uniform national Standard Operating Procedure (SOP) instead of port-specific practices. He informed that a draft SOP covering embarkation, disembarkation, and shore leave has been prepared and is expected to be issued by the Directorate General of Shipping, ensuring standardization while maintaining security and traceability requirements. The representatives of the V.O.

Chidambaranar Port Authority indicated that, upon issuance of the SOP, the port would adopt and implement the prescribed procedures.

24.24. **Coastal Shipping: Shri Rahul Modi President CCTA** stated that coastal operators are satisfied with the support extended by the port authorities and that issues raised are being addressed promptly. He added that, at present, no major concerns had been reported by the coastal operators. The representatives of the V.O. Chidambaranar Port Authority highlighted the potential for increased coastal movement from V.O. Chidambaranar Port and requested support from the Board for enhancing coastal connectivity. He stated that significant industrial cargo exists in the hinterland, but movement through coastal shipping is limited due to lack of adequate connections. He cited examples of time-sensitive cargo movement where improved coastal connectivity could enhance efficiency. **Shri Rakesh Singh President ICCSA** observed that increasing modal shift towards coastal shipping is a key priority and noted that achieving this would require visibility of viable and sustainable cargo volumes for operators. He observed that achieving modal shift requires identification of sufficient cargo volumes, type of cargo, and parcel sizes that can be viably shifted from road and rail to coastal shipping. He noted that while adequate cargo movement exists from North to South on the west coast, reverse cargo flows are limited, and inputs from VOC Port indicating potential south-to-north cargo were significant and required detailed examination. He suggested that a deeper analysis may be undertaken to assess suitable vessel types and trade patterns for such cargo movement. He further enquired about availability of dedicated coastal berths and associated tariff incentives. The representatives confirmed that a dedicated coastal berth is available at the port. He emphasized that while coastal berth designation and tariff benefits are useful, the full potential of coastal shipping would be realized only if such areas are de-notified from customs jurisdiction. He explained that continued classification as notified port areas requires compliance with customs procedures, which limits ease of movement compared to road and rail transport. He stated that de-notification of specific port zones for coastal operations, with basic security checks, would significantly improve efficiency, and noted that such practices have been adopted at several international ports. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** suggested that, to enhance coastal trade, the port should organize a meeting with key stakeholders, including coastal operators, transporters, and industry participants, and may coordinate with Shri Rahul Modi and Shri Rakesh Singh for the same. He informed that the issue of de-notification of dedicated coastal berths is already under examination by a committee, and recommendations will be made to the Government to ensure a level playing field with other modes of transport. Shri Rahul Modi President CCTA suggested that a meeting may also be held with transport associations and multimodal transport stakeholders to address issues affecting cargo movement patterns. He observed that despite cost advantages, cargo is shifting to competing ports due to logistics and transportation dynamics, and targeted engagement may help address these concerns. The stakeholder agreed to take up the suggestion and conduct consultations at the earliest. **Shri Rahul Modi President**

CCTA stated that cargo movement from the Tuticorin region is being diverted to other ports due to issues in last-mile and second-mile transportation, despite tariff reductions at the port. He emphasized that strengthening multimodal connectivity, particularly the second-mile linkage, is essential to retain and attract cargo. He further noted that container services have been impacted due to limited vessel availability and operational disruptions, though some services have resumed on a periodic basis.

24.25. **IRS Services: Shri Santosh Patil Sr. VP IRS** informed that the Indian Register of Shipping (IRS) offers various services, including port and terminal audits, risk assessments, and performance evaluations. He stated that IRS would share a detailed proposal with the port authority to explore potential collaboration. The Deputy Chairman, V.O. Chidambaranar Port Authority, requested IRS to submit the proposal and stated that the port would examine the requirements and consider engaging their services as appropriate.

24.26. **Ship Recycling Potential:** Shri Sameer Kumar Khare observed that there is potential to develop ship recycling facilities on the East Coast and noted that an existing facility in Tamil Nadu, which is currently non-operational, could be examined for revival. He stated that with expected growth in ship recycling activity in the coming years, re-establishing such facilities could be beneficial. **Shri Rahul Modi President CCTA** agreed to examine the matter, gather relevant details, and discuss it further within the committee, including taking inputs from stakeholders.

24.27. **Ship Repair Facility:** The representatives of the V.O. Chidambaranar Port Authority informed that the port is planning to develop ship repair facilities, currently at a conceptual stage, primarily for smaller vessels such as tugs and port craft. It was stated that limited repair capabilities may be developed within the port and also at the existing old port area for vessels of smaller draft. The representatives of the V.O. Chidambaranar Port Authority further stated that large-scale ship repair facilities are not available at present, but such capabilities will be integrated as part of the proposed greenfield shipbuilding cluster in due course. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** enquired whether any demand assessment has been undertaken for ship repair requirements. The Deputy Chairman informed that a preliminary assessment has been carried out, particularly for vessels operating in regional trade, including movement to Maldives and port-based operations.

24.28. In concluding remarks, **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** appreciated the detailed presentation **(Annexure X)** and interaction and stated that the Board would examine the issues discussed and extend necessary support. He also noted that best practices from V.O. Chidambaranar Port would be shared with other ports and state maritime boards for possible replication.

25. Stakeholders' consultations:

25.1. At the outset **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board,** provided a brief overview of the National Shipping Board and its institutional role. He informed that the Board is one of the oldest bodies in the maritime

governance framework, with its origins predating the establishment of the Ministry of Ports, Shipping and Waterways. He stated that the National Shipping Board was constituted for the first time in March 1959 and has since been reconstituted periodically, generally every two years. He explained that in the earlier years, when shipping activity in India was largely in the private domain and formal governmental mechanisms were still evolving, the Board performed several advisory and consultative functions that later became part of the Ministry's mandate. He emphasized that even today, the Board continues to occupy a critical position as an advisory platform connecting the Government and diverse maritime stakeholders. He apprised that the Board has a broad-based composition of 22 Members, representing multiple stakeholder groups. This includes Members of Parliament from both Lok Sabha and Rajya Sabha, representatives of key government institutions such as the Ministry, Directorate General of Shipping, Indian Navy, and Coast Guard, and representatives from the private sector, including shipowners, port operators, logistics providers, and seafarer unions. He noted that seafarer unions represent a substantial proportion of Indian seafarers globally, thereby ensuring that workforce perspectives are incorporated into policy deliberations. He highlighted that due to the large and diverse nature of the maritime sector, it is not feasible to include every stakeholder within the Board. Accordingly, the Board adopts a continuous engagement mechanism by interacting with stakeholders across various ports, shipyards, and maritime hubs. These interactions include not only institutional stakeholders but also operational participants such as customs brokers, freight forwarders, and workers associated with maritime sectors. The Chairperson stated that the Board follows both top-down and bottom-up approaches. Under the top-down approach, the Board evaluates the effectiveness of existing government policies, including identifying gaps where implementation may not be optimal. Under the bottom-up approach, the Board gathers inputs directly from stakeholders regarding their requirements, operational challenges, and areas where policy intervention may be needed. He emphasized that the role of the National Shipping Board is clearly defined across three areas:

- advising the Government on **policy formulation**,
- providing feedback on **policy implementation**, and
- recommending **policy updates or course corrections** based on field inputs.

He further informed that the Board holds regular meetings and interacts with the Hon'ble Minister on a quarterly basis, where feedback from stakeholders is reviewed, and policy directions are refined accordingly. Following this introductory briefing, he welcomed the representatives of the stakeholder associations and invited them to present their views, concerns, and suggestions for consideration by the Board. He thanked them for attending the meeting in large number.

25.2. **Indian Potash Limited (IPL):** The representative of IPL expressed appreciation for the support extended by the V.O. Chidambaranar Port Authority, railways, and customs authorities, stating that the assistance provided has enabled handling of the

highest quantity of fertilizer imports in the recent period. He, however, raised concerns regarding wharfage and related charges, stating that the charges at the port are comparatively higher than other Indian ports. It was indicated that the prevailing rates are significantly higher and are imposing an additional financial burden on importers, particularly in view of plans to increase import volumes and develop additional storage infrastructure. He further raised concerns regarding the availability and cost of warehousing facilities, stating that adequate storage space is limited and rental charges are relatively high. He stated that addressing these issues would support increased fertilizer imports and contribute to better service delivery to the agricultural sector. **Shri Anil Devli, CEO, INSA**, enquired about the prevalent trade terms under which fertilizer cargo is imported, specifically the proportion of cargo on FOB and CIF basis. The representative of IPL responded that the majority of fertilizer imports, estimated at around 90–99 percent, are undertaken on a CIF basis. It was further stated that urea imports, being largely government cargo, are almost entirely handled on a CIF basis. **Shri Anil Devli, CEO, INSA** further sought to understand the reasons for preference towards CIF contracts instead of FOB. The representative of IPL explained that the preference for CIF is primarily due to supplier-side negotiation leverage, wherein suppliers arrange shipping and offer bundled pricing. It was also indicated that importers generally prefer CIF contracts as they reduce operational complexities and risks associated with arranging vessels independently. **Shri Anil Devli, CEO, INSA,** advised The representative of IPL to consider increasing imports on an FOB basis, at least partially, to enable participation by Indian shipping companies and reduce outflow of freight payments to foreign operators. He emphasized that even a gradual shift could benefit the domestic shipping industry. The representative of IPL agreed to take up the matter with the management for consideration. **Shri Rakesh Singh President ICCSA** enquired about the onward movement of fertilizer cargo from the port. The representative of IPL informed that the cargo is primarily distributed within Tamil Nadu, Kerala, and parts of Karnataka, and is moved mainly by road and rail within specified distance limits, as governed by freight subsidy norms. **Shri Rakesh Singh President ICCSA** further suggested exploring the possibility of shifting such movement to waterways. The representative of IPL responded that **while the option exists, current government subsidy structures support movement by road and rail, and similar incentives are not available for transport via waterways. Shri Rahul Modi President CCTA** informed that certain schemes exist for promoting coastal container movement and stated that details of the relevant notification would be shared with the stakeholder. He further indicated that services are available from Tuticorin to ports such as Cochin and Mangalore which could be utilized. The representative of IPL stated that the primary challenge lies in end-to-end movement, particularly the inland leg from port to distribution points. He emphasized that while coastal transport may be feasible, lack of subsidy support for first-mile and last-mile connectivity makes it commercially unviable. He further stated that for fertilizer movement, subsidy support should cover the entire supply chain, including movement from origin to port, coastal transport, and onward distribution to storage locations, to ensure viability. **Shri Rahul Modi President CCTA**

acknowledged the concern and suggested that the issue of multimodal subsidy support, including first-mile and last-mile components, may be taken up under coastal promotion schemes for further consideration. **Shri Rakesh Singh President ICCSA** observed that there is a need to verify whether relevant stakeholders, including fertilizer companies, have been consulted in the formulation of coastal promotion policies being developed by the Directorate General of Shipping. **Shri Rahul Modi President CCTA** stated that the matter would be examined further and taken up with the concerned stakeholders. The representative of IPL added that while coastal container movement has been attempted in other regions and is viable in principle, operational costs related to multiple handling, including loading and unloading at different stages, increase the overall cost, making it less attractive. **Shri Rahul Modi President CCTA** further informed that existing subsidy schemes primarily support domestically manufactured fertilizers, and that similar support may not be available for imported fertilizers. He noted that this issue would need to be examined while considering policy measures for promoting coastal movement of fertilizer cargo. He informed that discussions are underway with concerned officials regarding subsidy support for coastal movement of cargo. **He suggested that the stakeholder may formally represent the issue to the Ministry, Directorate General of Shipping, and the National Shipping Board, seeking extension of subsidy benefits to imported fertilizers, like those available for domestically manufactured fertilizers. He emphasized that this is an appropriate stage, as policy formulation for cargo promotion is presently underway, and timely representation would help incorporate the requirement. The representative of IPL agreed to take up the matter with his management and submit a formal representation.**

25.3. **Tuticorin Stevedore Association (TSA):** The representative of TSA conveyed appreciation to the National Shipping Board for engaging with stakeholders at the port and highlighted the long association of the stevedoring community with port operations. He expressed concern regarding the increasing privatization of berths, stating that while the community is not opposed to privatization, the current framework does not provide a level playing field for existing stevedores. It was stated that participation opportunities in tenders are limited, affecting their continued presence and livelihood. He requested that policy provisions be revisited to enable fair participation of the stevedoring community in future tenders, including consideration of mechanisms such as equitable eligibility criteria or preference frameworks. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board,** observed that while the concern is noted, TSA should submit specific suggestions or alternative frameworks that can be examined for ensuring fairness in the tendering process. The representative of TSA reiterated the need for policy support to ensure that existing operators, with long-standing experience, are not excluded and can continue to participate in port operations. Another representative of TSA reiterated concerns regarding the **lack of level playing field for stevedores in the context of privatization of berths. It** was stated that most deep-draft berths are being allocated to private operators, leaving only shallow draft berths for stevedore operations, thereby

limiting their ability to handle larger vessels. He emphasized that in the absence of access to similar draft berths, the stevedoring community is unable to handle a diverse range of cargo, particularly as private berths are largely dedicated to specific commodities. It was further stated that cargo such as fertilizers and other break-bulk commodities cannot be handled at such dedicated terminals, leading to operational inefficiencies and economic disadvantages. He suggested that **at least one berth of comparable draft should be retained or designated for common user operations** by the stevedoring community, enabling them to handle varied cargo and remain competitive. He also raised the issue of **lack of representation of the stevedoring community in the port decision-making framework**, stating that earlier there was representation which has since been discontinued. It was requested that a mechanism be created to ensure that stakeholder views are considered prior to policy decisions. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National acknowledged the importance of their concern and advised the stakeholders Shipping Board to submit a collective representation with specific suggestions for examination by the Board.**

25.4. **Association for Tuticorin Hub Port Development (earlier Council) (ATHPD):** A representative from ATHPD expressed concern regarding the lack of stakeholder participation in policy-making of the port management stating that industry participants are often required to respond to decisions rather than contribute to them proactively. It was highlighted that absence of representation in decision-making forums limits the ability of stakeholders to present their views. He further raised issues relating to inadequate seaside infrastructure, particularly for container operations. It was stated that while inland infrastructure such as Container Freight Stations is available with surplus capacity, container traffic growth at the port remains stagnant due to limitations on the seaside. He emphasized that channel capacity and draft constraints are key factors affecting container traffic growth and noted that improvements in these areas are essential for increasing throughput. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board advised the him to submit a detailed written representation outlining specific measures required to improve container operations and infrastructure for taking appropriate decisions.**

25.5. **Indian Chamber of Commerce and Industry (ICCI):** The representative of the ICCI emphasized the need for representation of trade bodies in port governance structures, stating that user representation previously existed but has been discontinued. It was submitted that inclusion of trade representatives is essential to ensure informed decision-making and balanced policy formulation. He further stressed the importance of Outer Harbour development, stating that timely approval and execution of the project is critical for growth of the port and its hinterland, particularly for export-oriented sectors. He also highlighted that development of coastal shipping would be more effective with adequate support infrastructure and suggested that transshipment capabilities and navigational connectivity within Indian waters should be strengthened to reduce dependence on foreign ports. He suggested that these aspects may be taken up at the appropriate level for policy consideration. Another

representative from the ICCI expressed appreciation for initiatives such as the Sagarmala programme and port-led development policies.He highlighted that V.O. Chidambaranar Port has significant untapped potential, including availability of land, all-weather operations, and strong stakeholder ecosystem, but has not been fully utilized. He emphasized the importance of expediting the Outer Harbour project, stating that delays have resulted in loss of potential cargo and economic opportunities, particularly during disruptions at competing ports. He stressed the need for development of a Port-Led Economic Zone, stating that improved connectivity is critical for industrial growth in the region. He highlighted gaps in rail connectivity, particularly along the coastal belt between certain regions, and stated that improved rail and road connectivity would enable development of industries and optimize hinterland utilization. He further stated that enhancement of infrastructure would support industrial development, tourism, and economic growth in the southern region, and also have strategic importance for national development. He reiterated the need for industry representation in governance structures, stating that participation of trade bodies would strengthen both top-down and bottom-up policy approaches. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board** thanked the stakeholder for the suggestions and informed that prior to the meeting, the Board had detailed discussions with the Port Authority to understand future development plans. He observed that the region, particularly Tuticorin, has strong potential for industrial development, especially considering land availability, manpower, and ongoing initiatives such as the proposed shipbuilding cluster with global participation. He stated that such initiatives would lead to development of ancillary industries and create an industrial ecosystem. He further noted that both Central and State Governments have adopted a collaborative approach, including formation of a joint entity for development projects, which would help accelerate growth. He emphasized that industrial growth would depend on development of adequate infrastructure and connectivity, including reliable power supply and seamless connectivity by road, rail, and air. He stated that these aspects are being taken up and a consultant is expected to be engaged for preparation of a Detailed Project Report, including connectivity planning. **He invited stakeholders to provide further suggestions, particularly from the industry perspective, to support planning and development efforts. He advised them to submit detailed written representations for taking appropriate decisions.**

25.6. **Tuticorin Ship Agents Association (TSSA):** The representative of TSSA stated that he wished to raise two points. Firstly, he enquired about the criteria adopted by the Government or Ministry of Shipping for granting **special status to ports**, including whether such status is granted based on a request from the port or by the Government's decision. Secondly, he raised the issue of differentiation between **major and minor ports.** He stated that in the current scenario, supply chain cost is a key determinant of competitiveness for exporters and importers, and ultimately for the growth of the national economy. He emphasized that the distinction between major and minor ports affects competitiveness and questioned why uniformity cannot be

achieved across ports to ensure a level playing field. He stated that ports should be able to operate competitively and attract cargo volumes based on cost efficiency and operational advantage. **Shri Rakesh Singh President ICCSA** sought clarification regarding the grant of EOU (Export Oriented Unit) status to ports. He stated that to his knowledge, EOU status is not granted to a port as a whole, but only to specific units such as industries, service centres, or manufacturing units located within the port area. He stated that no major port has been granted EOU status in its entirety and sought confirmation from the representative on this aspect. He reiterated that under the existing legal framework, including port and maritime regulations, EOU status applies only to units within ports and not to the ports themselves. He added that examples cited by the representative may relate to units operating within ports rather than the port entity itself. He then explained the distinction between major and non-major ports. He stated that major ports are governed by the Central Government, whereas non-major ports are developed by State Governments, often with private participation, to support broader port-led development across India's coastline. The representative stated that, in certain cases, ports are perceived to have EOU status and cited examples for clarification. **Shri Rakesh Singh President ICCSA** clarified that in such cases, only specific units within ports may have been granted such status, and reiterated that, as per his understanding, no port as a whole has been granted EOU status.

25.7. **Supergas Energy Private Limited (SEPL):**

The representative of the SEPL appreciated the opportunity provided by the Board and highlighted the growing potential of the Tuticorin region, particularly with emerging industries and green energy initiatives. He raised concerns under three broad areas. Firstly, on capacity constraints, it was stated that the increasing scale of industrial activity in the region requires handling of larger vessels, whereas the existing infrastructure is limited to smaller berth lengths and draft. He emphasized that the absence of deeper drafts and longer berths restricts the ability to handle larger ships and reiterated that early implementation of the Outer Harbour project is critical to meet future cargo growth. Secondly, on policy-related issues, he raised concerns regarding customs procedures for vessel clearance. It was submitted that all vessels are presently subjected to boarding and inspection prior to grant of entry inward, resulting in delays. He suggested that a risk-based mechanism similar to RMS used for cargo inspection may be considered for vessel boarding, particularly for frequently calling vessels, to reduce turnaround time and operational delays. Thirdly, on implementation gaps, the stakeholder pointed out that although policies exist to facilitate coastal shipping, they are not uniformly implemented. It was stated that despite provisions allowing selective inspection of coastal vessels, in practice, all such vessels continue to be boarded, causing delays. It was further highlighted that even where incentives such as tariff rebates are provided for coastal cargo, certain terminal operators continue to levy charges applicable to EXIM cargo, resulting in additional cost burden to the trade. He also noted that operational practices at terminals, including prioritization of foreign vessels over coastal vessels in certain situations, adversely

affect coastal services and disrupt established trade routes. He emphasized that while policy intentions are positive, effective implementation on the ground requires alignment across all stakeholders, including terminal operators. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board** thanked the representative of SEPL for the submissions and summarized the issues raised. He stated that regarding the enhancement of port capacity, development of the Outer Harbour is in progress and the same was reviewed by NSB during the visit. He further noted that deepening of the port is technically feasible and that suitable agencies capable of undertaking such work have been identified, with visible improvements expected within the coming period. On the issue of risk-based inspection for vessels, he acknowledged the suggestion and stated that the matter is technical in nature and may be examined further upon receipt of a formal representation. With respect to policy implementation gaps, particularly in coastal shipping, he stated that the Board is aware of challenges in ensuring priority berthing and effective implementation of existing policies. He informed that a subcommittee is examining these issues and is working towards recommending an online system to ensure transparency in allocation of berthing priority. On concerns regarding operational practices affecting coastal vessels, he observed that while commercial considerations exist, ports being public entities must balance profitability with public interest, particularly in promoting coastal shipping as per Government policy. **Shri Rakesh Singh President ICCSA** acknowledged the concerns raised regarding coastal shipping and stated that issues relating to priority berthing, transparency in berth allocation, and de-notification of coastal berths are being addressed at the national level and have been taken up with the Hon'ble Minister. He further stated that simplification of procedures and reduction of transaction costs for domestic cargo movement are also under examination. He specifically enquired whether the **issue of charging EXIM rates (CRC) for coastal cargo** is limited to Tuticorin port or observed across other ports. The stakeholder clarified that such issues arise particularly in Tuticorin, especially during inducement calls, where terminal operators insist on EXIM tariff rates despite submission of coastal documentation. It was stated that, in such cases, despite representations, operators are compelled to pay higher charges due to operational urgency. **Shri Rahul Modi President CCTA** sought details of the specific terminal and vessel involved and noted that while BRC concessions are being extended, issues persist with CRC charges in certain cases. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board advised the representative of the SEPL to submit a detailed written representation incorporating above issues with possible solutions for taking appropriate decisions.**

25.8. **Coastal Indian sailing vessels Association (CISVA):** The representative of CISVA stated that the industry has a long historical presence in India's coastal and regional trade and reflects indigenous shipbuilding practices and traditional navigation. He submitted that the sector is currently declining due to increasing competition from bulk carriers and container vessels and requested that it be recognized as a heritage industry to ensure policy support and priority. The stakeholder informed that operators

in this sector generally run vessels ranging from 250 to 3000 tonnes, with investments ranging from approximately ₹2.5 crore to ₹25 crore. He added that the total investment in the region is significant, while the workforce largely consists of economically weaker and traditional communities, requiring policy support and protection. He further requested that the Government consider providing subsidy of around 40% for construction of new vessels and for modernization or repair of existing vessels, as already represented earlier to the Directorate General of Shipping and the Ministry. He also requested cargo reservation for routes such as Sri Lanka, Maldives, and Lakshadweep to support the sustainability of the sector. He emphasized the need for dredging of the Zone B Harbour channel and berths, stating that the existing draft conditions are inadequate and do not allow vessels to berth while fully loaded. He informed that only limited berths are currently usable and that dredging has not been undertaken for a considerable period. He also raised concerns regarding tug and barge operations carrying general cargo, stating that such practices are affecting the traditional operators' share of cargo and reducing the number of voyages available to them. He submitted that there is a need for basic crew amenities, including restrooms and related facilities at Zone B Harbour, which have been repeatedly requested earlier. He also reiterated the need for representation of the sector in the National Shipping Board, stating that such representation existed earlier and should be restored. He further stated that the sector contributes to fuel efficiency and environmental sustainability, including partial use of sail and reduced fuel consumption, and emphasized that the industry should be supported to sustain its role in the maritime ecosystem. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board** responded that the concerns of the traditional coastal Indian Sailing Vessels have already been taken up by the board in its meeting in Goa in Feb 2026 in its earlier discussions with the Federation of Indian Sailing Vessels Associations. He stated that, as a first step, the Board has requested the Federation to provide a comprehensive database of all associations, including contact details, so that structured engagement could be established. He noted that **this information is still awaited** and emphasized that such a database is essential for targeted policy support. He informed that the demand for declaring the sector as a heritage industry has been referred to a subcommittee, which is examining the requirements and potential benefits. He further stated that related proposals, including development of heritage recognition for locations associated with traditional shipbuilding of Indian Sailing Vessels, are also under consideration. He added that the issue of skill preservation and upgradation in traditional shipbuilding has been taken up, and efforts are being made to design schemes that balance traditional knowledge with modern technology, while also supporting artisans through structured training models. He also observed that there are regional variations in Associations' demands, with different priorities emerging from stakeholders across the East and West coasts. **He emphasized that the Federation should consolidate all such regional inputs into a unified representation to enable effective policy intervention. He reiterated that the Board is supportive of the sector, but action would depend on submission of structured inputs from the industry.** Another representative of CISVA stated that

traditional sailing vessels were historically the primary mode for carrying general cargo, particularly to destinations such as Maldives and Sri Lanka. He observed that the sector is now facing severe competition from container liners, bulk carriers, and landing craft operations, and expressed concern regarding permission granted to certain operators to carry general cargo, which has led to gradual loss of cargo for the traditional sector. He informed that the industry has significantly declined over time, citing reduction in cargo volumes that were earlier handled by sailing vessels. He emphasized that the survival of this sector depends on policy support from the Government, including recognition as a heritage industry and allocation of cargo. He further stated that the industry has been seeking modernization through conversion of vessels, including transitioning from wooden hull to steel hull vessels up to around 3000 tonnes capacity. He noted that such proposals have been under discussion with the Directorate General of Shipping for a long period, including the possibility of standardized designs and approvals for modern vessels. He submitted that the challenge in adopting steel vessels lies in compliance with international standards, which increases regulatory requirements for operators. However, he emphasized that a gradual transition is necessary to sustain the industry while retaining its traditional identity. He also highlighted that during national emergencies and critical situations, including disaster relief and defence operations, traditional sailing vessels have played an important role due to their operational flexibility, and have supported movement of essential goods where larger vessels could not operate. He reiterated that the industry continues to contribute to national interest and requested that the Government provide appropriate policy support, cargo reservation, and recognition, to ensure its sustainability. **Shri Anil Devli, CEO, INSA** observed that while the representative of Indian sailing vessels has raised concerns regarding loss of cargo, it is important to assess whether competing operators are offering services at lower cost. He noted that Government policy generally prioritizes delivery of goods and services at the lowest cost to the consumer and expressed that this poses a challenge in seeking direct cargo reservation where cost competitiveness may not be established. The representative of Indian sailing vessels responded that competing modes may offer slightly lower costs, but emphasized that the primary issue is competition from containerized cargo operations, which is gradually displacing traditional sailing vessel operations. **Shri Anil Devli, CEO, INSA** stated that, given the current policy environment, it may be difficult to justify reservation of cargo solely on cost considerations. He suggested that Indian sailing vessels operators may explore practical mechanisms such as right of first refusal for domestic operators, like provisions applicable in shipping, to ensure participation of traditional vessel operators. He further advised that stakeholders submit detailed and structured inputs, including operational data and requirements, to enable the Board and Ministry to examine feasible policy measures. He also emphasized the need for individual associations to present their specific concerns, in addition to consolidated representations through the Federation. **Shri Rahul Modi President CCTA** enquired whether mechanized sailing vessels and coastal vessels operating in regions such as Tamil Nadu are part of the Federation and whether their issues are being represented collectively. **Shri Rakesh Singh President ICCSA**

sought clarification on whether the competition faced by the Indian sailing vessels operators is from Indian or foreign shipowners. The representative of the Indian sailing vessels informed that the competition is primarily from foreign shipowners. **Shri Rakesh Singh President ICCSA** stated that, where competition is from foreign operators, provisions such as Right of First Refusal (ROFR) may be explored, and advised the stakeholder to engage further with Shri Anil Devli for guidance on the same. He further emphasized the need for the Federation to provide a comprehensive database, including vessel capacity, draft, and operational details. He stated that such data would help identify suitable trade routes and alternative business opportunities. The representative of the Indian sailing vessels informed that the vessels generally operate with a capacity of around 400–510 tonnes and draft of approximately 3.2 metres. **Rakesh Singh President ICCSA** suggested that such vessel profiles may be suitable for inland waterways and shallow draft routes, and that alternate opportunities can be explored beyond traditional routes. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board** reiterated that preparation of a detailed database is essential to enable identification of viable routes, reduce competition, and support policy intervention for the sector.

25.9.1. **Miscellaneous:** A stakeholder informed that they are a major importer of raw materials for fertilizer production and highlighted operational challenges faced at the port. He stated that out of the total vessels handled, a number of vessels experienced delays due to congestion arising from limited berth availability, particularly with restricted infrastructure for handling specific cargo types. He further submitted that vessel-related charges are comparatively high, especially for ammonia cargo, and indicated that such cost differentials are significant when compared with other ports. He stated that congestion and higher charges are affecting vessel planning and may impact future cargo volumes. He also requested that capacity expansion be undertaken prior to further privatization of deep-draft berths, suggesting that additional deep-draft facilities are required to handle larger vessels and support projected increase in cargo volumes **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board responded that tariff structures may vary across ports due to different concession agreements and cost recovery models, but advised that any significant variation may be formally represented for examination. He requested the stakeholder to submit a detailed representation highlighting specific differences for appropriate review. He sought clarification on whether congestion and related issues are recurring and advised submission of a written representation so that the matter can be examined in detail.**

25.9.2. **Miscellaneous:** A stakeholder stated that cargo which was traditionally handled at the port is increasingly getting diverted to other ports due to changing preferences of exporters, who now prefer direct connectivity to destination ports instead of relying on transshipment. It was observed that dependence on transshipment hubs such as Colombo and other ports is impacting cargo volumes at Tuticorin. He highlighted that absence of regular mainline vessel services and the prevailing perception among exporters are contributing to diversion of cargo. The

stakeholder suggested that the existing model of development may need to be revisited and stated that infrastructure development and terminal operations could be approached separately. He submitted that instead of waiting for a single operator to take up end-to-end development, infrastructure may be developed in advance and made available to users and operators to enable early operationalization. He stated that detailed suggestions would be submitted through the association. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board noted that the Port Authority is working towards developing the port as a transshipment hub to reduce dependence on foreign ports and avoid double handling of cargo. He stated that the port's all-weather capability and operational advantages could support this objective. He invited stakeholders to provide suggestions on improving cargo retention and attracting direct vessel calls.**

25.9.3. **Miscellaneous:** A stakeholder stated that despite availability of infrastructure at the port, certain limitations in draft and capacity parameters are affecting its optimal utilization. It was observed that industries located in proximity to the port are still routing imports through other ports such as Chennai, indicating constraints in attracting and handling larger cargo volumes at Tuticorin. He highlighted that while container infrastructure and connectivity exist, the port is not fully able to capitalize on nearby industrial demand due to limitations in accommodating larger vessels and restricted availability of regular mainline services. It was further stated that although some mainline connectivity has been established in recent times, the frequency and volume remain limited and are not sufficient to meet the full potential of the port. He emphasized the need for capacity enhancement, improved draft, and increased mainline vessel calls to ensure that the port can sustain and expand its business in line with regional industrial growth. **The Board noted the concern.**

25.10. **DP World:** The representative of DP world, a terminal operator stated that coastal shipping continues to face competition from road transport, despite offering environmental advantages. It was submitted that end-to-end transit time via road remains competitive, which affects modal shift to coastal shipping. He highlighted that while tariff rebates for coastal operations are available under policy, issues remain with respect to CRC and storage-related charges, which affect the commercial viability of coastal services. It was stated that variations in applicable charges, including differences in terminal handling and storage costs, are impacting adoption of coastal shipping. He requested that cost structures for coastal cargo be reviewed comprehensively, particularly for CRC and storage elements, to improve competitiveness and support volume growth. The representative of DP World enquired about the status of development of the old port facilities. In response, it was informed by the port management that a Detailed Project Report has already been prepared for the old port and that the development process has been initiated. The Board noted the update.

25.11. **TCI:** The TCI representative raised concerns regarding coastal operation costs, including BRC, CRC, and other related charges, as well as storage charges, stating

that the current storage period is limited and creates operational constraints. He also highlighted delays in berthing of coastal vessels, indicating waiting times extending up to several hours in certain instances. In response, it was stated by port management that berthing delays may occur in specific situations where vessels do not adhere to their allotted windows, and that berthing is generally managed based on scheduled windows and operational constraints. **Shri Anil Devli CEO INSA** explained that container vessel operations are primarily managed through pre-allocated berthing windows, and delays may arise if vessels do not arrive within the scheduled window. He advised that vessel arrivals be planned in coordination with terminal operators to avoid detention and delays. **Shri Rahul Modi President CCTA** stated that irregular callers may face such issues more frequently and noted that certain ports provide coastal benefits only to vessels operating strictly between Indian ports. He further observed that storage charge issues for coastal cargo are common across ports due to operational limitations, and require balanced handling to avoid congestion.

25.12. **Harbour Mobile Crane Operators (HMCs):** The representative of HMCs requested that the lifecycle of Harbour Mobile Cranes (HMCs) be considered as 20 years, in line with OEM recommendations, instead of the current consideration of 15 years at the port. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board** advised the stakeholder to submit a formal representation for examination of the issue.

25.13. **Sethusamudram Shipping Canal Project:** One of the stakeholders sought an update on the status of the Sethusamudram Shipping Canal Project. **Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board** replied that there appears to be no significant movement on the project at present.

26. **At the end, Shri Sameer Kumar Khare, IAS (Retd.), Chairperson, National Shipping Board** thanked all stakeholders for their participation and valuable inputs. He appreciated the time taken by participants to share their concerns and suggestions. He requested stakeholders to submit their written representations so that the issues can be examined and taken up with the concerned authorities appropriately. He assured that the Board would make efforts to address the concerns raised. He further encouraged stakeholders to remain in regular communication with the Board and to share any issues or suggestions as they arise.

27. Vote of Thanks:

27.1. The meeting concluded with a vote of thanks to all participants.

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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 15/04/2026	Status on 08/05/2026
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 action is pending. No update was provided by the Ministry of PSW (Director MA).**
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 action is pending. No update was provided by the Ministry of PSW (Director MA).**

3.	7.3	**Development of a dedicated website for the Board and designing of a programme to increase social media presence / public outreach of the board amongst stakeholders:** It was felt by the board that the DGS Mumbai should be requested to do the needful in time bound manner.	DG Shipping	**The DGS website has been updated with NSB contact details, Members' profiles, Sub-group reports, Chairperson's speeches, and Minutes of Meetings. Development of a dedicated NSB website is in progress at the Delhi Office. Online monthly updates will be made available to Board Members once website is ready.**	**Completed. The NSB website is displayed to the board before launch. To be dropped.**
4.	7.6	**Invitation of the representative of Maritime State Development Council (MSDC):** 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).**	**Completed. The board decided to invite concerned State Maritime Board whenever NSB meeting is held in that State. To be dropped.**
5.	7.7	**Monthly Updates:** it was felt by the board that the monthly updates or the action initiated based of the decisions taken by the board should be provided on the website to the board members as the official board meetings in the past have occurred once in every three months	Secretary NSB	**The DGS website has been updated with NSB contact details, Members' profiles, Sub-group reports, Chairperson's speeches, and Minutes of Meetings. Development of a dedicated NSB website is in progress at the Delhi Office. Monthly updates will be made available to Board Members accordingly.**	**Completed. The NSB website is displayed to the board before launch. To be dropped.**

6.	8.1	**Presentation 1: Sagar Setu (NLP-M) Maritime Single Window:** 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	**MSW 2.0 has been deployed in phases; core modules (Vessel Profile, Voyage Registration, IMO FAL Forms, PAN) are live.** **System refinements and data enhancements completed based on stakeholder feedback; additional features (e.g., Save as Draft, workflow flexibility) under development.** **Integration with ICEGATE (Customs) and Immigration systems is in progress to enable single submission and eliminate duplication.** **Key issues under consideration:** **Provision for signed PDF uploads for FAL Forms 3 & 4.** **Low compliance levels despite VCN generation; enforcement measures required.** **Linking MSW submission with Berthing Permission for compliance enforcement.** **Ongoing portal stability and UI/UX improvements.** **Steering Committee mechanism initiated;**	**A board sub committee is now monitoring the progress. To be dropped.**

7.	8.2	**Presentation 2: Directorate General of Lighthouse and Lightships:** Overall, the discussions highlighted challenges in data sharing, staffing, and maintaining security and efficiency in maritime operations. 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 MoPSW (Director MA).**	**The action is pending.** **The Ministry has initiated discussions with NSB, DGLL, IN & ICG. To 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 15/04/2026	Status on 08/05/26
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, which has been documented over many years, the Board also agreed to request the members of the predecessors Boards who are also continuing in the present Board to help in this reconciliation from the old minutes available with them.	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 status record.**	**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 status record.**

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 matter is under examination under the ongoing stakeholder consultations and scheme formulation for the Coastal Cargo Promotion Scheme. The scheme is targeted to be submitted by May 2026. The challenges across the regulatory, financial and structural barriers shall be identified and addressed.**	**The comments have been received from DGS Mumbai to be discussed in the ensuing NSB meeting.**
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. 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.**
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	**Action is under active progress.**	**Action is under active progress.**

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.**	**Action is pending.**
6.	25.1	**Upgradation of the NSB Website:** The Board advised the Secretary NSB to do the needful immediately.	Secretary NSB	**Upgradation of the NSB website is under active progress. The dedicated NSB website is in the final stage of development, with server storage and configuration requirements identified, and hosting/launch action being processed on priority.**	**Completed.** **The NSB website is displayed to the board before launch. To be dropped.**

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 15/04/2026	Status on 08/05/2026
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 needful immediately.	Secretary NSB & Director (MA) MoPSW	**One DEO and one Senior Consultant have been finalized, and their joining formalities have been initiated**	**One DEO and one Senior Consultant have been finalized, and their joining formalities have been initiated**
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**	**The action is pending**
3.	14.1	It was informed to the Board that NSB website's final proposal is already under discussion with the Directorate General of Shipping (DGS). The Board advised the Secretary NSB to do the needful immediately.	Secretary NSB	**The dedicated NSB website is in the final stage of development. Necessary server storage and configuration requirements have been identified, and action for hosting and launch is being processed on priority.**	**Completed. The NSB website is displayed to the board before launch. To be dropped.**

Annexure IV

Status of Action Taken on the decisions taken in the 27th meeting of National Shipping Board (NSB) New Delhi held on 5th October and 6th October, 2025 at 10:00 hrs. in the Conference Hall of Cochin Shipyard Limited, Kochi, Kerala

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status as on 15/04/2026	Status on 22/02/2026
1.		**The Chairperson Sameer Kumar Khare** informed the Board that there is a need for experience sharing amongst the various State Maritime Boards and the National Shipping Board could act as a platform for such interaction. He requested the members to compile the common issues and share with Him by 03/11/2025 F.N.	Secretary NSB / All Member	**The action is pending.**	**The Board decided to finalize these issues in the NSB meeting itself. To be dropped.**

Annexure V

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 15/04/2026	Status on 08/05/2026
1.	8.1	The Secretary NSB was advised to expedite the scanning process of NSB old records.	Secretary, NSB	**Action is pending. Administration Branch engaged for collection, compilation, and verification from all sources (including predecessor Boards) to reconcile meeting numbering and present a consolidated position at the forthcoming Board meeting.**	**Action is pending.**
2.	16.3	The Board agreed to entrust the responsibility to Shri Shantanu Kalita Advisor IPA to coordinate with the office of the Hon'ble Minister to organize the workshop with State Maritime Boards.	Shantanu Kalita Advisor IPA	**Action is pending.**	**Action is pending.**
3.	17.6	The board members to engage with the relevant stakeholders to understand the industry's receptiveness or otherwise to the scheme **(SBFAS & NSBM).**	Action: All NSB Members	**Action is pending.**	**The NSB sub-committee is examining. To be dropped.**

Annexure VI

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 15/04/2026	Status on 08/05/2026
1.	10.3	The Board requested the defaulting NSB members to submit their personal deliverables within this month without fail.	Shri Rahul Modi, Shri Anil Devli, Shri Shantanu Kalita, Prof K. Murali, Shri Madhu Nair, Shri M. S. Randhawa & representative of MoPNG	**Action is pending.**	**The board decided not to pursue the matter further with the defaulting members. To be dropped.**

8.	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.**
9.	14.1	As Shri Anil Devli CEO INSA who was to brief the Board on this agenda item was not present in the meeting, it was agreed to defer this agenda item to the next NSB meeting.	**Shri Anil Devli, CEO INSA**	**Completed. The Board was briefed in the NSB meeting 26-27 Feb 2026 at Goa.**
10.	15.1	The Board agreed to create a new Subgroup (Sub-Group 13) on emerging technologies like Autonomous Vessels / Advance Navigation & Engine Systems / Alternate Fuels & Propulsion Technologies / Green Shipping Technologies / Climate Adaptation & Mitigation Strategies with Shri Arun Sharma CMD IRS as Chair of the sub group.	**Shri Arun Sharma CMD IRS / Secretary NSB**	**Completed. The Board was briefed in the NSB meeting 26-27 Feb 2026 at Goa.**
11.	16.1	The Board agreed to create a new Subgroup (sub-group 14) on reducing the logistic cost in the Maritime Sector including promotion of multimodal logistics with Shri Rahul Modi President CCTA as Chair of the sub group.	**Shri Rahul Modi President CCTA / Secretary NSB**	**Completed. The Board was briefed in the NSB meeting 26-27 Feb 2026 at Goa.**

12.	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.**
13.	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.**
14.	18.3	Shri Rahul Modi President CCTA was requested to take responsibility for coordinating and scheduling these meetings with each of the sub-groups. Following these consultations, the finalised ToRs and group compositions will be formally approved by the Board, after which Capt. Nitin Mukesh, Secretary, NSB, will issue the official notifications constituting the sub-groups.	**Shri Sameer Khare, chairperson NSB / Shri Anil Laxman Devli, CEO INSA / Shri Rahul Modi, President CCTA / Shri Rakesh Singh, President ICCSA / Shri Ajithkumar Sukumaran CS DGS**	**Completed. The notification constituting the sub-committees have been issued on 06.02.2026.**

15.	19.2	The Board agreed to rename newly constituted "sub-group" as "Committee" as per the provision in the NSB Rules 1960 as amended from time to time - Rules of procedure for conduct of Board Proceedings.	**All NSB Members / Secretary NSB**	**Completed.**
16.	27.1	The Board agreed to hold its next meeting in First fortnight of February 2026 at Goa and the Secretary NSB was advised to take up with the concerned Regional MMDA under Directorate of the Shipping & Chairman Goa Port Authority to make necessary arrangements for the meeting.	**Secretary NSB / All Members**	**Completed.**

Annexure-VII

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 15/04/2026	Status on 08/05/2026
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.**	**Completed.** **To be dropped.**
2.	3.1	The Board perused the status 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.**	**Completed.** **To be dropped.**
3.	4.1	The Board perused the status 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.**	**Completed.** **To be dropped.**
4.	5.1	The Board perused the status 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.**	**Completed.** **To be dropped.**

5.	6.1	The Board perused the status 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.**	**Completed.** **To be dropped.**
6.	7.1	The Board perused the status 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.**	**Completed.** **To be dropped.**
7.	8.1	The Secretary NSB was advised by the Board to upload the Communication Strategy on the NSB weblink on the DG Shipping Website.	Secretary, NSB	**Action is pending.**	**Completed.** **To be dropped.**
8.	9.1	The Secretary NSB was advised by the Board to upload the same on the NSB weblink on the DG Shipping Website.	Secretary, NSB	**Action is pending.**	**Completed.** **To be dropped.**
9.	11.1	The board ex-post facto approved the said order constituting these sub-committees. The Secretary NSB was advised by the Board to upload the same on the NSB weblink on the DG Shipping Website.	Secretary, NSB	**Action is pending.**	**Completed.** **To be dropped.**

10.	11.2	He also informed that all the meeting minutes are available on the Directorate General of Shipping website and can be easily accessed and downloaded by the sub-committee members for reference and further action.	Chair of all NSB sub-committees	**Action is pending.**	**Completed.** **To be dropped.**
11.	12.3	The board agreed to write formally to IWAI, but advised the sub-committee to proceed with report preparation based on available inputs rather than waiting indefinitely.	Chairperson NSB / Secretary NSB	**Action is pending.**	**Completed.** **To be dropped.**
12.	12.5	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting	Shri Anil Devli CEO INSA & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**
13.	13.1	The board agreed to write formally to all Government Shipyards, but advised the sub-committee to proceed with report preparation based on available inputs rather than waiting indefinitely.	Chairperson NSB / Secretary NSB	**Action is pending.**	**Completed.** **To be dropped.**
14.	13.11	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Anil Devli CEO INSA & Chair of this sub-committee.	**Action is pending.**	**Completed.** **To be dropped.**

15.	14.1	The board agreed to write formally to Gujarat Maritime Board, but advised the sub-committee to proceed with report preparation based on available inputs rather than waiting indefinitely.	Chairperson NSB / Secretary NSB	**Action is pending.**	**Completed.** **To be dropped.**
16.	14.6	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Rahul Modi President CCTA & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**
17	15.8	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Rakesh Singh President ICCSA & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**
18.	16.2	The board agreed to write formally to Chairman IWAI, but advised the sub-committee to proceed with report preparation based on available inputs rather than waiting indefinitely.	Chairperson NSB / Secretary NSB	**Action is pending.**	**Completed.** **To be dropped.**
19.	16.3	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Rakesh Singh President ICCSA & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**

20.	17.1	The board agreed to write formally to Chairman IWAI, but advised the sub-committee to proceed with report preparation based on available inputs rather than waiting indefinitely.	Chairperson NSB / Secretary NSB	**Action is pending.**	**Completed.** **To be dropped.**
21.	17.2	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Rakesh Singh President ICCSA & Chair of this sub-committee.	**Action is pending.**	**Completed.** **To be dropped.**
22.	18.3	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Rahul Modi President CCTA & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**
23.	19.2	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Commodore Raghu Nair, IN & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**
24.	20.7	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Shantanu Kalita Advisor IPA & Chair of this sub-committee.	**Action is pending.**	**Completed.** **To be dropped.**
25.	21.4	The Board advised the Secretary NSB to update the board on the status in the next meeting.	Shri Secretary NSB & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**
26.	22.1	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Arun Sharma CMD IRS & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**

27.	23.1	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Shantanu Kalita Advisor IPA & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**
28.	24.1	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Arun Sharma CMD IRS & Chair of this sub-committee.	**Action is pending.**	**Completed.** **To be dropped.**
29.	25.1	The Board advised the Chair of the Sub-committee to update the board on the status in the next meeting.	Shri Rahul Modi President CCTA & Chair of this sub-committee	**Action is pending.**	**Completed.** **To be dropped.**
30.	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.**	**Action is pending.**
31.	27.16	After due deliberations, the board agreed to raise these issues before the Hon'ble Minister Ports, Shipping & Waterways during the next interaction of the board with him. The Chairperson was requested to arrange for such interaction as soon as possible.	Chairperson NSB / Secretary NSB	**Completed.**	**Completed.** **To be dropped.**

32.	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.**

33.	29.6	After due deliberations, the board agreed to raise these issues before the Hon'ble Minister Ports, Shipping & Waterways during the next interaction of the board with him. The Chairperson was requested to arrange for such interaction as soon as possible.	DG Shipping / Chairperson NSB	**Completed.**	**Completed.** **To be dropped.**
34.	31.4	The board requested Shri Rakesh Singh President ICCSA to provide an update in the next meeting.	Shri Rakesh Singh President ICCSA	**Completed.**	**Completed.** **To be dropped.**
35.	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.**	**Action is pending.**

36.	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.**
37.	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.**
38.	37.2	After detailed deliberations the board advised Shri Rakesh Singh President ICCSA to provide an update in the next NSB meeting.	Rakesh Singh President ICCSA	**Completed.**	**Completed.** **To be dropped.**
39.	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.**	**Action is pending.**
40.	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.**

41.	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 is pending.**

Annexure-VIII

MINUTES OF THE 31st MEETING OF NATIONAL SHIPPING BOARD (NSB) NEW DELHI HELD ON 10th MARCH 2026 AT 3:00 P.M. AT NSB OFFICE AT JANPATH NEW DELHI

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 15/04/2026	Status on 08/05/2026
1.	2.1	The Secretary NSB was advised by the Board to circulate the draft minutes on the members at the earliest.	Secretary, NSB	**Action is pending.**	**Completed.** **To be dropped.**
2.	3.1	The Board perused the status 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.**	**Completed.** **To be dropped.**
3.	4.1	The Board perused the status 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.**	**Completed.** **To be dropped.**
4.	5.1	The Board perused the status 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.**	**Completed.**
5.	6.1	The Board perused the status 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.**	**Completed.** **To be dropped.**

6.	7.1	The Board perused the status 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.**	**Completed.** **To be dropped.**
7.	8.1	The Board perused the status 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.**	**Completed.** **To be dropped.**

NOTE FROM NATIONAL SHIPPING BOARD TO MEMBER GST IN RESPECT OF GST RELATED AND CUSTOM RELATED PROCESSES AND DIFFICULTIES FACED BY INDIAN SHIPOWNING INDUSTRY AND INDIAN DOMESTIC FREIGHT FORWARDERS.

1. Issue for resolution: Remove 5% IGST on acquisition of second-hand ships by Indian companies.

(Contact: Shri Anil Devli, NSB Member & CEO INSA - Mob: +91 9820061063)

Indian companies importing second hand ships into India are required to pay 5% IGST on the value of the ship. However, foreign flag ships competing with Indian ships are not required to pay such tax neither in India nor outside.

Ask of the industry:

It may be clarified that Indian flag ships which are acquired and imported into India by Indian companies are exempt from the payment of 5% IGST on ships entering Indian waters for the first time under Indian flag.

Current Situation: 5% IGST is levied on Indian flag ships entering Indian waters for the first time.

- Creates financial burden on Indian shipping companies.
- Increases upfront capital cost of acquiring a ship.
- Impairs the competitive ability of Indian ships when they compete for same EXIM and COASTAL cargo with foreign ships.
- It is an acknowledged fact that Indian shipowners predominantly acquire second hand ships for two key reasons: a) constraints on capital, and b) empirical evidence demonstrating superior returns on second hand investments compared to new build ships.
- As a result of this IGST, the Indian shipping industry has a total credit balance with the department amounting to ~Rs. 250 crores as on FY25.

Rationale for removal of 5% IGST on import of ships under Indian flag vessel:

- The following illustrates why credit balance is accumulated.

  Consider an example of acquisition of a ten-year-old and mid-sized tanker costing **USD 40 million (approximately Rs. 360 crores).**

  IGST payable: **Rs. 18 crores (USD 2 million)**

  Average long-term earnings: **USD 15,000/day (USD 5 million/year)**

  GST that can be billed:**~5% (USD 250,000/year)**

  Implied recovery period: **~8 years**

Recovery can only happen provided the ship is engaged in 100% Indian business. However, in reality, shipping is a global business where ships ply all over the world and conduct business with foreign charterers (even for EXIM cargoes with India) with whom we cannot raise a GST invoice. In practice, only a small fraction of IGST is recoverable.

- Indian ships are required to match rates given by foreign ships. However, no IGST is imposed on foreign ships carrying Indian cargo, Coastal and EXIM. This creates an uneven playing field for Indian ships.
- The business of new buildings is distinctly different from that of owning and operating secondhand ships. We are not seeking relaxation of IGST on import of new buildings at all.
- Indian companies DO NOT BUY new ships. We are, therefore, not potential customers of shipbuilding yards. We only buy second hand ships since that is the nature of the demand.
- Schemes for protection of Indian shipbuilding industry:
    - Shipbuilding is already getting a 20% subsidy in price through the SBFA. This protects the shipbuilding business in India.
    - The GoI has imposed Custom duty of approximately 27% on most ships except those within HSN Code 8901.
    - Indian built ships stand highest in the ROFR hierarchy.
- Since full input credit is available, removal of this will be tax neutral to the GoI but will help release valuable working capital for Indian shipping companies.
- TOP SHIPBUILDING NATIONS viz. China, Japan, Korea, Singapore, Malaysia etc. DO NOT IMPOSE GST/CONSUMPTION/VAT on import of ships.
- TOP TEN SHIPOWNING NATIONS – China, Japan, Greece, USA, Singapore, Korea, UK, Norway, Switzerland and Germany DO NOT IMPOSE ANY GST/CONSUMPTION/VAT on ships imported. Neither does EU.

- In fact, most nations exempt maritime services from the purview of GST (**See table 1 below)**

Table 1

Goods and Services received in India	**Import of vessels (IGST)**	**MRO services**	**Customs house agent**	**Port services**	**Insurance/P&I**
Indian Ship Cos	Taxable	Taxable	Taxable	Taxable	Taxable
IFSC Ships Cos	Non taxable	Non Taxable	Non taxable	Non taxable	Non Taxable
Foreign Ships Cos	Non taxable	Non Taxable	Taxable	Taxable	Non taxable
Goods and Services received abroad	Import of vessels (IGST)	MRO services	Customs house agent	Port services	Insurance/P&I
Indian Ship Cos	Not Applicable	Taxable (RCM Basis)	Not Taxable	Not Taxable	Taxable (RCM Basis)
IFSC Ship Cos	Non taxable	Non Taxable	Non taxable	Non taxable	Non taxable
Foreign Ships Cos	Non taxable	Non taxable	Non taxable	Non taxable	Non taxable

- While the intention is to protect shipbuilding in India, Indian companies are seeking exemption on import of second hand ships not on import of newbuilding ships.
- If these yards are indeed capable of building such large ships, these yards may be asked to provide data in support of their claims. In any event, they are providing newly built ships and Indian shipping companies require only second-hand vessels. There is no connection between the two businesses.
- Imposition of IGST on imported second hand ships has not led to any increase in shipbuilding orders. – **See table 2** showing Order Book for Indian Yards from

1st Jan 2010 to 30th June 2017. i.e. Prior to imposition of GST and Order Book from 1st July 2017 to 1st May 2025 – post imposition of GST on import of ships. There are NO ORDERS of 6500 GT and above.

Table 2

Type of Vessel	No of vessels on order 1st Jan 2010 to 30th June 2017	Total Dwt
Product Carrier	16	14655
Bulk Carrier	0	0
General Cargo	105	254517
***Others**	139	67346
Total	260	336518

Type of Vessel	No of vessel on order 1st July 2017 to May 2025	Total Dwt
Product Carrier	10	10393
Bulk Carrier	0	0
General Cargo	103	456224
***Others**	152	265696
Total	265	732313

NOTE: NO ORDER AT INDIAN YARDS FOR SHIPS ABOVE 6500 GT!

- Kindly note that there have been no Bulk Carriers or Tankers (except for product carriers between 223 to 3000 DWT), which have been ordered in either of the periods mentioned above. NO BENEFIT HAS ACCRUED TO INDIAN SHIPBUILDING.
- There is no visible demand for new buildings against which ships can be built. INSA member companies have placed orders for 8 brand new Tugs (Fully Battery and GTTP type) against a guaranteed employment contract from Indian Ports. Hence, new vessels were purchased.
- MoPSW has requested us to show orders placed by Indian companies with Indian yards but which are not fulfilled. This, it is felt would demonstrate the inability of Indian yards to build ships over 6500GT. However, this view is misplaced and incorrect. Indian ships do not buy brand new ships since business demand can only sustain second hand ships.
- Currently, CSL is building a Hopper Dredger at their yard which we understand is being built for the DCI. It is understood that the building began in November 2022 and is still nowhere under completion. It is estimated that CSL will

probably deliver the dredger around July 2026-after a period of almost 4 years. This showcases as to why Indian companies are reluctant to build in India.

- **The benefit of exemption from payment of 5% IGST has been given to Indian flag vessels which are owned in IFSCA. Therefore, the principle that this relief is justified is well settled and the need is not in doubt. It is also clarified here that existing Indian Shipping companies in the DTA are not permitted to migrate into the IFSCA regime. We can provide you with separate details, if you so wish.**
- As per Maritime India Vision (MIV) 2030 report prepared by the Ministry of Ports, Shipping & Waterways, only 2 Indian shipyards have capacity to build ships of more than 6000 GT.

XXXXXXXXX

2. Issue for resolution: GST is charged @5% on Reverse Charge Basis (RCM) on MRO services procured by Indian overseas

(Contact: Shri Anil Devli, NSB Member & CEO INSA - Mob: +91 9820061063)

Ask of the industry:

Remove the 5% IGST levied on MRO services consumed by Indian companies abroad for all ships greater than 6000 GT.

Current Situation:

5% IGST is payable on MRO services consumed overseas by Indian companies. This tax is payable under the reverse charge mechanism, even though the services are performed entirely outside India.

Challenges explained:

- Trading patterns require ships to work away from India.
- Repairs are statutory or will happen in emergency only – can't sail back to India for the latter.
- Complete lack of domestic ship repair facilities for larger vessels upwards of 6000 DWT.
- Specialised services not available in India. For example, underwater cleaning and inspection of hull with robots is a service not available in India.
- No facilities available in India for storage or disposal of sludge residues and contaminants.
- Indian Navy enjoys ousting priority at Cochin shipyard resulting in uncertainty for services available/given to merchant class ships in India.
- INSA members by default use all local facilities to the maximum extent possible.
- There is no logic in off hiring a ship and going outside India for repairs.
- Ships only go out when they do not find space to match time and job specifications.
- INSA companies are unable to offset the IGST paid on MRO since several do business in international waters. In FY26, about Rs. 119.72 crores was paid as IGST on MRO and RCM basis by 83% of INSA member companies.
- Approximately, 19,000 foreign flag vessels call Indian ports annually – almost none use Indian ship repair facilities.
- Singapore, Malaysia, Korea, Japan etc - DO NOT levy GST/CONSUMPTION TAX/VAT on ship repair for their flag ships.

- In fact, most nations do not levy any such tax on MRO services consumed by their national flag ships. (**See table below)**

Goods and Services received in India	**Import of vessels (IGST)**	**MRO services**	**Customs house agent**	**Port services**	**Insurance/ P&I**
Indian Ship Cos	Taxable	Taxable	Taxable	Taxable	Taxable
IFSC Ships Cos	Non taxable	Non-Taxable	Non taxable	Non taxable	Non Taxable
Foreign Ships Cos	Non taxable	Non-Taxable	Taxable	Taxable	Non taxable
Goods and Services received abroad	Import of vessels (IGST)	MRO services	Customs house agent	Port services	Insurance/ P&I
Indian Ship Cos	Not Applicable	Taxable (RCM Basis)	Not Taxable	Not Taxable	Taxable (RCM Basis)
IFSC Ship Cos	Non taxable	Non-Taxable	Non taxable	Non taxable	Non taxable
Foreign Ships Cos	Non taxable	Non-Taxable	Non taxable	Non taxable	Non taxable

Potential benefits:

- Enhanced global competitiveness.
- Enhanced ease of doing business.
- Cost savings for Indian shipping companies.
- Improved fleet maintenance and safety.
- Improved operational costs for Indian shipping companies.
- Increase in potential flagging in India.

Additional informational:

- Capacity wise - Only three shipyards, CSL (125K DWT), Swan Defence and Heavy Industry (SDHI) (400K DWT) and L&T (80K DWT) have the equipment that can accommodate larger ships, at least on paper. The next one, Waterways Shipyard (10K DWT) is way behind.

  There are no details in the public domain about the actual size of vessels (in DWT) repaired by any particular yard.

- Crude tankers, bulkers, LPG and product tankers account for more than 80% of the Indian fleet can practically be serviced by only in one/two yards in India that is CSL and SDHI.

- CSL has 1 dry dock dedicated to ship building and the other is for ship repairs. However, the ship repair dock at Cochin Shipyard Ltd. is being used for naval refits and conducts repairs for 40%-50% of the time. It is also understood that Navy has ousting priority! This makes ship repairs completely uncertain for merchant ships.

- Further, L&T Shipyard and SDHI have the equipment or ability to carry out repairs of larger ships. L&T has ship lift capacity for vessels about L=200 meters and W=46 meters which will include vessels above 6000 GT, though limited by its ship lift of 21,000 MT capacity.

- Swan has a much bigger graving dock that can be used for shipbuilding. These are recent developments and are yet to establish themselves as reliable ship repair facilities for commercial shipping companies. Turnaround time and costs are the most sensitive elements of any ship repair undertaken anywhere in the world.

- Attached is a slide prepared by BCG regarding status and capacities of shipyards in India. This report was prepared by them for the Maritime Vision 2030 report.

India has sufficient installed capacity to deliver coastal and inland vessels

Policy interventions can help turn around distressed yards and further create job opportunities

15+ yards operational with varying capacities

Sl	Shipyard	Location	Capacity
1	Cochin Shipyard	Cochin	235,000 DWT
2	L&T Shipbuilding	Kattupalli[1]	120,000 DWT
3		Hazira	
4	Waterways Shipyard	Chicalim	11,000 DWT
5		Udupi	
6	Modest Infrastructure	Bhavnagar	8,000 DWT
7	Dempo Shipbuilding[1]	Undir	8,000 DWT
8	Chowgule & Co.	Mormugoa	7,000 DWT
9	Mandovi Drydocks	Pilgao	4,000 DWT
10		Rassaim	NA
11	Timblo Drydocks	Xelvona	3,500 DWT
12	Master Shipyard	Cochin	3,500 DWT
13	A. C. Roy & Co.	Ghusuri	3,200 DWT (repair)
14		Shibpur	
15	Vijai Marine	Verna	2,500 DWT
16	Shoft Shipyard	Bharuch	5,000T launch
17	Titagarh Marines	Barrackpore	10,000T annual processing
18	East Coast Boat Builders	Kakinada	*NA*
19	Marine Frontiers	Alibaug	*NA*
20	Seablue Shipyard	Cochin	*NA*
21	Shalimar Works	Kolkata	*NA*

15+ yards not operational due to financial distress

Sl	Shipyard	Location	Capacity
1	RNEL	Pipavav	400,000 DWT
2	ABG Shipyard	Dahej	120,000 DWT
3		Surat	
4	Bharati Shipyard	Mangalore	70,000 DWT
5		Ratnagiri	
6		Dabhol	
7		Kolkata	
8	Western India Shipyard	Mormugoa	60,000 DWT
9	Alcock Ashdown	Bhavnagar	20,000 DWT
✓ 10	Tebma Shipyard	Malpe	8,000 DWT
11	Tebma Shipyard	Chengalpattu	
✓ 12	HDPEL/HCSL	Kolkata	8,000 DWT
13	Sembmarine Kakinada	Kakinada	13,500T lifting
14	Oceanic Shipyard	Dhamara	*NA*
15	Rajapur Shipyards	Rajapur	*NA*
16	Sesa Goa Shipbuilding	Sirsaim	NA

✓ Recently acquired by CSL

1. 45,000 DWT capacity addition in progress

Source: Press search, company websites

You will note that there has been no addition of ship repair facility in India.

See additional details given below.

Details of ship repairs done by INSA member companies
For FY25-26

Q. No.	Issues raised	Below 6000 GT	Above 6000 GT
1	Country-wise details of overseas MRO services availed by Indian-flagged vessels (separately for vessels above and below 6,000 GT) for the last financial year.	Sri Lanka, Angola (**See Note 1)** Batam, Sharjah (**See Note 2**)	Australia, Bahrain, Bangladesh, China, Cyprus, Denmark, France, Malta, Netherlands, Norway, Oman, Qatar, Singapore, South Korea, Spain, Sri Lanka, United Kingdom and UAE.
2	(i) Number of vessels (year-wise) availing overseas MRO services (give data for last 3 years)	7	158
	(ii) Value of these services in Rs. Crore (give data for last 3 years)	8.66	576.82
3	Year-wise IGST discharged under Reverse Charge Mechanism (RCM) on overseas Maintenance Repair & Overhaul (MRO) services in Rs. crore		

2021	**2022**	**2023**	**2024**	**2025**	**2026**
	78.39	91.18	53.69	76.27	119.72

Source: INSA Members data

*This data is from 13 companies representing 83.54% of INSA tonnage.

Note 1: Both vessels are working in these areas and hence could not come back all the way to India only for repairs

Note 2: Four vessels were purchased in laid up condition at these ports and therefore had to be reconditioned and refurbished there before they could be made fit for sailing.

XXXXXXXX

3. Issue for resolution: Double taxation by Customs on Maintenance, Repair & Overhaul services consumed by Indian vessel overseas.

(Contact: Shri Anil Devli, NSB Member & CEO INSA - Mob: +91 9820061063)

Context:

Certain Custom houses are asking an Indian flag ship arriving into India to file a Bill of Entry when it comes to an Indian port after consuming repair services overseas on the grounds that the vessel has consumed repairs outside India and hence duty needs to be paid on the additions and improvements carried out on the vessel.

Ask of the industry:

It may be clarified that in view of the fact that Indian flag shipowner is already discharging the liability in respect of IGST on the MRO services and goods consumed outside India on a Reverse Charge Mechanism basis, no IGST under Customs, needs to be paid once again to the Custom authorities on such MRO services again as “goods”.

Current Situation:

IGST under Customs is being charged by some Custom houses on the ship repair charges paid by the Indian ships outside India despite the fact that the Indian company has already discharged the liability for payment of IGST in terms of Section 5(3) of the Integrated Goods and Services Tax Act, 2017 (‘IGST Act’) read with Notification No. 3/2021-Integrated Tax dated 2 June 2021 issued under section 13(13) of the IGST Act i.e. on MRO services on Reverse Charge Mechanism (RCM) basis.

Further, if the Basic Customs Duty on the said ship is ZERO, then no duty should be payable on the additions and improvements carried out on the same ship.

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4. Issue for resolution: Inclusion of Fuel Used by Indian Coastal Ships under GST Regime

(Contact: Shri Rakesh Singh, NSB Member & President ICCSA Mob: +91 9820989078)

Ask of the industry:

Fuel used by Indian coastal ships (Marine Gas Oil/Diesel) may be brought under the GST regime at a concessional rate of 5%, to enhance the competitiveness and growth of the coastal shipping sector.

Current Situation:

Coastal shipping in India currently accounts for approximately 6% of the national freight modal share. The Government of India has set a target to increase this share to 12% by 2047, as part of its broader vision for a more sustainable, efficient, and cost-effective logistics ecosystem.

India's annual fossil fuel consumption is estimated at approximately 260 MMT. Within this, total fuel consumption by Indian shipping is relatively modest at around 2 MMT per annum. Notably, fuel used specifically by Indian coastal vessels—primarily Marine Gas Oil (MGO)/diesel—accounts for only about 0.5 MMT annually, representing a mere 0.2% of national consumption. This indicates that any fiscal intervention in this segment would have a negligible impact on overall fuel tax revenues.

Coastal shipping operates in direct competition with road and rail transport. Among all cost components, fuel constitutes the single largest expense, accounting for nearly 40% of the operating cost per metric tonne-kilometer of cargo transported via waterways.Given the low volume of fuel consumption in this segment, the associated revenue foregone would be minimal. In contrast, the broader economic benefits would be considerable.

Such a measure would incentivize a modal shift from road and rail to coastal shipping, directly supporting national priorities of sustainability, infrastructure optimization, and cost efficiency.

Further, fuel consumption by Indian vessels is already subject to mandatory reporting to government-controlled agencies. This existing monitoring framework can be leveraged and strengthened, if required, to prevent misuse, leakage, or diversion, ensuring that concessional tax benefits are strictly utilized for coastal shipping operations.

XXXXXXXX

5. Issue for resolution: GST @ 5% with Restricted ITC on Multimodal Transport (With ITC @ 5% only on Transportation). Restriction of 5% Input Tax Credit (ITC) of Transportation of Goods under GST @ 5% on multimodal transport as per Sr. No. 9(vi)(a) of the Notification No. 11/2017-C.T.(R) dated 28.06.2017 as amended.

(Contact: Shri Rahul Modi, NSB Member & President CCTA - Mob: +91 9825212641)

Ask of the industry:

Restore full ITC at 5% GST as admissible prior to 22.09.2025 or provide an option to pay GST @ 18% with full ITC by separate entry similar for railway to clause (iv) of Sr. No. 9 of the Notification No. 11/2017-C.T.(R) dated 28.06.2017 as amended or may be clarified that Multimodal can pay @ 9% CGST (plus SGST) as per Sr. No. 9(vii) of the Notification No.11/2017-C.T.(R) dated 28.06.2017 as amended with full ITC.

Current Situation:

Output GST @ 5% with restricted ITC, while major input services such as transportation By Rail (Container) – 18%, Road – 18% / 5% under RCM, port services, and other logistics support services attract GST @ 18%.

Impact:

Approx. 10–13% cost becomes non-creditable, making multimodal transport costlier. Although coastal shipping is taxed at 5% and inland waterways are exempt, both depend on multimodal integration—resulting in effective nullification of Government incentives.

XXXXXXX

6. A. Issue for resolution: GST @ 18% on Handling & Storage of Agricultural Cargo at Ports & terminals. Incorrect levy of GST on handling of agricultural cargo at sea ports/terminals.

(Contact: Shri Rahul Modi, NSB Member & President CCTA - Mob: +91 9825212641)

Ask of the industry:

Issue a binding clarification that handling and storage (Ground rent) of containers carrying agricultural produce is exempt.

Current Situation:

Despite exemption for agricultural produce as per Sr. No. 54(e) of Notification No. 12/2017-C.T.(R) dated 28.06.2017 as amended, ports are charging GST @ 18% by treating it as container handling under port charges.

Impact:

Exemption benefit is lost in practice, increasing cost across the agricultural supply chain, particularly on terminal handling and ground rent.

Justification (Proof):

Ports identify agricultural cargo based on the shipping documents submitted at the time of entry—primarily the Bill of Supply (invoice) and the Bill of Coastal Goods (BCG), both of which clearly declare the commodity, quantity, value, and weight; as evidenced from the attached Invoice and BCG, where 'WHEAT' is explicitly mentioned with full details. Since exempt agricultural goods do not require an E-way Bill, these documents collectively serve as sufficient and reliable proof for port authorities to identify that the container carries agricultural produce, the container being merely a mode of transport.

XXXXXXXXXX

BILL OF SUPPLY Original Copy

GSTIN : 08AAFHB3825H1ZH **PAN : AAFHB3825H**

M/S BHIM CHAND MIDDHA

GRAIN MERCHANTS & COMMISSION AGENTS
51-OLD DHAN MANDI SRI VIJAY NAGAR
BRANCH OFFICE-4E618 JAINARAYAN VYAS COLONI BIKANER
BIKANER (Rajasthan-08)
Phone : 01498-230345,232245, +9194140-94077

Invoice No. : 63 **Date : 18-04-2026**

Billed To : MOTHERS AGRO FOODS PVT LTD
Address : INDUSTRIAL AREA
City : ANGAMALY (Kerala - 32)
GSTIN : 32AAECM9010H1ZT PAN : AAECM9010H

Shipped To : MOTHERS AGRO FOODS PVT LTD
Address : INDUSTRIAL AREA
City : ANGAMALY (Kerala - 32)
GSTIN : 32AAECM9010H1ZT PAN : AAECM9010H

SN	Description of Goods	HSN	Unit	Packing	Qty	Rate	Amount
1	WHEAT G.W. 283.900 -Tare 3.340	100199	502		280.560	3,250.00	9,11,820.00
	Total		**502**		**280.560**		**9,11,820.00**

Place of Movement : GANDHIDHAM
Place of Supply : ANGAMALY (Kerala - 32)
Payment Mode : CREDIT (MANDI TAX & KRISHAK KALYAN FEE PAID)
Transport : AVANA LOGISTEK LTD MUNDRA PORT
GR No. : LR-437984 Vehicle No. : TSAU3040035
Terms : UFC520843
Broker : RAJENDERA TARAWAT

0.00
INVOICE AMOUNT **9,11,820.00**

Amount : Nine Lakh Eleven Thousand Eight Hundred Twenty Only

For M/S BHIM CHAND MIDDHA

KARTA

PNB BANK SRI VIJAY NAGAR IFSC CODE PUNB0730000
A/C NO 7300008700000102

PORT KANDLA

ORIGINAL/DUPLICATE/TRIPLICATE/PORT USE/OFFICE COPY

BILL OF COASTAL GOODS

System Ref No: 10656114843714

Consignor Name : BHEEM CHAND MIDDHA
Address : 51-OLD DHAN MANDI SRI VIJAY NAGAR RAJASTHAN

Consignee Name MOTHERS AGRO FOODS PVT LTD
Address : INDUSTRIAL AREA, ANGAMALI,KERALA

DATE OF PRESENTATION

Name of Vessel : SSL VISAKHAPATNAM / 237
Rotation No. :
Year : 2026

Port of Loading
KANDLA

Master or Agents

Port of Which Goods are discharged
COCHIN

Packages : 1505

Details of Goods to be given for each class of Description

Number and Description (In words and	Marks & Numbers	Quantity	Unit	Weight	FOB Value		Goods Desc.	INV No.	Remarks
					Rate	Amount			
502 BAGS	TSAU3040035 / 520843	502	BAGS	28.056		911,820.00	WHEAT	63	
498 BAGS	VSBU5000622 / 520852	498	BAGS	27.209		884,292.00	WHEAT	62	
505 BAGS	SEGU3725345 / 520853	505	BAGS	28.164		915,330.00	WHEAT	76	
	Total	1505		83.429		2,711,442.00			

Total No. of Bags (In Words) : One Thousand Five Hundred Five Bags Stuffed in 3 x 20' and 0 x 40' Containers

(For Customs Use Only)

Customs House Seal
BCG No. :

Passed for Loading

P.O.(DP)

Supdt. (DP)

Packages Landed

Packages short Landed

Packages Passed Out Of customs Control

1.We declare that:-
(1) The value,Sort,specification,quality,composition and Description of goods mentioned in this bill of stated to the best of my/our knowledge and belief.I/We certify that they are in accordance and with the terms of the contract entered into with the buyer/consignee in pursuance of which the goods are being loaded and tranported and.
(2) the particulars given above are true.

Place : KANDLA

Date:

6. B. Issue for resolution: Lack of Clarity on Multimodal Transport of Agricultural Produce. No explicit exemption for multimodal transport of agricultural goods.

(Contact: Shri Rahul Modi, NSB Member & President CCTA - Mob: +91 9825212641)

Ask of the industry:

Clarify that multimodal transport of agricultural produce shall be treated as exempt where all individual legs are exempt.

Current Situation:

Individual modes (Road / Rail / Vessel) are exempt as per Sr. No. 20 & 21 of Notification No.12/2017-C.T. (Rate) dated 28.06.2017 as amended; however, Multimodal Transport (combination of these modes) lacks clarity.

Impact:

Leads to inconsistent interpretations and taxation of otherwise exempt cargo.

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7. Issue for resolution: Hurdles faced by Indian ship owners in respect of "first entry" process at different Customs houses in India.

(Contact: Shri Anil Devli, NSB Member & CEO INSA - Mob: +91 9820061063)

At the time of first entry of an Indian flag vessel into India, the first entry formalities differ at different ports. For example, at the first entry, a vessel files a Bill of Entry in respect of the vessels, its bunkers, stores etc lying on board. Certain Custom houses are insisting that "freight" should be added in respect of the value of such a vessel which propels itself and uses its own power to sail and does not pay any freight at all.

Similarly, there needs to be uniformity in the method of calculating Insurance for the purposes of assessable value of a vessel at the time of "first entry" importation.

Ask of the industry:

Freight should not and cannot form part of the assessable value of a vessel at the time of importation because there is no freight in respect of a merchant vessel.

The cost of Insurance for the purpose of assessment of Customs duty should be considered on a proportional basis (by dividing the annual premium paid by 365 days) and should be calculated from the time a ship enters the Indian waters upto the customs port in India.

Current situation:

a) Unlike other goods which are being imported into India, a vessel is propelled with its own power and is not loaded on another conveyance or transported into India.

b) Further, we submit, that under the Customs Valuation (Determination of Price of Imported Goods) Rules, 2007, freight is denoted and referred to in the context of an article being transported by a carrier. The Cambridge dictionary describes freight as the "money paid for transporting goods".

c) There is, therefore, no concept of 'freight' in respect of a vessel since it sails on its own power.

a) All Indian owned ships obtain a Hull & Machinery insurance for the vessel by paying a premium for a period of 365 days.
b) It is our submission that the proportionate value/cost of insurance of the vessel should be ascertained from the time the vessel enters Indian waters i.e from 12 nautical miles until it arrives at its port of 'first entry'.

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8. Issue for resolution: Duty being charged on locally procured bunkers on board an Indian flag vessel when converting from Foreign Going (FG) status to Coastal status at some Custom houses.

(Contact: Shri Anil Devli, NSB Member & CEO INSA - Mob: +91 9820061063)

Certain Custom Houses are asking for payment of Customs duty on Indian origin bunkers or locally purchased bunkers lying onboard an Indian flag vessel when converting from Foreign Going to a Coastal run.

Ask of the industry:

It may be clarified that no Customs duty is payable in respect of Indian origin bunkers or locally purchased bunkers lying onboard an Indian flag vessel when converting from Foreign Going to a Coastal run.

Current Situation:

An Indian flag vessel which has completed its importation formalities (i.e. filing of the Bill of Entry (BoE)) etc. is converting from Foreign Going to Coastal status.

The present process being followed is as below:

a) The Indian shipowners, through their steamer agents, applies to the local Custom House for converting the vessel from Foreign Going to Coastal status.
b) The vessel files a BoE declaring the quantity of stores and consumables remaining onboard.
c) The boarding officer verifies and confirms the stores remaining onboard and issues a Certificate in the following format:

Description	Indian origin/duty paid	Foreign origin
Fuel Oil		
Diesel Oil		
Lube Oil		
Grease		
Chemical		
Paint		
Thinner		
Provisions		

d) The BoE in respect of stores of foreign-origin quantities **ONLY** is assessed for duty, processed and duty is paid.

e) Assessment and duty payment is completed within **5 days (in practice**

much sooner, sometimes within the day itself) from the date of conversion to coastal status and the vessel is granted permission to begin loading coastal cargo.

f) Indian-flagged vessels do not file an IGM or Bill of Entry for the vessel itself once again at the time of reverting from foreign to coastal run after the first importation.

Challenges explained:

c) However, certain Custom Houses insist that BoE must be filed in respect of Indian origin bunkers lying on board the vessels. They insist on payment of duty **once again** on Indian origin/locally purchased bunkers lying on board the vessel. These bunkers are not imported and are clearly identifiable and can be segregated from foreign procured bunkers on board the vessel. We are being told that the vessel ought to have filed a Shipping Bill (SB) for the bunkers which were on board the vessel.

d) The Vessel is not engaging in export of the bunkers and these bunkers are on board for the purposes of propulsion only and not as cargo.

e) It has previous been clarified by the CBIC that a vessel while proceeding from Coastal to Foreign Going run need not file a Shipping Bill. (CBIC letter dated 23 March 2023).

However, certain type of vessels on which the BCD is more than ZERO, in practice, do file a Shipping Bill (FOR THE SHIP only) when converting from coastal to FG due to the fear that they will be asked to file a BoE for the entire vessel again. It is well established in law that a vessel operates as “conveyances”, on subsequent re-entry into India after trading internationally or availing drydocking/MRO services overseas.

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9. Issue for resolution: Development of Cruise Sector in India – GST Rationalization

(Contact: Shri Rakesh Singh, NSB Member & President ICCSA Mob: +91 9820989078)

Ask of the industry:

The cruise tourism sector may be brought under a concessional GST rate of 5%, in line with the aviation sector (economy class), to promote affordability and demand.

Goods and services supplied to foreign cruise liners may be exempted from GST (or zero-rated), to eliminate tax cascading and enhance the competitiveness of Indian ports as home/base ports.

Current Situation:

The Indian cruise tourism sector is poised for significant expansion, with an expected CAGR of approximately 15%, transitioning from a niche segment to a mainstream tourism offering as affordability improves. India has made notable infrastructure investments, including the development of dedicated cruise terminals at major ports. For instance, Mumbai's newly developed international cruise terminal has an annual capacity of approximately 1 million passengers.
Globally, the success of a country as a preferred cruise destination depends not only on port calls but also on its ability to serve as a home/base port for major cruise lines. However, the current GST framework creates a structural disadvantage for the Indian cruise market.

At present, cruise tickets sold within India attract GST at 18%, whereas tickets for identical itineraries purchased outside India are not subject to GST. This disparity places domestic operators and Indian-based sales channels at a competitive disadvantage. In contrast, the aviation sector benefits from a concessional GST regime, with economy class tickets taxed at 5% and business/first class at 18%.The higher tax burden on cruise tickets discourages demand and disincentivizes global cruise operators from establishing marketing and sales operations in India or designating Indian ports as home/base ports.Further, foreign cruise operators face significant challenges in procuring goods and services within India. Due to the absence of a registered taxable presence, such operators are unable to claim input tax credit on GST paid for port services, provisioning, repairs, maintenance, and other operational requirements. This leads to a cascading tax effect, increasing operational costs and reducing the attractiveness of Indian ports relative to competing international cruise hubs.

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10. Issue for resolution: Clarification on GTA & Hiring of Transport Vehicles. Lack of clarity regarding treatment of services where vehicles are hired and used under GTA framework viz. applicability of Sr. No. 22(b) of Notification No. 12/2017-Central Tax (Rate)dated 28.06.2017 as amended when supply of service as multimodal operators under Sr. No.9(vi)(a) of Notification No. 11/2017-Central Tax (Rate) dated 28.06.2017 as amended.

(Contact: Shri Rahul Modi, NSB Member & President CCTA - Mob: +91 9825212641)

Ask of the industry:

Clarify that multimodal operators issuing consignment notes qualify as GTA, and benefits/exemptions applicable to GTA (including hiring of transport vehicles) shall be extended accordingly.

Current Situation:

Members issue consignment notes and operate in the capacity of Goods Transport Agency(GTA), while also hiring transport services. However, ambiguity exists regarding applicability of exemption under Sr. No. 22(b) of Notification No. 12/2017 and classification of such services.

Impact:

Leads to compliance uncertainty, differing interpretations, and potential litigation.

XXXXXXXXX

ANNEXURE X

SAGARMALA
PORT-LED PROSPERITY

Ministry of Ports,
Shipping & Waterways
Government of India

PM GatiShakti
National Master Plan for
Multi-Modal Connectivity

Global Connect
வ.உ.சி துறைமுக ஆணையம்
वी.ओ.सी पत्तन प्राधिकरण
V.O.C Port Authority

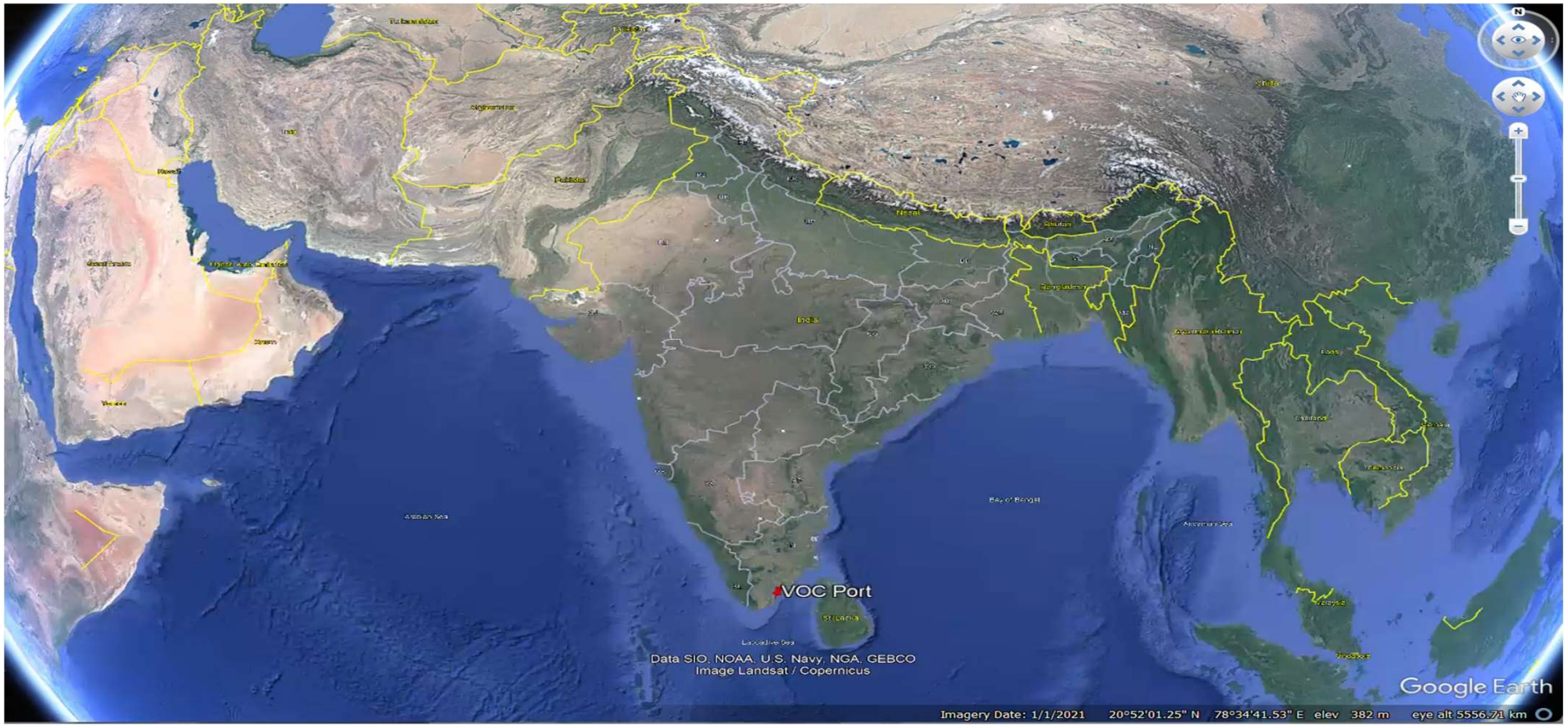
V.O.CHIDAMBARANAR PORT AUTHORITY

Welcomes

NATIONAL SHIPPING BOARD

12.05.2026

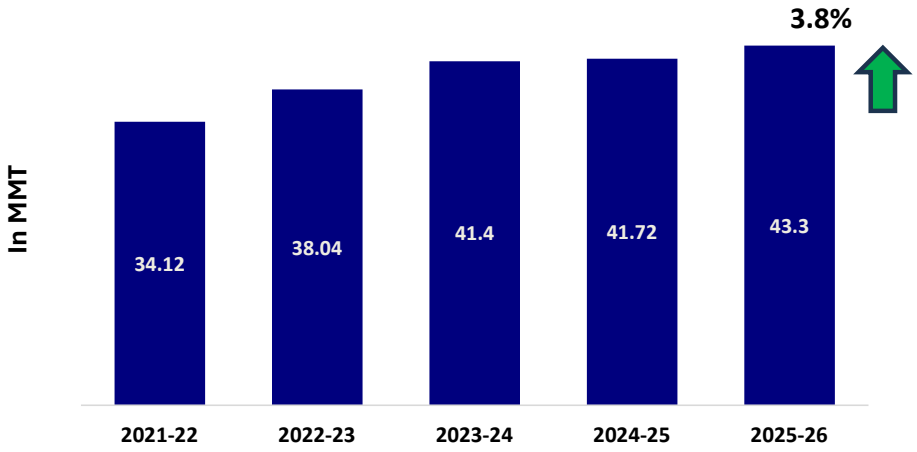
VOCPA AS A PREFERRED PORT

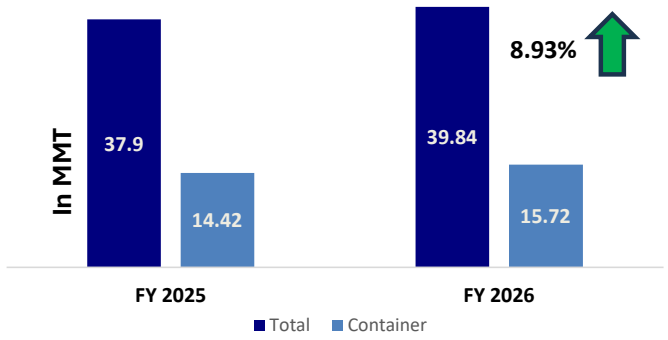


- All weather Port
- Excellent Connectivity
- Least Operating Ratio
- Least Turn-Around Time
- GH & OW Energy Hub
- Regional Quarries

PERFORMANCE SNAPSHOT

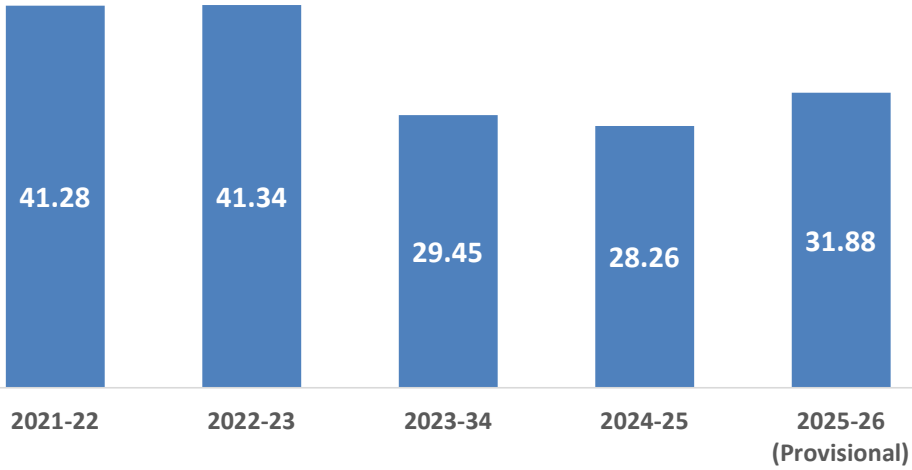
TRAFFIC PERFORMANCE



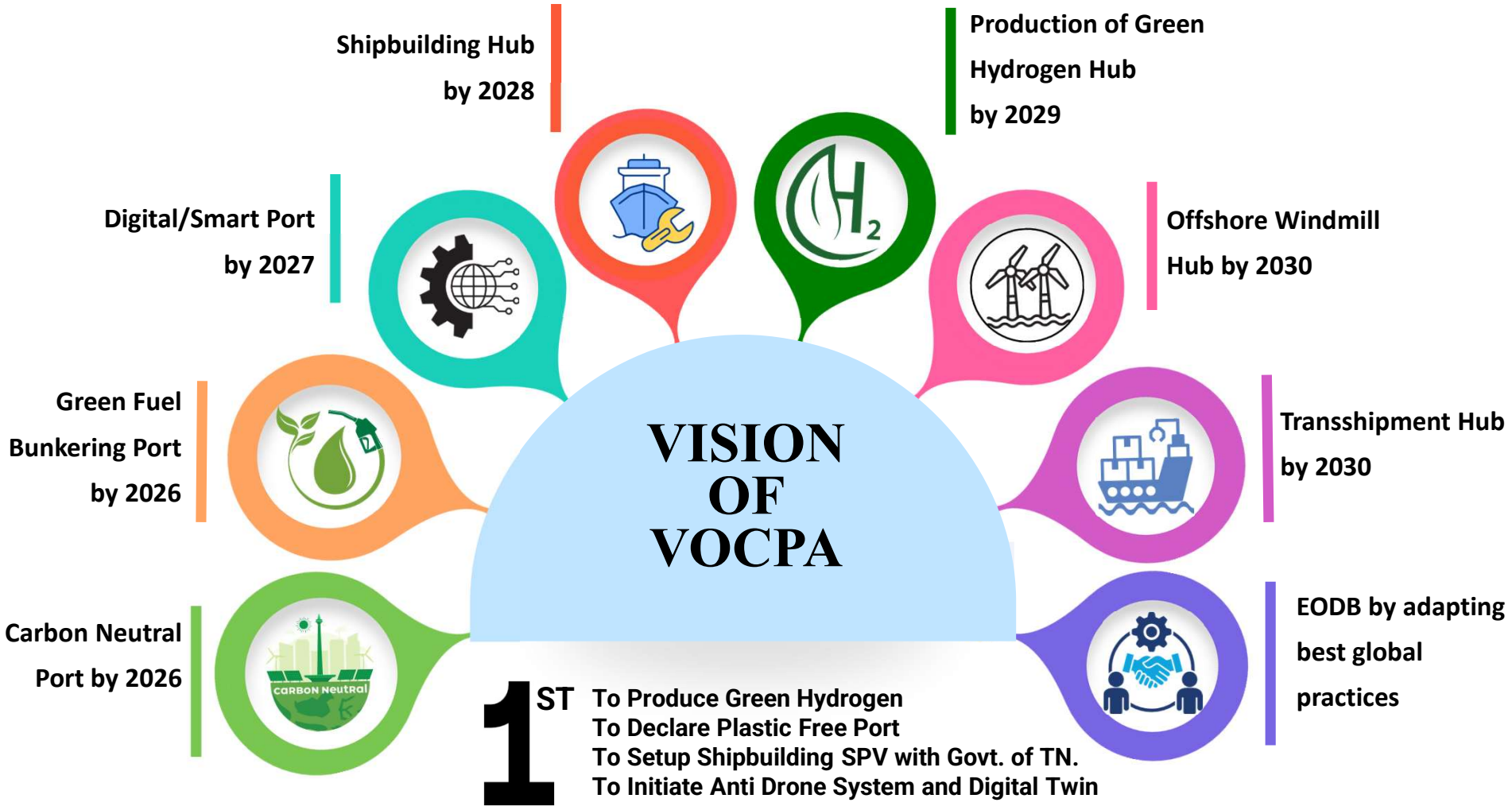


FINANCIAL PERFORMANCE

OPERATING RATIO



Particulars	2021-22	2022-23	2023-24	2024-25	2025-26 (Provisional)
OPEX	246.38	304.63	289.98	286.48	337.50
Total income	654.52	820.49	1121.92	1205.71	1254.96


Shipbuilding Hub by 2028
Production of Green Hydrogen Hub by 2029
Digital/Smart Port by 2027
Offshore Windmill Hub by 2030
Green Fuel Bunkering Port by 2026
Transshipment Hub by 2030
Carbon Neutral Port by 2026
EODB by adapting best global practices
VISION OF VOCPA
CARBON Neutral
1ST
To Produce Green Hydrogen
To Declare Plastic Free Port
To Setup Shipbuilding SPV with Govt. of TN.
To Initiate Anti Drone System and Digital Twin



Capacity Augmentation for Future-ready VoCPA

MAJOR INFRASTRUCTURE PROJECTS

COMPLETED

- Conversion of Berth-9 to Container Terminal
- Dredging of NCB-III
- Commissioning of NCB-II
- Link Conveyor

ONGOING

- Development of Berth – 10
- Upgradation/ Revamping of existing 22KV Electrical System to 110KV Electrical System
- Mechanization of NCB-III on PPP basis
- Desalination Plant

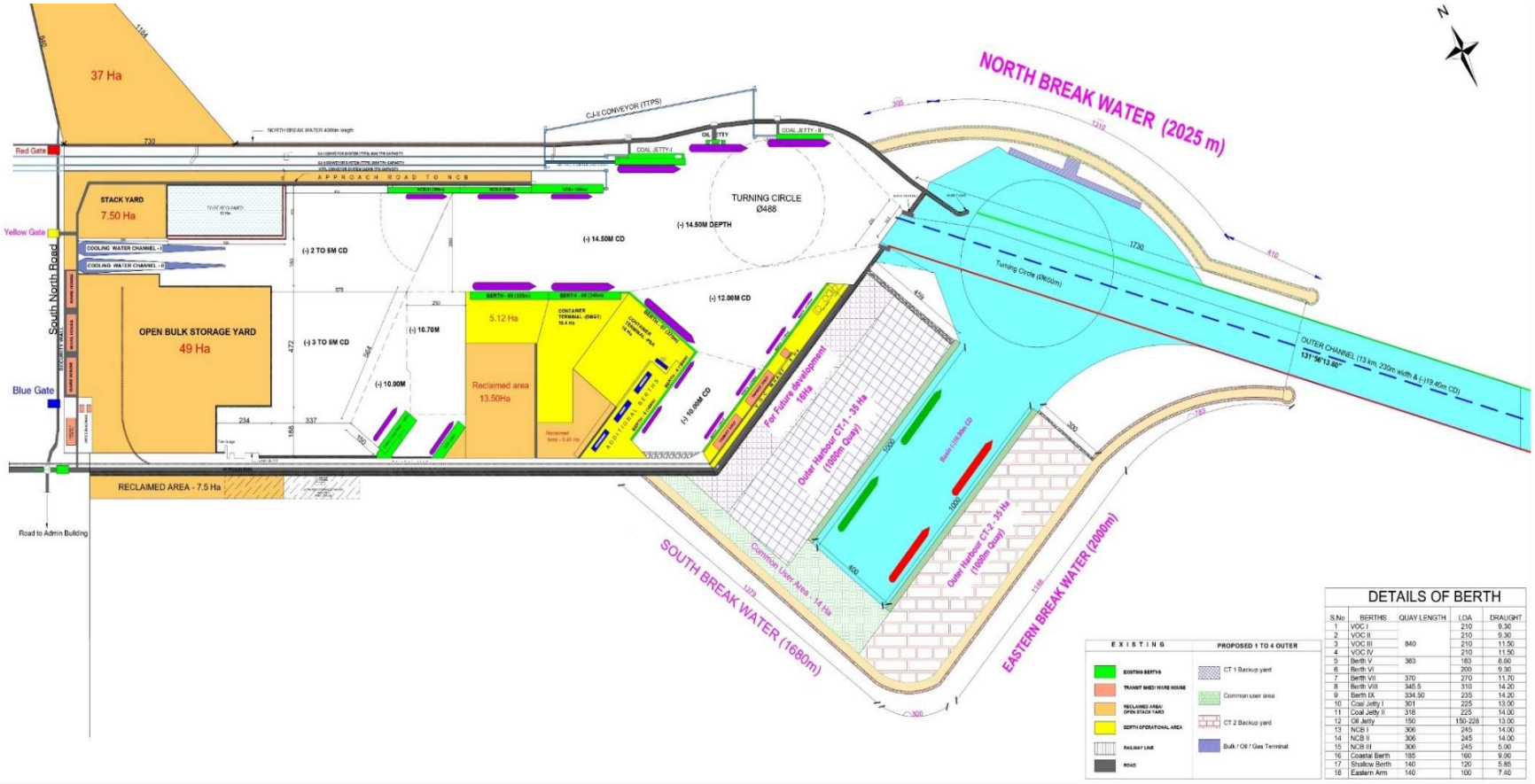
FLAGSHIP

- Outer Harbour
- Mega Greenfield Shipbuilding Cluster
- Offshore Windmill Terminal

PROPOSED

- Inner Harbour Dredging
- Development of Berth No 7

OUTER HARBOUR PROJECT



DETAILS OF BERTH

S.No	BERTHS	QUAY LENGTH	LOA	DRAUGHT
1	VOC I	840	210	9.30
2	VOC II		210	9.30
3	VOC III		210	11.50
4	VOC IV		210	11.50
5	Berth V	383	183	8.80
6	Berth VI		200	9.30
7	Berth VII	370	270	11.70
8	Berth VIII	345.5	310	14.20
9	Berth IX	334.50	235	14.20
10	Coal Jetty I	301	225	13.00
11	Coal Jetty II	318	225	14.00
12	Oil Jetty	150	150-228	13.00
13	NCB I	306	245	14.00
14	NCB II	306	245	14.00
15	NCB III	306	245	5.00
16	Coastal Berth	185	160	9.00
17	Shallow Berth	140	120	5.85
18	Eastern Arm	140	100	7.40

Restructured Outer Harbour Project - NUTSHELL

Outer Harbour Project - Main Features

Total Capacity	5.2 MTEUs
Breakwater Length	5,650 m
Channel Width and length	295 m & 11 km
Quay Length	1,000 m each (2 nos)
Proposed Draft	Up to 18m
Dredging Quantity	20.30 M.Cu.m
Reclamation for backup area	110 Ha
Total Project Cost	₹ 17,166.99 Crs.

- Planned to Execute through PPP route in two phases.
- All Basic Civil Facilities through HAM
- Mechanization and Utilities – for each Terminal – through DBFOT mode
- Timelines:

Phase – 1: By 2030
Phase – 2: By 2035

DEDICATED WINDMILL TERMINAL



- Recently, VOCPA has handled historic **147 number** of windmill blades in single vessel; the highest in India
- Record 30% windmill cargo growth this year and to cater such cargo, VOCPA is developing **dedicated windmill terminal**.
- DPR is prepared and submitted for approval.
- Project Cost is Rs. 750 Cr. (out of which Rs 300 Crs as VGF)
- Project completion: 2030

DEVELOPMENT OF BERTH NO. 7



Present Scenario

There are 2 container terminals in VOCPA - capacity: 1.2 Million TEUs.

Forecast

Traffic Forecast for 2029-30 – 2.24 Million TEUs.

Objective

To cater the traffic, 7th Berth to be developed as Container terminal with 15.5 Mtrs. Draft.

Status

The Project has been approved in SFC project cost: Rs.500+ Crs.

DEVELOPMENT OF BERTH 10

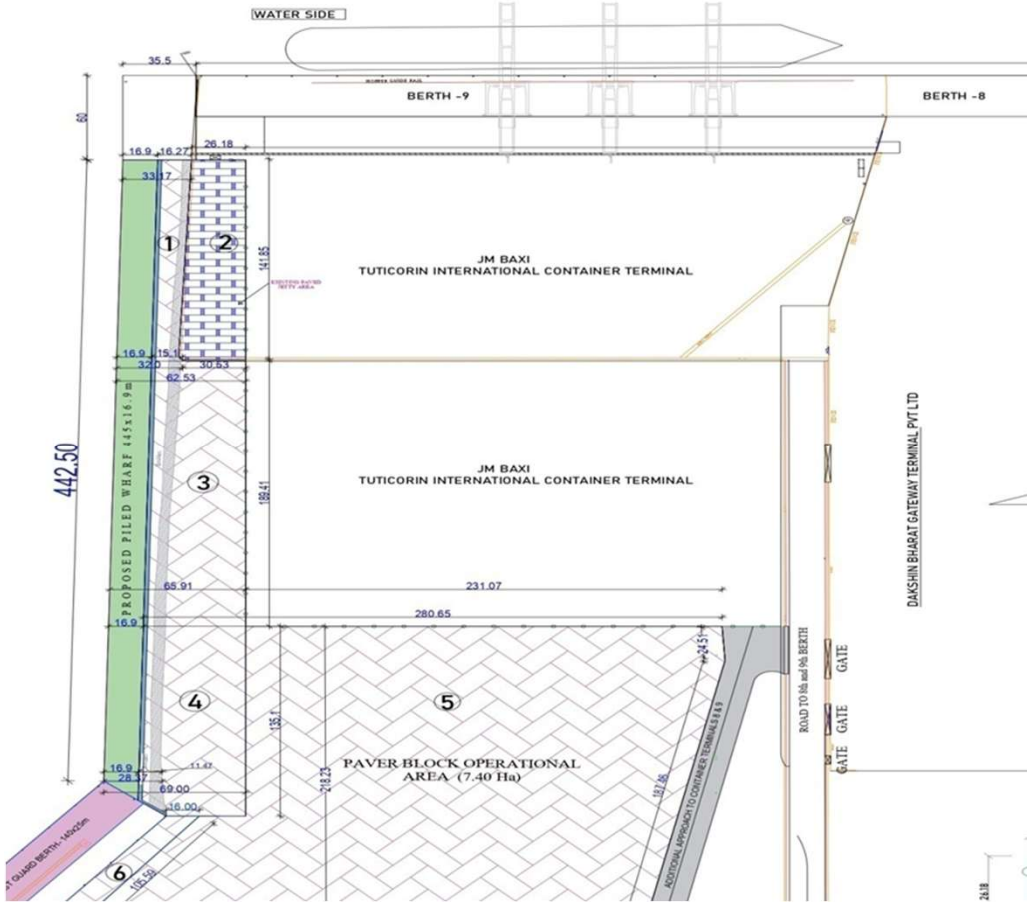
Technical Details

- Length of Berth : 442.50m x 16.90m
- Backup area : 7.4 Ha
- Existing depth available: 10.70m
- Initial draft : 10m (will be deepened in future to handle 15.50m draft vessels)

Financial Implications

- Development of Berth: 65 Cr.
- Development of Backup Area: 27 Cr.
- Contingency / others : 8 Cr.
- Total: 100 Cr.

Completion by: August 2026





Technology in Marine

SMART i-VTS



- Used for monitoring and surveillance in ports, it integrates multiple sensors and systems to provide efficient traffic management, data sharing, and flexible operations for small, medium, and large ports.
- **VOC Port Indigenous Smart iVTS Initiative under Atma Nirbhar Bharat in collaboration with NTPWC.**

வ.உ.சி துறைமுக ஆணையம்
வி.ஓ.சி पत्तन प्राधिकरण
V.O.C Port Authority
Global Connect

NATIONAL TECHNOLOGY CENTRE FOR PORTS WATERWAYS AND COASTS
NTCPWC

SMART i-VTS





Major advantages

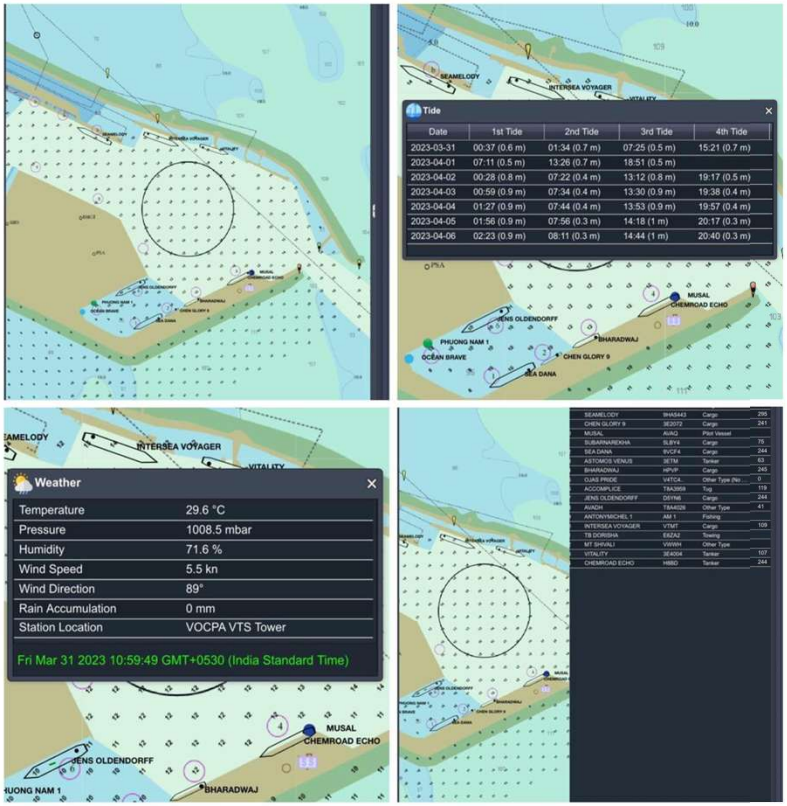
- Advanced Monitoring System
- Smart Traffic Control Integrated Data Sharing
- Scalable for Any Port
- Safer & Efficient Operations

Development

- Artificial Intelligence driven Smart decisions
- Digital geo-fencing and change detection alerts for safer navigation
- Virtual Aid for Navigation to enhance navigation channel visibility
- Better vessel traffic visibility and situation awareness through intuitive visualization

SAGAR DRISHTI - (VTS mobile app)

Sagar Drishti is a mobile app used in ports to monitor vessel movements in real time. It is mainly used at VOCPA and provides AIS-based ship tracking, weather, and tide information.



Advantages:

- Real-time tracking of ships and vessels
- Improves port safety and navigation
- Helps manage vessel traffic efficiently
- Provides weather and tide updates
- Reduces delays in port operations
- Supports faster decision-making by port authorities
- Easy monitoring through mobile devices
- Enhances coordination between ships and port officials

PILOT THAGAVAL - (Pilot Card mobile app)

Pilot Thagaval is a mobile app used in Indian ports for digital pilot card management and pilot movement information. It helps pilots and port authorities record vessel details electronically before ship movement operations.

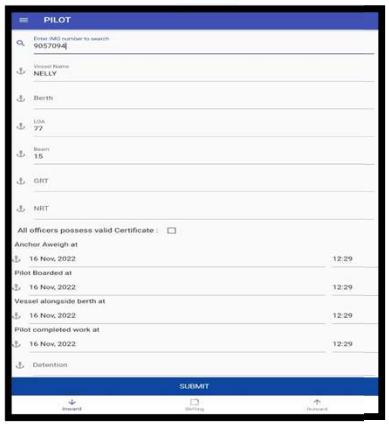
Advantages:

- Reduces paperwork
- Faster vessel information sharing
- Better pilot–ship communication
- Improves berthing safety
- Digital storage of ship details
- Efficient pilot and traffic management
- Supports offline berthing plans
- Saves time and improves port operations
- Promotes smart and digital ports

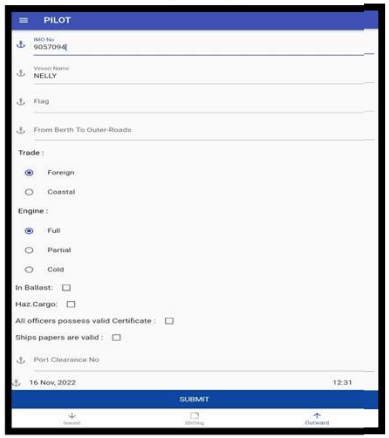
2



1



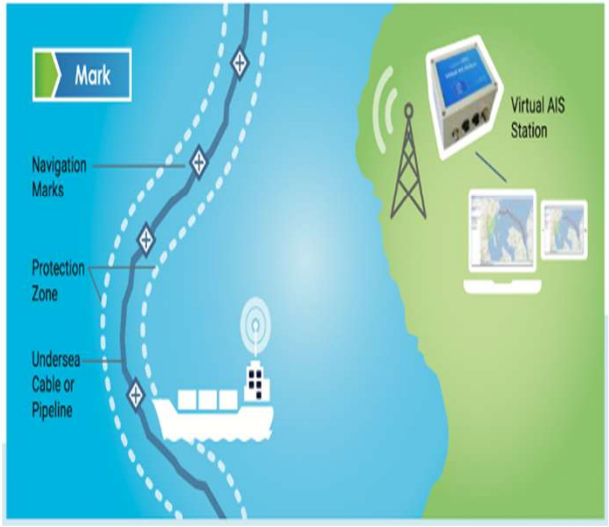
3



Virtual aids to navigation (VAtoN)

- Virtual aids - Virtual Buoys in ports are digital navigation aids that use GPS, sensors, and electronic charts instead of physical buoys.
- Navigation is an electronic navigational aids that exist only in a virtual environment, represented on electronic charts and AIS systems, without physical counterparts
- Improve maritime safety by guiding vessels, marking hazards, and providing positional information.
- Use of AIS (Automatic Identification System) to broadcast the position and details of the virtual buoy.







Seafarer Center

VOC Port- Seafarers Centre
Initiative under MIV 2030 and Amrit Kaal 2047

- Proposal for MLC, 2006-Compliant Seafarers Centre for Welfare Facilities in line with MIV 2030 and Amrit Kaal 2047.
- Port-based welfare facilities for seafarers, in compliance with Regulation 4.4 of the Maritime Labour Convention (MLC), 2006. This initiative forms part of Maritime India Vision (MIV) 2030 and aims to strengthen seafarer-centric infrastructure across Indian ports.

FACILITIES

- Communication centres (internet and telephone)
- Medical and first aid facilities
- Recreation and leisure areas
- Food and beverage services
- Accommodation for rest and recuperation
- Access to financial services
- Welfare support, including counselling



GREEN INITIATIVES

EVOLUTION OF RENEWABLE ENERGY



MAJOR GREEN INITIATIVES – COMPLETED

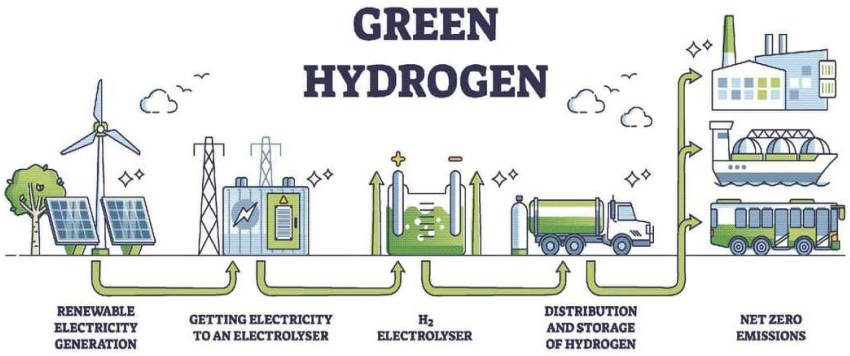
Green Hydrogen Demo Plant

The plant was commissioned in April 2025 and was inaugurated by Hon'ble Union Minister on September 5, 2025



Project Details

Project Cost	- Rs. 4.5 Crs
Capacity	- 10 NM3
Electrolyser (PEM)	- 50 KW.
Fuel Cell (PEM)	- 15 KW
Cascade cylinder Storage	- 8 Kg






V.O.C PORT
GREEN HYDROGEN
PLANT

MAJOR GREEN INITIATIVES – COMPLETED

Certifications

Acheived IGBC Platinum Certificate, Shunya and Shunya Plus Certificates

IGBC

CII
Confederation of Indian Industry

Indian Green Building Council (IGBC)

hereby certifies that

Administrative Office, VOC Port

Tuticorin

(IGBC Registration No. EB 25 0386)

has successfully achieved the Green Building Standards required for the following level of certification under the

IGBC Green Existing Buildings Rating System

Platinum

04 February 2026

(This certification is valid for next 3 years)

B Thiagarajan
Chairman, IGBC

K S Venkatagiri
Executive Director, CII-Godrej GBC

ऊर्जा दक्षता ब्यूरो
(भारत सरकार, विद्युत मंत्रालय)
BUREAU OF ENERGY EFFICIENCY
(Government of India, Ministry of Power)

आज़ादी का अमृत महोत्सव

No.: BEE/Shunya Labelling/Certificates/25-26/276

It is certified that Port Hospital, VOCPA, Thoothukudi, Tamil Nadu building has been awarded a BEE Shunya Plus Label with the details below:

Name and address *of the building*	Port Hospital, VOCPA, Thoothukudi, Tamil Nadu
Connected Load	203 kW
Built up area (Excluding Basement Area)	3363.52 sqmts.
Annual Energy Consumption (Utilities + on-site non- renewable resources (kWh))	-39,363 kWh/year
Energy Generation (from on-site renewable resources)	1,25,572 kWh/year
Energy Performance Index (EPI) (Excluding electricity generated from on-site renewable resources)	(-)11.7 kWh/(sqmts.year)
Label Awarded	Shunya Plus

*The label would be valid for a period of **3 years** from the date of issue.*

Date: 06 February, 2026

(Pravatanalini Samal)
Director

ऊर्जा दक्षता ब्यूरो
(भारत सरकार, विद्युत मंत्रालय)
BUREAU OF ENERGY EFFICIENCY
(Government of India, Ministry of Power)

आज़ादी का अमृत महोत्सव

No.: BEE/Shunya Labelling/Certificates/25-26/275

It is certified that Administrative Building, VOCPA, Thoothukudi, Tamil Nadu building has been awarded a BEE Shunya Label with the details below:

Name and address *of the building*	Administrative Building, VOCPA, Thoothukudi, Tamil Nadu
Connected Load	210 kW
Built up area (Excluding Basement Area)	12,150.55 sqmts.
Annual Energy Consumption (Utilities + on-site non- renewable resources (kWh))	20,448 kWh/year
Energy Generation (from on-site renewable resources)	1,33,158 kWh/year
Energy Performance Index (EPI) (Excluding electricity generated from on-site renewable resources)	1.68 kWh/(sqmts.year)
Label Awarded	Shunya

*The label would be valid for a period of **3 years** from the date of issue.*

Date: 06 February, 2026

(Pravatanalini Samal)
Director

Recently, signed MoU with Tata Motors for **40 hydrogen-powered trucks** for port operations

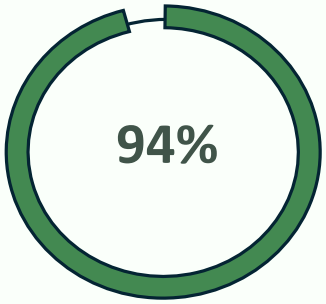


MAJOR GREEN INITIATIVES – COMPLETED

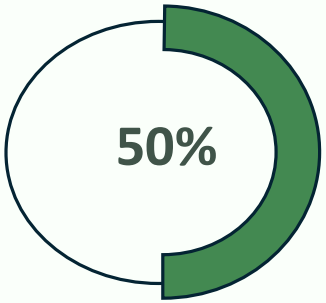
Declared as Single use Plastic Free Port



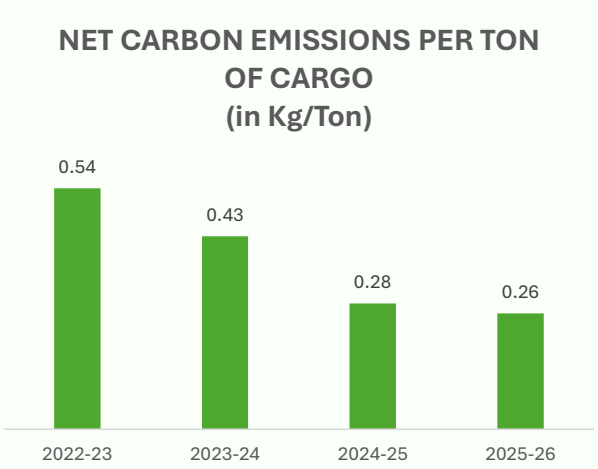
Key Carbon Offset Stat (FY 2025-26)

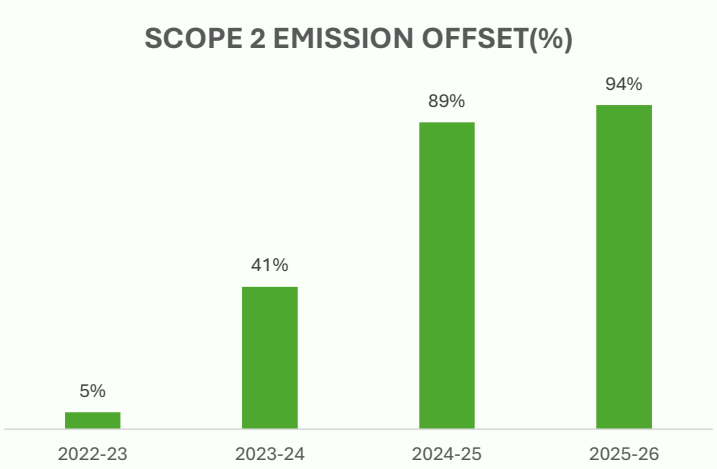


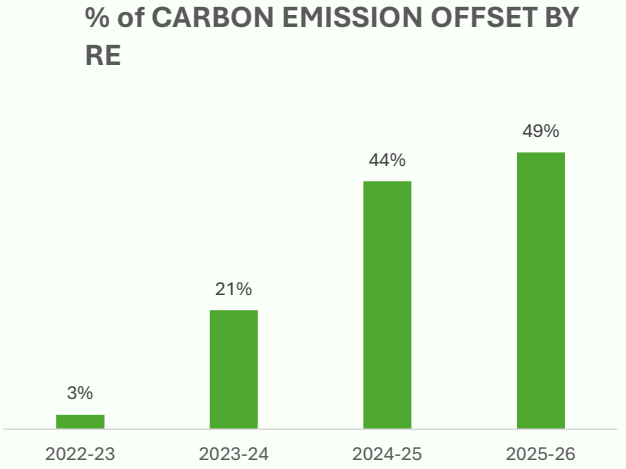
Scope 2 carbon emission offset



Total Carbon Offset Achievement







MAJOR GREEN INITIATIVES - UPCOMING

ONGOING

- 2MW Ground Mounted Solar
- 9MW Wind Turbine Farm
- 8MW wind Farm & 5MWH BESS
- Carbon Credits
- Green Methanol Bunkering Facility
- Green Tug Transition
- Afforestation
- ISO 50001
- Green Shipping Corridor

FUTURE PROJECTS

- Green Methanol Production from Municipal Solid Waste
- Smart Solid Waste Management
- Green Payloaders
- Deployment of 2MW Green Hydrogen Plant for Green Mobility
- Shore to Ship Power
- 5MW Offshore Wind Farm

2MW Green Hydrogen Production & Mobility Pilot Project



01

Objective

Demonstrate green hydrogen as a zero-emission fuel for mobility and support the transition away from fossil fuels.

02

Project Scope

- Installation of a 2 MW Electrolyser-based hydrogen production plant with storage.
- Facilitation of hydrogen-powered vehicle trials to assess operational feasibility.

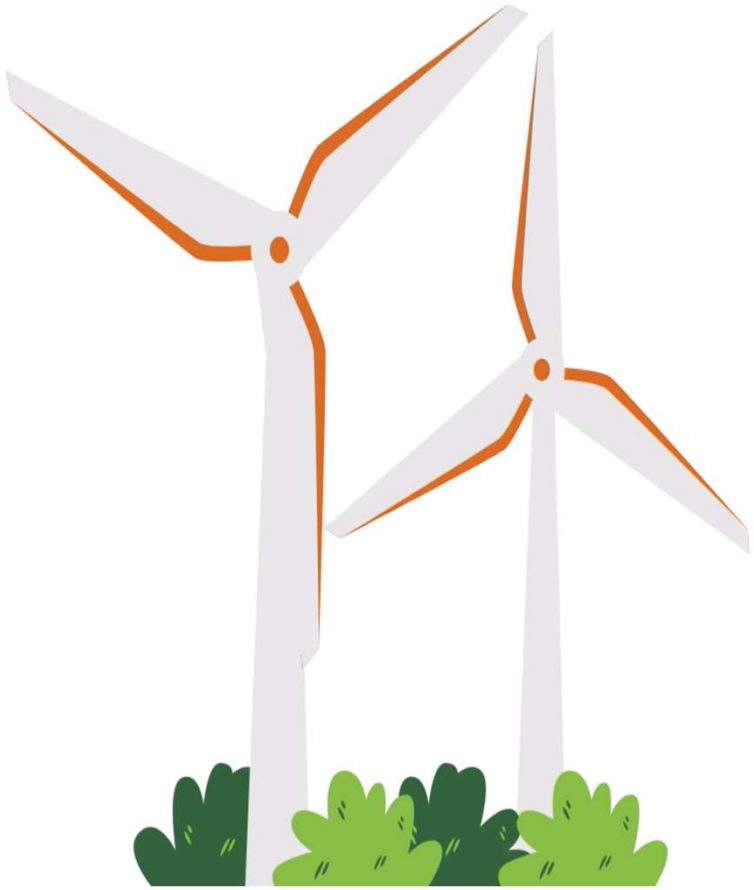
03

Expected Outcome & Status

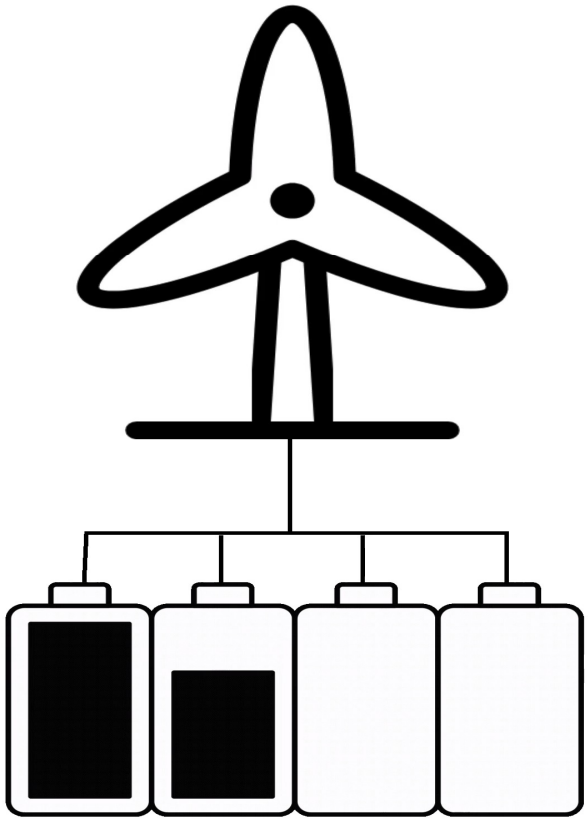
- Enabling decarbonization of transport and strengthening VOC Port's green initiatives
- Tender floated on 13th March 2026

9 MW WIND FARM

Capacity	**9 MW**
Estimated cost	Rs. 100 Cr
Annual Generation	225 lakh kWh
Carbon Offset	168 lakh kg
Project Completion	August 2026
Project Benefits	As a part of Green Port Initiative, VOCPA is in the process of establishing 9MW wind farm to meet **"NET-ZERO" objective**.



8 MW Wind Power Plant with 5 MW BESS



Project Scope

Development of an 8 MW wind power generation facility along with 5 MW Battery Energy Storage System for energy storage and efficient power management.

Objective

Increase the share of clean energy in port operations while improving grid stability & energy reliability.

Status

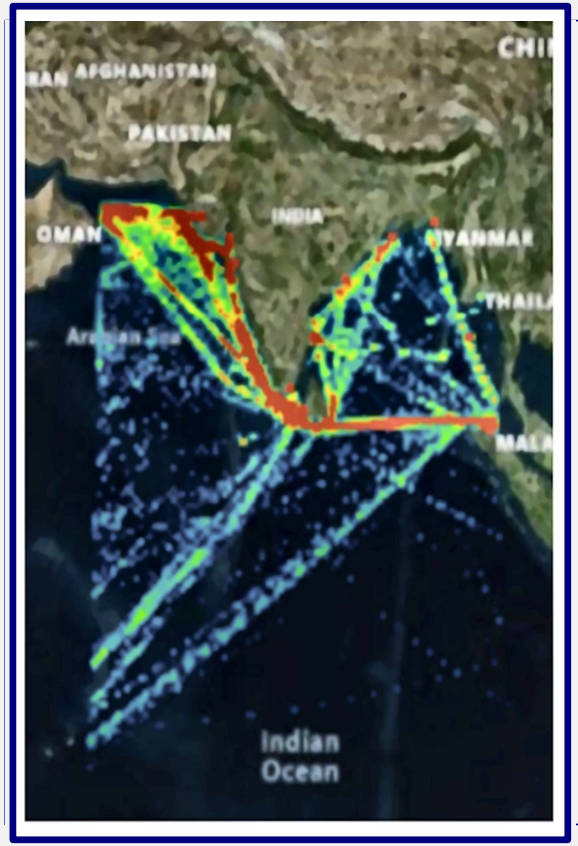
Work awarded on 11th March 2026

Estimated Project Cost: ₹ 84.48 Cr

Timeline

Tentative completion date: 10th March 2027

South India is gaining significant potential to act as bunkering and export node connecting east west corridor



Strategic Route Positioning: South Indian ports fit in the India–EU Corridor

- India-EU trade ties are taking new strides, bolstering the Maritime Green Corridor East–West trade lane, via Southeast Asian transshipment nodes
- Approximately **~70%** of the vessels voyaging between EU & Fareast Asia travel **<150 nautical miles** from south India ports (VOC, Mangalore, Kochi)
- Their proximity to produce **1 MT of e-Methanol** & **1 MT of e-Ammonia** positions South India as a significant e-fuels energy hub.

Green Methanol bunkering infrastructure to be ready in 2026; to be scaled in stages to meet increasing demand

Storage facility to be ready by May-2026



Certification agency to certify facility readiness for methanol bunkering

DNV

All major shipping lines already have an active relationship at port

MAERSK

X-PRESS FEEDERS

CMA CGM

BSM

Hapag-Lloyd

Expansion of storage facility for 2030 bunkering plans

Year	Domestic vessels (in KT)	Internatio-nal vessels (in KT)	Total (KT)
2027	1	-	1
2028	1	12	13
2029	2	24	26
2030	2	48	50

CARBON CREDITS

- Carbon credits (or offsets) are tradable certificates representing the removal or reduction of 1 metric ton of carbon dioxide equivalent from the atmosphere.

- Benefits: Monetize sustainability efforts, generate additional revenue from tradable carbon credits.

FINANCIALS

- Total no. of credits for all the projects are expected to be **19,483 in 10 years**

- Total Revenue is expected to be Rs. 75.94 Cr. with an expected expenditure of Rs. 48.3 Cr. In 10 years

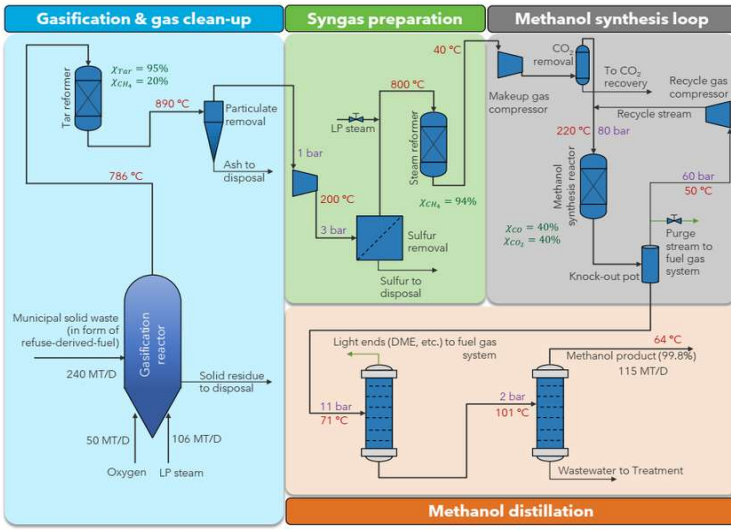
Projects of VoCPA eligible for carbon credits

Sl. No.	Project Title	Project Implementation Status	Carbon Market Status
1	Supply, Installation of 400KW Roof Top Solar	Completed	Listed in GCC
2	Supply, Installation of 1 MW ground-based Solar Power Plant	Completed	Listed in GCC as 3 MW Ground Mounted Solar Power Project
3	2 MW Ground-based Solar Power Plant	Ongoing	
4	Supply, Installation of 6.3 MW Wind power plant	Ongoing	Listed in GCC as 9 MW Grid-Connected Wind Power Project
5	Supply, Installation of 2.7 MW Wind power plant	Ongoing	
6	Pilot green hydrogen development plant with 10 Nm^3/hour (50KW) capacity	Completed	Account created under CCTS, PDD preparation ongoing.
7	Increased green cover / afforestation efforts.	Ongoing	Internal document review
8	Smart Waste Management	Future	-
9	Green Methanol production from Municipality Solid Waste	Future	-
10	Offshore Wind	Future	-

MSW To Green Methanol Pilot Plant

Discussed technical requirements with Universal Cleantech Solutions for green methanol production.

Informed them that methanol must meet international certification standards (e.g., RFNBO) to be classified as green methanol.



MSW to Green Methanol

- Refused Derived Waste (from Municipal Solid Waste)
- Syn Gas Preparation
- Methanol Synthesis Loop
- Methanol Distillation



- 125 TPD of Solid Waste will produce 7-9 kL per day of Green Methanol
- Cost of project: 36 Cr. Approx.
- Green Methanol Price: Rs. 45 / Litre

Project Proponents of Green Hydrogen Hub

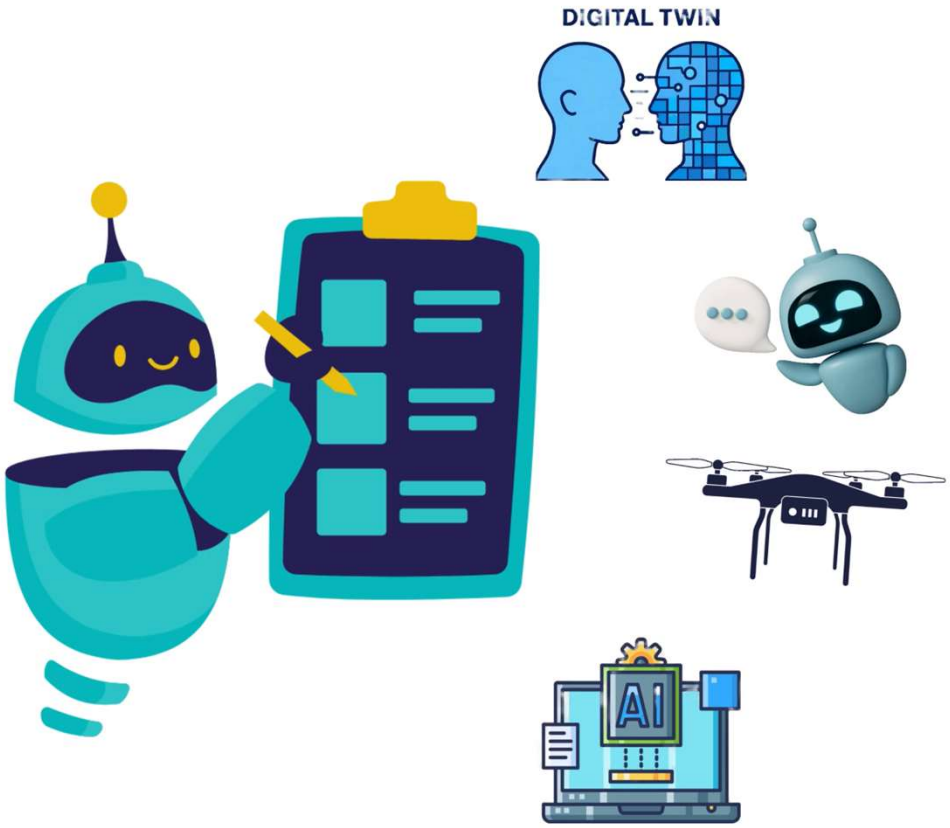
Sl. No.	Name of the allottee	Area allotted (in acres)	Purpose of Allotment	Investment	Production Capacity	Timelines
1	Renew E-fuels Pvt Ltd.	10	Green Ammonia Storage	Rs. 400 Cr	-	1st Phase: 2029
2	Green Infra Renewal Energy Farms Pvt. Ltd	164	Green Ammonia Production & Storage	Rs. 8460 Cr	1 MMTPA	1st Phase:2029 2nd Phase: 2030
3	Gentari (former Amplus Ganges)	32	Green Ammonia Storage	Rs. 6000 Cr	-	
	Total	**206**		**Rs. 14,860 Cr**		

First stage production of Green Ammonia is expected in 2029



DIGITAL TRANSFORMATION & EASE OF DOING BUSINESS AT VOCPA

Digital Initiatives at VoCPA



- Digital Twin
- Port GPT
- Anti Drone
- AI based Surveillance System

MAJOR IT INITIATIVES

COMPLETED	ONGOING	FUTURE PROJECTS
• Digital Twin • Website upgradation • RFID based access control • QR based feedback system • SAP ERP System	• Anti-Drone • AI- Surveillance System • Integrated Command and Control System • Port GPT	• JIT – Just in Time Arrival • Offshore Internet

Digital Twin Inaugurated by Hon'ble Union Minister on 23.02.2026





First Port in the country to initiate Digital Twin

GREENFIELD SHIPBUILDING CLUSTER

- 1st Port to sign MoU on 5th September 2025 and formed SPV as 50:50 JV between VOCPA & SIPCOT
- SPV: National Shipbuilding & Heavy Industries Park, Tamil Nadu (NSHIP, TN)
- South Korea's HD Hyundai, has expressed strong interest & proposed investment of around **$2 billion**
- Timeline: 2028





TOTAL AREA:

2000 ACRES

SEAFRONT:

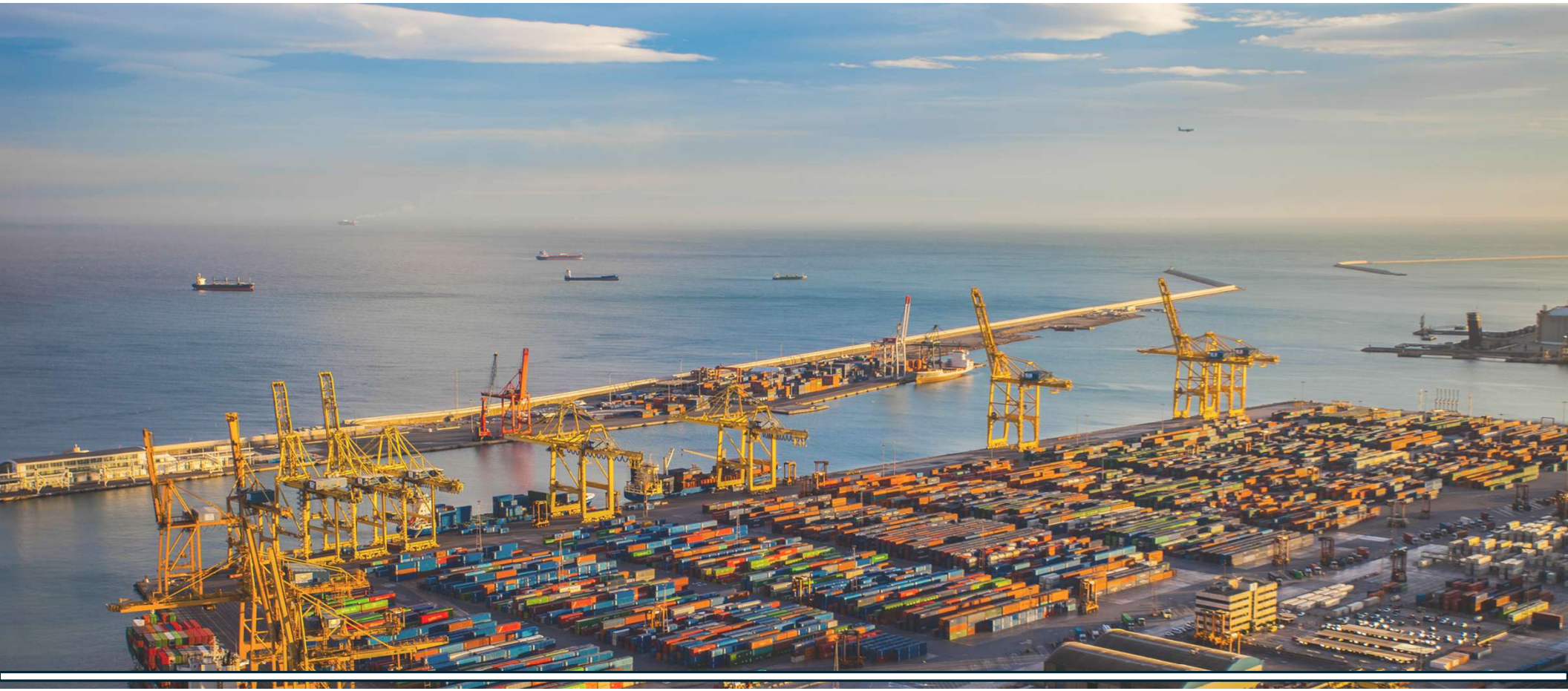
1,150 Mtrs

DEPTH:

2-4 Mtrs

CONNECTIVITY:

NH-138



Port Led Development Projects, Policies, Certifications & Achievements



What is the VOCPA Incubation Hub?

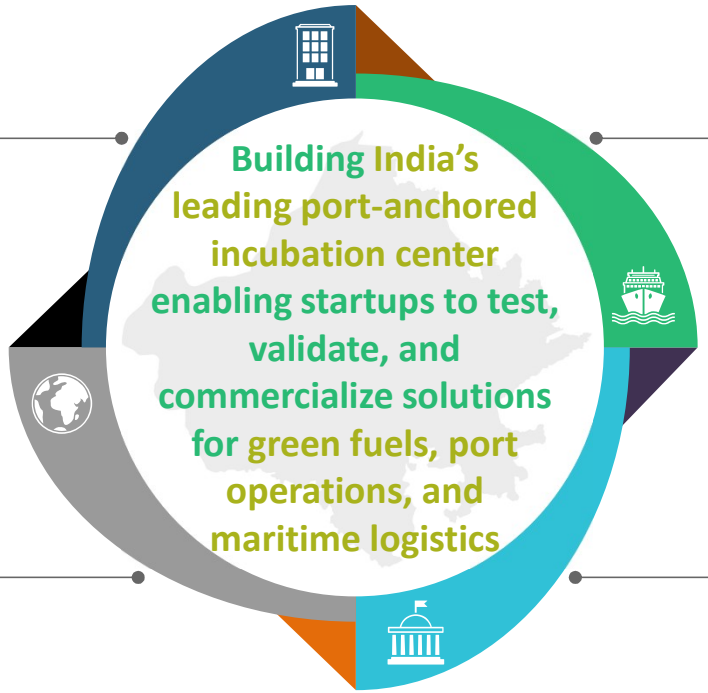
VOCPA Incubation Hub | From Port Pilots to Scaled Deployment: India's Maritime Innovation Engine

For Startups

- Access to real port testbeds
- Fast-tracked pilots
- Commercial pathways
- Support on certification, compliance and deployment

For Industry and Ecosystem

- Platform to codevelop
- Ecosystem development
- Chance to shape next-gen maritime solutions



For VOCPA

- Early deployable, port-ready innovations
- Pioneer all the port advancements
- Pipeline of solutions for future fuels

For Govt. and Policymakers

- Support Sagarmala 2.0 Initiative (S2I2)
- Evidence-based inputs for policies
- Strengthen India from policy to deployment

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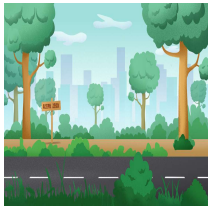
Centre Of Excellence & Incubation Hub



Proposed Port Led Development Projects



YOGA PARK



LAND SCAPING



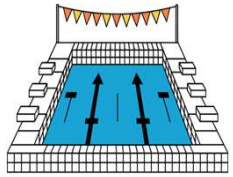
SEAFARER CLUB



5 STAR HOTEL



ADMIN BUILDING



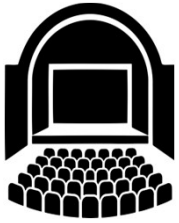
Swimming Pool



HERITAGE MUSEUM



SPORTS COMPLEX



AUDITORIUM



5 STAR TENTS



GOLF COURSE



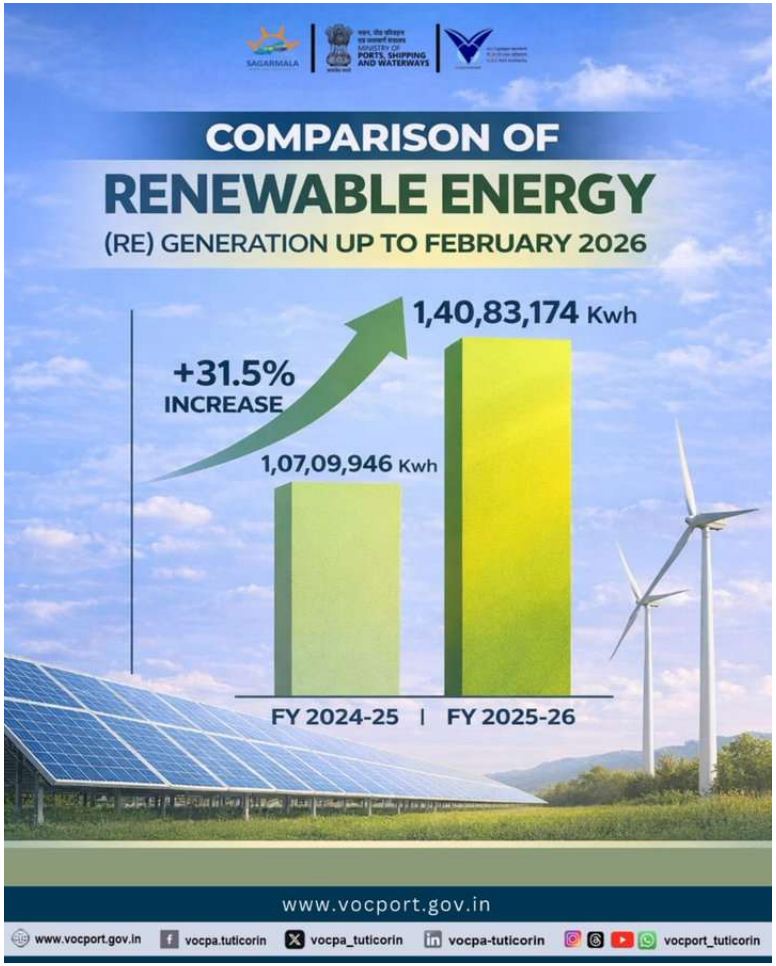
Kendriya Vidyalaya

Policies Adopted at VOCPA

- **Green Policy-** Acts as a wide framework to guide all sustainability initiatives at the port.
- **Plastic Free Policy-** Enforces a strict ban on single-use plastics across port premises.
- **No Smoking Policy-** Ensures a healthy, clean, and pollution-free work environment.
- **Green Procurement Policy-** Promotes the purchase of eco-friendly goods and services

Recent Achievements





Recent Achievements





SAGARMALA
PORT-LED PROSPERITY

Ministry of Ports, Shipping and Waterways
Government of India

Global Connect

THANK YOU

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DEVELOPMENT OF BERTH NO. 7



Present Scenario

There are 2 container terminals in VOCPA - capacity: 1.2 Million TEUs.

Forecast

Traffic Forecast for 2029-30 – 2.24 Million TEUs.

Objective

To cater the traffic, 7th Berth to be developed as Container terminal with 15.5 Mtrs. Draft.

Status

DPR has been prepared with an Estimated project cost: Rs.484.27 Crs.

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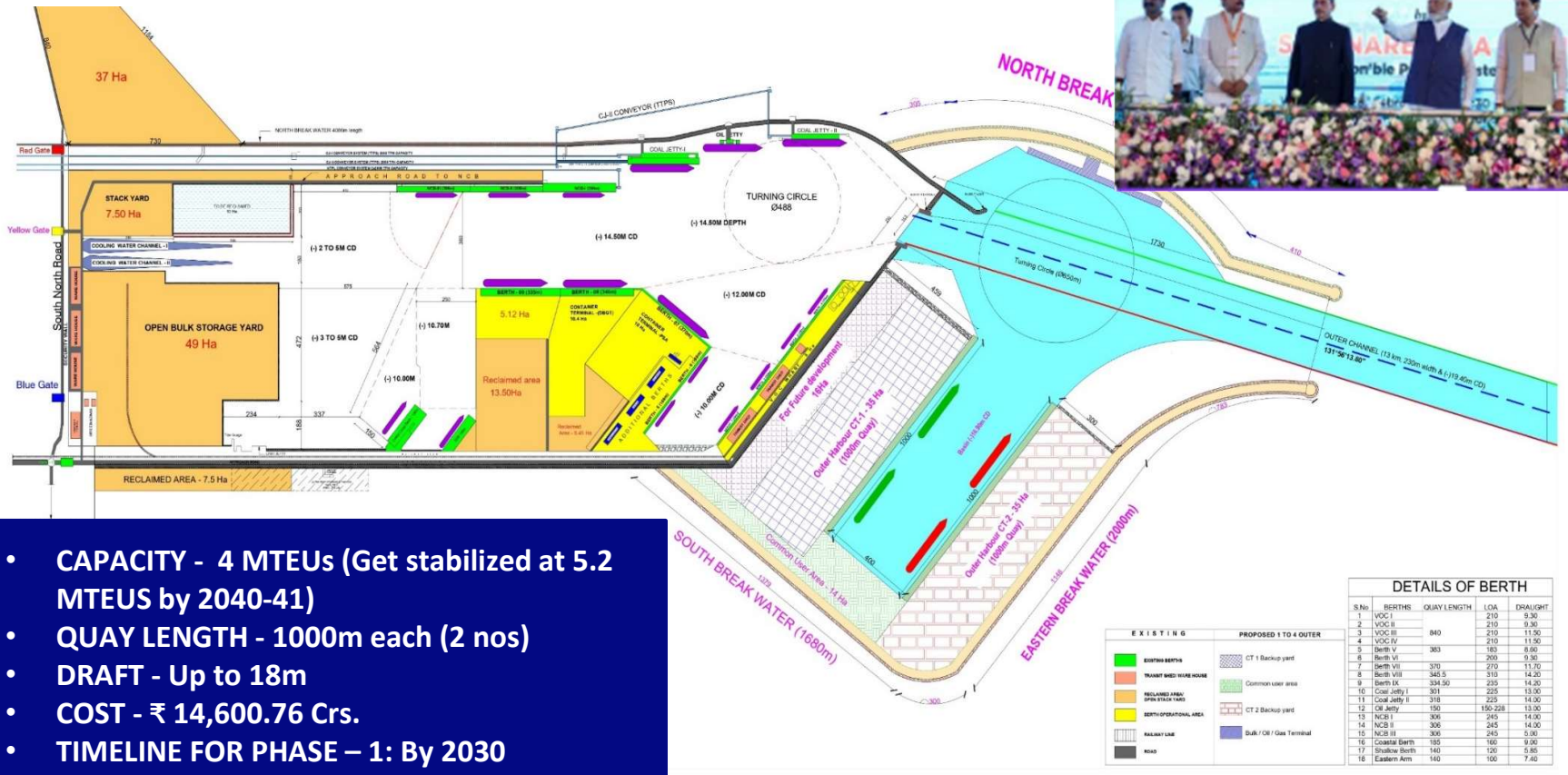
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Centre Of Excellence & Incubation Hub



OUTER HARBOUR PROJECT



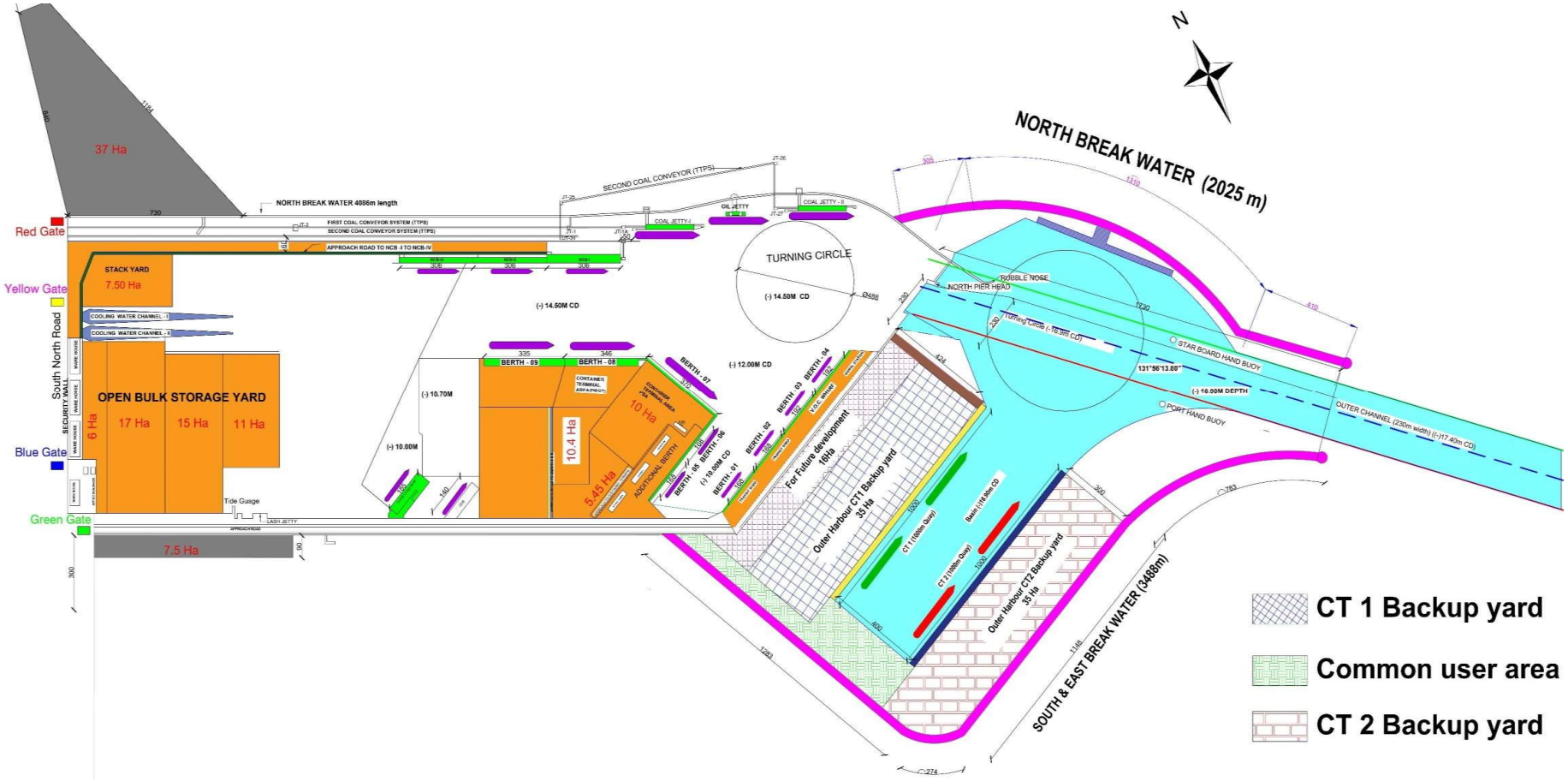


DETAILS OF BERTH

S.No	BERTHS	QUAY LENGTH	LOA	DRAUGHT
1	VOC I	840	210	9.30
2	VOC II		210	9.30
3	VOC III		210	11.50
4	VOC IV		210	11.50
5	Berth V	383	183	8.60
6	Berth VI		200	9.30
7	Berth VII	370	270	11.70
8	Berth VIII	345.5	310	14.20
9	Berth IX	334.50	235	14.20
10	Coal Jetty I	301	225	13.00
11	Coal Jetty II	318	225	14.00
12	Oil Jetty	150	150-228	13.00
13	NCB I	306	245	14.00
14	NCB II	306	245	14.00
15	NCB III	306	245	5.00
16	Coastal Berth	185	160	9.00
17	Shallow Berth	140	120	5.85
18	Eastern Arm	140	100	7.40

- **CAPACITY - 4 MTEUs (Get stabilized at 5.2 MTEUS by 2040-41)**
- **QUAY LENGTH - 1000m each (2 nos)**
- **DRAFT - Up to 18m**
- **COST - ₹ 14,600.76 Crs.**
- **TIMELINE FOR PHASE – 1: By 2030**

OUTER HARBOUR PROJECT LAYOUT

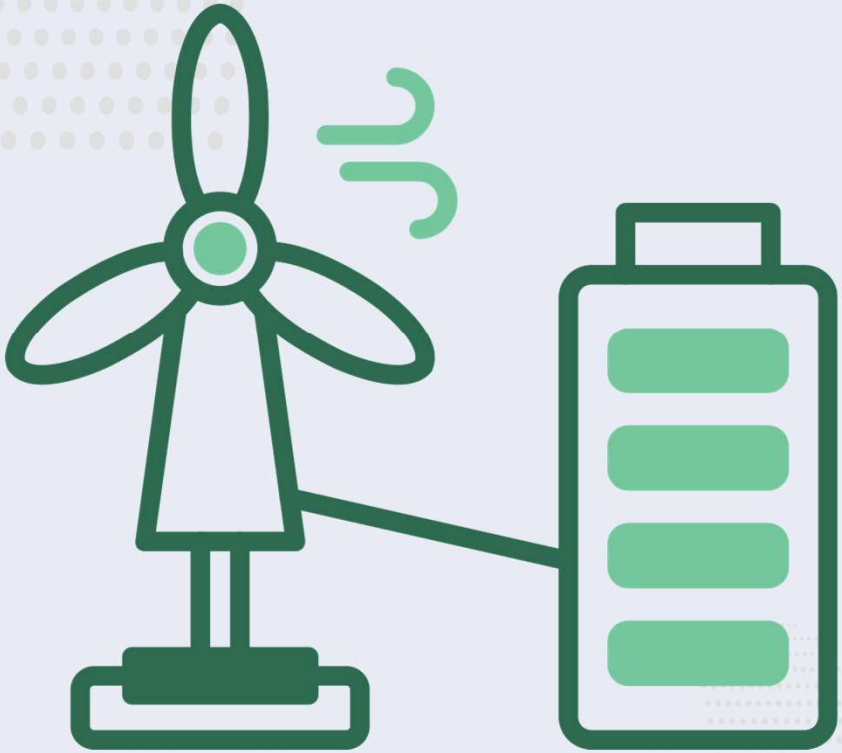


9 MW WIND FARM

Capacity	**9 MW**
Estimated cost	Rs. 90 Cr
Annual Generation	150 lakh kWh
Carbon Offset	112 lakh kg
Project Completion	August 2026
Project Benefits	As a part of Green Port Initiative, VOCPA is in the process of establishing 6MW wind farm to meet **"NET-ZERO" objective**.



8 MW Wind Power Plant with 5 MW BESS



Objective

Increase the share of clean energy in port operations while improving grid stability & energy reliability.

Project Scope

Development of an 8 MW wind power generation facility along with 5 MW Battery Energy Storage System for energy storage and efficient power management.

Status

Work awarded on: 11th March, 2026

Estimated Project Cost: ₹ 84.48 Cr

Timeline

Tentative completion date: 10th March, 2027

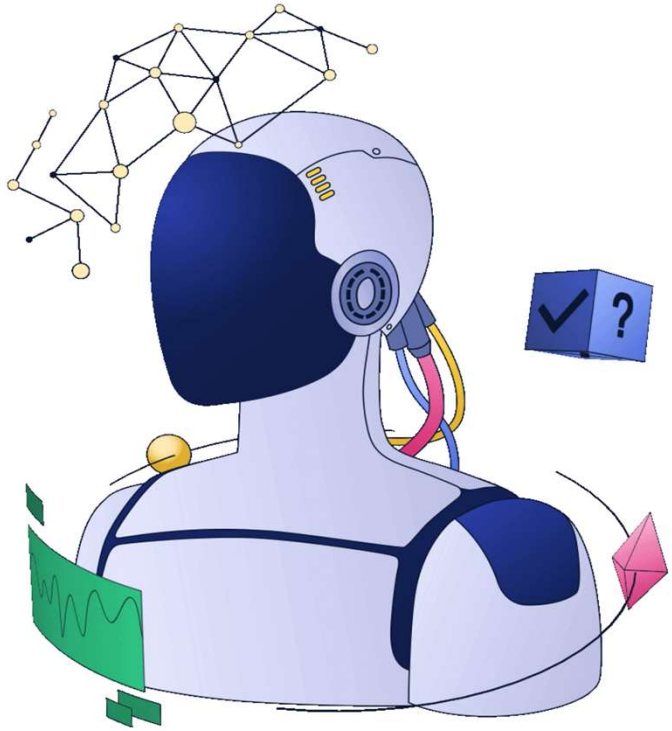
Digital Initiatives at VoCPA in Implementation Stage



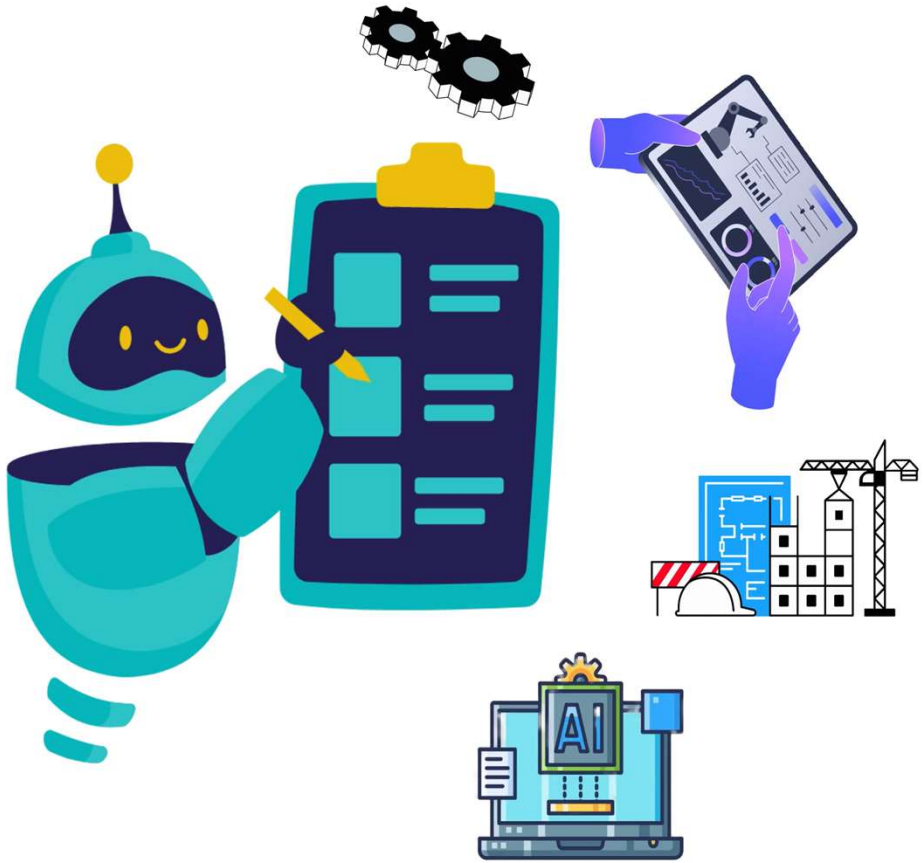
- Digital Twin
- Port GPT
- Anti Drone
- AI based Surveillance System

Digital Initiatives at VoCPA in Implementation Stage

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Digital Initiatives at VoCPA in Implementation Stage



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- Port GPT
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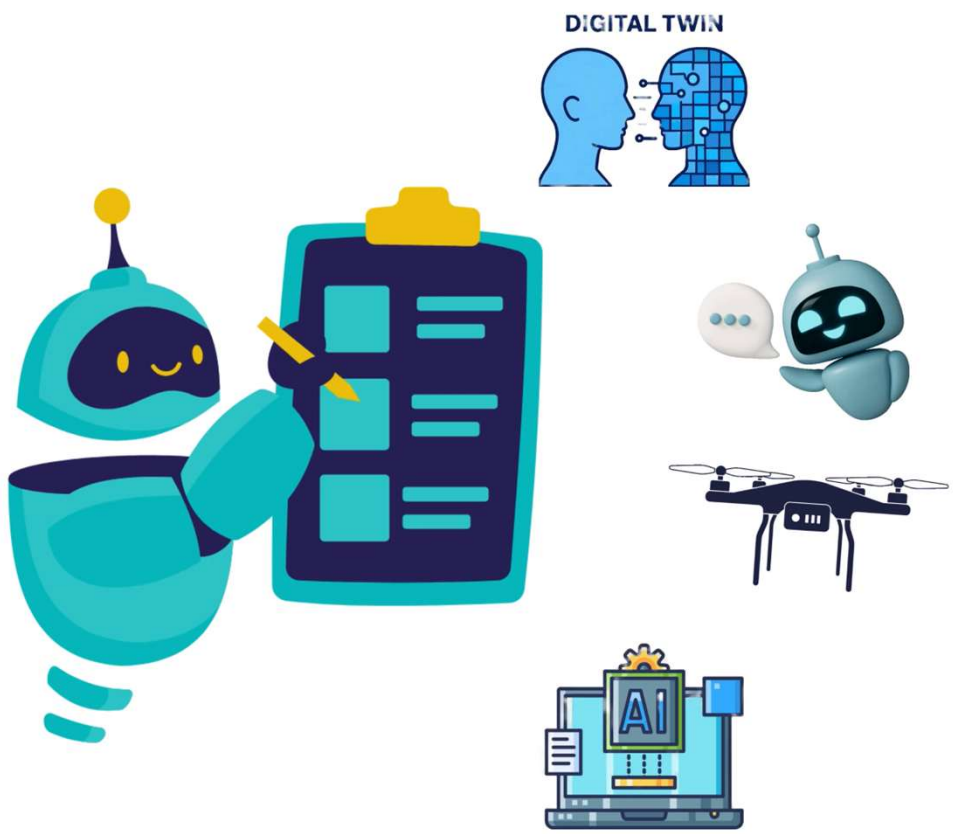
Mega Shipbuilding Cluster

- 1st Port to sign MoU on 5th September 2025 and formed SPV as 50:50 JV between VOCPA & SIPCOT
- SPV: National Shipbuilding & Heavy Industries Park, Tamil Nadu (NSHIP, TN)
- South Korea's HD Hyundai, has expressed strong interest & proposed investment of around **$2 billion**
- Timeline: 2028





Digital Initiatives at VoCPA in Implementation Stage



- Digital Twin
- Port GPT
- Anti Drone
- AI based Surveillance System