MINUTES OF THE 37TH MEETING OF NATIONAL SHIPPING BOARD (NSB) HELD ON 10th & 11th SEPTEMBER 2026, FROM 09:30 HRS ONWARDS AT HOTEL VIVANTA NEW MANGALORE

The 37th Meeting of National Shipping Board (NSB) was held on 10th & 11th September 2026, at Hotel Vivanta, New Mangalore. 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 Rahul Modi, President, Coastal Containers Transporters Association (Online)
4. DIG Girish Datt Raturi, Coast Guard Headquarters, New Delhi
5. Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai
6. Capt. Bipin Krishna, Indian Navy, New Delhi
7. Capt. Savio Ramos, General Secretary, MUI

Board Members absent with prior leave of absence:

8. Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India, Mumbai (Absent)
9. Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai (Absent)
10. Shri Shantanu Kalita, Advisor, Indian Ports Association, New Delhi (Absent)
11. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai (Absent)
12. Dr. K. Murali, Professor, IIT Madras, Chennai (Online for one session)

Board Member absent without prior leave of absence:

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

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

14. Shri Ajith Sukumaran, Ex CS DG Shipping Mumbai (VRS)
15. Shri Mandeep Singh Randhawa, Ex In-charge Maritime Administration Division, Ministry of Ports, Shipping and Waterways, New Delhi (Repatriated to his parent cadre)
16. CMD CSL

Member Secretary:

17. Captain Nitin Mukesh, Secretary NSB

Permanent Invitees:

18. Chairman IWAI (Representative absent)
19. Shri Killi Mohana Rao, Chief Surveyor (i/c) Director General of Shipping (DG Shipping Representative)

Special Invitees:

20. Shri Ubaidu Rehman Surveyor-in-Charge MMD Mangalore
21. Shri Srinivasa Nayak Surveyor IRS Mangalore

Directorate General of Shipping, Mumbai:

22. Shri Jitendra Jadhav, ADG National Shipping Board (online)
23. Shri Shubham Jain, Consultant DG Shipping Mumbai

New Mangalore Port Authority (NMPA):

24. Mrs. Shanthi, Dy. Chairperson, New Mangalore Port Authority (NMPA)
25. Capt. Manoj Joshi, DC, NMPA
26. Mr. R. Veeraraghavan, FA & CAO, NMPA
27. Mr. Jerome Clement, TM, NMPA
28. Mr. Deepak Rath, CME, NMPA
29. Mr. Raveendra Reddy, CE (Civil), NMPA
30. Mr. Tijo Thomas, Secretary, NMPA
31. Mrs. Surekha Hoskeri, CMO, NMPA
32. Mr. H. N. Ashwath, Advisor (Ports), NMPA
33. Mr. Satish Kumar, Advisor (Ports), NMPA

Stakeholders:

34. J. Pradeep Kumar, Comm. Head, South India Cement Manufacturers Ass.

35. Suraj Shetty, Deputy Manager, Adani Wilmar Limited Agri Business Ltd.
36. Santosh Shetty, Associate Manager, AWL Agri Business Limited
37. R. Kishan Rao, Sr. Manager, Adani Power Limited, Udupi
38. Sandesh Chitrapur, Asst. Manager, Adani Power Limited, Udupi
39. Vinayak Rao, DGM Logistics, Pradeep Phosphates Limited (PPL) Mangalore
40. Sandeep A, Dy. Manager Procurement, PPL Mangalore
41. Pallav Verma, GM, Indian Oil Corporation Limited (IOCL) Mangalore
42. Avinash, SM, IOCL, Mangalore
43. Manohar M. S, Director, Bernhard Ship Management (BSM) Mangalore
44. Sunil Kumar, GM, Chowgule Ship Building Division Mangalore
45. Tara Nath Kohan, V. P., Yojaka India Private Limited Mangalore
46. John Kohan, Manager, Yojaka India Private Limited Mangalore
47. Praveen Bangera, President, Mangalore Steamers Agents Association
48. N. K. Rai, Sr. Manager, CMA CGM Agencies (India) Private Limited
49. M. Shekhar Poojary, President, Stevedores Agents Association
50. Preetam Kumar, Chairman, Jyothi Marine Services Private Limited
51. Shivam Srivastava, Manager, NCL Industries Limited
52. Satish Kujur, DGM, Hindustan Petroleum Corporation Limited – MRPL
53. Nityanand Pai, Manager, James Makintosh & co. Private Limited Mangalore
54. Gowli P. N., AGM, Udupi Cochin Shipyards Limited
55. Rajkumar Paringadi, International Transport workers Forum – NUSI
56. Ram Krishna Mishra, CFO, Kudremukh Iron Ore Company Limited (KIOCL)
57. P. Baloni, CGM I/c, Kudremukh Iron Ore Company Limited (KIOCL)
58. Cyprian, Asst. Manager, Indian Molasses Company (IMC) Ltd. Mangalore
59. Vincent Andrade, Director, Marcons Shipping (Konkan) Private Limited
60. Ashweth Kumar, Manager, Hiralal & Co. Shipping Private Limited
61. Govinda Poojary, Manager, Jonas Petro Products
62. Shivaraj S., Executive, Gulf Agency Company (GAC) Shipping (I) Pvt. Ltd.
63. Nishith N., Executive, Gulf Agency Company (GAC) Shipping(I) Private Ltd.
64. Sastri K., Asst. Manager, Hiralal & Co. Shipping Private Limited
65. Philip C. C., President, Mangalore Customs House Agents (CHA) Association
66. Capt. John P. George, Chairman, Marine Seamen's Association
67. Sudeep Rao, A Manager, Ocean Sparkle Limited
68. Sukesh Naidu, GM, Ocean Sparkle Limited
69. Prasanth G. Nair, G. M., Ocean Sparkle Limited
70. Sreekanth, Manager, BSP Petroproducts
71. Prathap Shetty, Manager, Atlantic Shipping Private Limited

72. Uday Shetty, Manager / Mgr., JM BAXI & co. Limited
73. Prasad I. H., Deputy Manager, Seven Seas Marine
74. Dinesh Kumar, Manager, Universal Shipping Services
75. Francis Dsouza, Deputy Manager, Patanjali Foods
76. Manoj Srinivastava, G.M., Patanjali Foods Limited
77. Shaikh Mukesh, G.M., Hassan H. & Co.
78. G. Mohammed Vali, Asst. Hassan H.& Co.
79. Deekshit H.K., Executive, Samsara Shipping Pvt. Ltd.
80. Shubin J.C., Executive, Mercury Shipping Pvt. Ltd.
81. Karthik Shetty, CEO, Sri Ganesh Shipping Agency
82. DVSN Murthy, DGM, TCI Seaways Private Limited
83. Charles Stephen, GM, Raftar Logistics Private Limited
84. Naveen Rai, Manager, Raftar Terminals Limited

Date 10.09.2026 / / Executive Session: 9.30 A.M. to 10.30 A.M.

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

Date 10.09.2026 / Regular Session I: 10.30 A.M. to 2.30 P.M.

1. Introductory Remarks:

1.1. The meeting commenced with Captain Nitin Mukesh, Secretary, NSB, taking the attendance of Board Members and invitees joining the virtual meeting.

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

1.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, welcomed the new representative of the Indian Navy (IN) Captain Bipin on the board and requested him to introduce himself to the Board. **Capt. Bipin from IN** introduced himself, informing the Board that he has recently reported to the Directorate of Naval Operations at Naval headquarters. Previously he had served as the Executive Officer (second-in-command) on INS Chennai, a destroyer of the Indian Navy; and that he is a specialist in gunnery and missile warfare. He stated that this is his first appointment at Naval Headquarters and this is his first meeting in a forum of this nature.

1.4. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** placed on record the Board's appreciation of the valuable contribution made by Commodore Raghu Nair and Capt. Vikas Anand, both acting as representative of the Indian Navy on the board in succession, in various deliberations of the Board, including chairing the sub-committee on "**Maritime security and disaster preparedness**" and expressed the hope that similar contribution would continue.

1.5. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** congratulated the members of the board on the successful conduct of the **"Sagar Samvad"** event held at Delhi on 25th August 2026 under the banner of the National Shipping Board which saw participation of numerous maritime stakeholders.

1.6. **The Board** conveyed its special appreciation to Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai, who had spearheaded the event, and also thanked Shri Milind Kandalgaokar, Ms. Sanjam Sahi Gupta, Shri Rahul Modi. Capt. Savio Ramos and the NSB Secretariat Mumbai who had arrived early to proactively make the event preparations. The Board conveyed its gratitude to Honorable Union Minister of Ports Shipping & Waterways Shri Sarbananda Sonowal ji, Honorable Minister of Labor & Employment and Sports & Youth Affairs Shri Mansukh Mandaviya ji and Honorable Union Minister of State of Ports Shipping & Waterways Shri Shantanu Thakur ji for gracing the various sessions and sharing their vision. The board also conveyed heartfelt thanks to Shri Vijay Kumar Secretary Ports Shipping & Waterway & Shri Shyam Jagannathan DG Maritime Administration for their active participation and words of advice. The Board also conveyed its appreciation to the Chairperson of the Deendayal Port Authority Kandla, Chairperson Shipping Corporation of India and

Chairperson Jawaharlal Nehru Port Authority who helped organized the event as co-partners. The Board also thanked the Moderators, Panelists, all invitees and all the maritime cadets for their active participation. In the last but not the least, the board conveyed its heartfelt appreciation to Shri Arun Sharma Executive Chairperson IRS and Shri K K Dhawan Sr. Vice President IRS New Delhi for smooth conduct of the event. **The board advised Captain Nitin Mukesh Secretary NSB to convey the sentiments of the board to all concerned in writing.**

Action: Secretary NSB

2. Confirmation of the Minutes of the Meeting dated 23rd-24th July, 2026 held at Kamarajar Port, Chennai:

2.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** informed the Board that the minutes of the meeting held on dated 23rd & 24th July2026 at Kamarajar Port, Chennai were circulated to the members (after incorporating suggestions from the members) in advance, and that no requests for the amendments have been received since then. He sought confirmation from the Board as to whether the minutes could be treated as approved. **The Board unanimously confirmed the minutes of the meeting held at NSB Headquarters, Janpath, New Delhi.**

Action: Secretary NSB

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

3.1. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, took up the Action Taken Reports on the minutes of meetings held on 16.07.2025, 25.08.2025, 13-14.11.2025, 18-19.12.2025, 25-26.02.2026, 16-17.04.2026, 11-12.05.26, 12.06.2026 and 09.07.2026 as presented to the Board at **Annexure I to Annexure IX** respectively. The board perused the updated status and advised the Secretary NSB to put up the updated status in the next NSB meeting.

Action: Secretary NSB

4. Review of the major & long pending decisions:

4.1. Captain Nitin Mukesh Secretary NSB presented the status of major & long pending decisions of the previous meetings of the Board.

4.2. **Ro-Ro Services — Requirement of Life Saving Appliances (LSA) for Vehicle-Carrying Vessels:**

4.2.1**. Captain Nitin Mukesh, Secretary, NSB**, took up the pending issue **(pending DGMA examination since July 2025)** relating to the requirement of Life Saving Appliances (LSA) on vessels carrying trucks (Ro-Ro vessels) whose drivers are generally unwilling to leave their vehicles unattended during the voyage. He explained that this raised the question whether such a vessel is to be treated as a passenger ship, attracting the full requirements applicable under "Safety of Life at Sea" (SOLAS) to a vessel carrying more than twelve passengers, or as a Special Purpose Ship (SPS) requiring SPS notation and that a solution lying between these two positions is being sought by the stakeholders by way of relaxation of the LSA requirement. He stated that no dispensation or exemption mechanism presently exists in this regard. All cases have to be dealt on case-to-case basis by the regulator DGMA.

4.2.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB** observed that in order to promote Ro-Ro services, there is a need of policy clarity. The coastal Ro-Ro services as an efficient substitute to road and rail transport. The matter should not be examined on a case-by-case basis as a regulator but it needs to examined as a facilitator so that a general regulatory solution could be evolved instead.

4.2.3. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, suggested that data be obtained on a company-wise and vessel-wise basis as to which vessels require dispensation and in what respect, so that a decision could be taken accordingly, and that global practice in comparable coastal operations could be examined.

4.2.4. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, stated that the position of DG Shipping on the matter has not been clear since long and the issue have been under discussion with the Directorate since 2017-18 without resolution.

4.2.5. **Shri Killi Mohana Rao, Chief Surveyor, Directorate General Maritime Administration (DGMA) Mumbai**, sought to understand the reasons from Secretary NSB for the delay in providing a response. On further discussion, he mentioned that the issue, on closer examination, relates specifically to the LSA requirement. He stated that the issue now being clear to him, DGMA would examine the required bifurcation of LSA requirements between passenger ships

and Ro-Ro vessels.

4.2.6. **The Board advised the Secretary NSB to get the matter examined on priority at DGMA & submit the updated status in the next meeting.**

Action: DG Shipping / Secretary NSB

4.3. **Ship Recycling Workers' Issue referred to Gujarat Maritime Board by DGMA:**

4.3.1. The Board took up the pending issue **(pending DGMA examination since July 2025)** concerning workers engaged in ship recycling which was sent to DGMA by the board. The DGMA in turn referred it to the Gujarat Maritime Board (GMB) as the competent authority for a response.

4.3.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB** observed that no response has been received from DGMA for approximately 14 months despite repeated follow-ups, as the GMB has responded. He stated that DGMA could have convened an online meeting with the GMB to resolve the matter rather than waiting for 14 months despite repeated follow ups by the board. In case DGMA is not in a position to take up with the GMB then the specific reference made to GMB be provided to him so that he could take up the matter directly with the Gujarat Maritime Board.

4.3.3. The board advised the Secretary NSB to coordinate with DGMA to convene an online meeting with the GMB to resolve the issue. In case DGMA is not in a position to take up with the GMB then the specific reference made to GMB be provided to the Chairperson NSB so that he could take up the matter directly with the Gujarat Maritime Board.

Action: DGMA / GMB / Secretary NSB / Chairperson, NSB

4.4. **Secretariat Staffing for the NSB Secretariat , New Delhi**

4.4.1. **Captain Nitin Mukesh Secretary NSB** informed that under the Merchant Shipping Act 2025 & the NSB Rules 2026, the necessary staff for the National Shipping Board Secretariat are required to be provided by DGMA, which must also formally declare the Secretariat an establishment under DGMA and prescribe the terms and conditions of service of its staff, since both the Merchant Shipping Act 2025 and the NSB Rules 2026 have been framed by DGMA. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB** informed that as an interim measure three outsourced resources have been hired for the NSB Secretariat New Delhi by DGMA, for which board remains thankful. Further, the

creation of the establishment for the NSB Secretariat New Delhi as per the provisions of the NSB Rules 2026 is under examination at DGMA. The housekeeping arrangements as under finalization with the L1 bidder selected, though the commencement of housekeeping have yet to begin.

4.4.2. **The board advised the Secretary NSB to expedite creation of the establishment for the NSB Secretariat New Delhi as per the provisions of the NSB Rules 2026 and to expedite mobilization of the housekeeping services at the NSB Secretariat New Delhi.**

Action: DGMA / Secretary NSB

4.5. **Permanent Office Accommodation for NSB Secretariat , New Delhi:**

4.5.1. **Captain Nitin Mukesh Secretary NSB** informed that under the NSB Rules 2026, the necessary office accommodation for the National Shipping Board Secretariat at New Delhi is required to be provided by the Ministry of Ports Shipping & Waterways. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB** informed that as an interim measure the Ministry of Ports Shipping & Waterways has provided one room of approx. 100 sq ft at Transport Bhavan New Delhi and an additional space of approx. 580 sq ft at SCI office Janpath New Delhi. The current space made available to NSB is 680 sq ft (100+580 sqft) while the actual requirement is 2500-3000 sq ft). He informed that a request has been sent to DGMA to hire space for NSB at New Delhi preferably with the Govt agencies.

4.5.2. **The board advised the Secretary NSB to expedite hiring of 2500-3000sq ft space for NSB Secretariat at New Delhi preferably with the Govt agencies.**

Action: DGMA / Secretary NSB

4.6. **Data base of Coastal Vessels:**

4.6.1. **Captain Nitin Mukesh Secretary NSB** informed that the database for the coastal vessels is still awaited from Shri Rakesh Singh President ICCSA Mumbai. The Board requested Shri Rakesh Singh to provide the same on priority.

Action: Shri Rakesh Singh President ICCSA

4.7. **Infrastructure Status for Coastal / Inland Vessels — Revision of the definition of Eligible Vessel Size:**

4.7.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, stated that the proposal relating to grant of infrastructure status to vessels was required to be reframed by the Directorate General of Shipping. He enquired whether the revised proposal has since been finalized.

4.7.2. **Shri Rakesh Singh President ICCSA** informed that in the past Board recommended that the "**infrastructure status**" be extended to vessels of 500 GT / 24 meters and above. He informed the Board that the Department of Economic Affairs Ministry of Finance however, finally notified the threshold at 1,500 GT and above, thereby depriving smaller ship owners, including inland vessel owners, of this benefit. He stated that this has been raised directly in a meeting with the Hon'ble Minister and conveyed in writing. He stated that it is not clear whether DGMA has submitted a formal written proposal for revision of the definition. He further stated that data is required on the number of vessels presently covered under the existing definition as proposed by DGMA, since the benefit presently accrues only to a limited number of ships, which he submitted would hamper the growth of coastal shipping. He requested that this data be obtained from DGMA and Chairman IWAI. He also raised a second, related issue, namely that financial institutions have shown no meaningful response to the grant of infrastructure status. He explained that maritime assets are presently financed over a repayment period of five to seven years, and that the underlying expectation behind seeking infrastructure status was to secure longer-tenure financing at concessional rates; however, neither infrastructure financing companies nor banks have agreed to extend concessional terms, in the absence of clear guidelines, with the result that the status carries little practical benefit for owners holding large cash reserves. He submitted that, if the definition of infrastructure status is not to be amended, an **alternate financing scheme** should be devised for smaller vessels not covered under the present definition. He stated that he had personally raised this issue before the Hon'ble Minister MoPSW during one recent interaction, who had in turn directed that the matter be taken up. He stated that the issue was subsequently raised with the Secretary MoPSW also who in turn informed that notification granting Infrastructure to the inland vessels has been issued however, when the Chairman of IWAI was asked for such notification giving effect to the relaxation, none was found to have been issued. He further added that a workshop with the State Bank of India and the World Bank is being planned over the next one to two months, in connection with a Green Fund (as distinct from the Maritime Investment Fund, which he noted has seen

limited uptake), which may also be relevant to the financing of smaller vessels, including new-construction vessels below 500 GT presently costing close to Rs. 100 crores. He added that a workshop with the State Bank of India and the World Bank is being planned over the next one to two months, in connection with a Green Fund (as distinct from the Maritime Investment Fund, which he noted has seen limited uptake), which may also be relevant to the financing of smaller vessels, including new-construction vessels below 500 GT presently costing close to Rs. 100 crores. He stated that, while reframing the proposal, the coverage should be considered broadly in respect of all Indian vessels, **rather than limiting the proposal specifically to inland vessels**. He referred to the existing size parameters of 500 GT and 24 meters and emphasized that the proposal should use the expression "all Indian vessels" so as to ensure wider applicability. He further indicated that the terminology and interpretation adopted in the proposal should be suitably framed accordingly.

4.7.2. **The Board advised the Secretary NSB that DGMA, being the authority responsible for initiating the process, may be requested to furnish the Board with (i) the number of ships covered as per the definition presently proposed by DG Shipping; (ii) the quantum of financing that has actually flowed to the sector as a result; and (iii) the case for broader coverage of vessels under the definition, so that the matter could be pursued further with the Ministry of Finance.**

Action: DGMA / Secretary NSB

4.8. **Maritime Single Window (MSW 2.0) — Integration with Indian Ports Association (IPA) and Customs:**

4.8.1. It was informed by Secretary NSB that discussions have been held with the Managing Director, IPA, who has expressed openness to further engagement, and that certain system-related issues earlier flagged have since been resolved. He stated that IPA did depute a nodal officer for MSW at the DGMA office, but that the nodal officer had left after a short period. It is now agreed that IPA would depute a replacement, shortly. He reported that vessel reporting compliance on MSW 2.0 presently stands at approximately 75 per cent, the remaining 25 per cent have yet to onboard. It was further informed that the integration with Customs and Immigration remains to be completed, and that there is presently no integration with data held by the Navy and Coast Guard (such as crew identity, nationality and passport particulars). It was suggested that IPA, as the present custodian of related data, could assist in facilitating this integration.

4.8.2. The board while noting the progress advised the Secretary NSB to provide the updated status in the next NSB meeting.

Action: IPA / DGMA / Secretary NSB

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

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

4.9.2. **Shri Rahul Modi, President, Coastal Containers Transporters Association**, informed the Board that repeated follow-ups had been made with FFFAI through correspondence and other means; however, no meaningful response or formal written representation had been received. He further stated that, in the absence of any substantive inputs despite sufficient opportunity having been provided, there was no justification for keeping the action items pending indefinitely.

4.9.3. **The board agreed with the assessment and observed that the concerned action points had remained pending for a considerable period solely due to the non-receipt of inputs from FFFAI. The Board accordingly decided that the pending action items relating to FFFAI may be treated as closed and dropped from the Action Taken Report.**

Action: Secretary NSB

4.10. Engagement with Infrastructure Financing Institutions:

4.10.1. The Board took up the status of engagement with infrastructure financing companies. It was informed that such institutions, including REC, the Power Finance Corporation etc. have been engaged and have indicated that funds are available, subject to their standard risk and client (balance-sheet) assessment, and that nationalized banks are similarly on board. The extended loan repayment period is possible but the of rate of interest would continue to be market based. A further impediment is noted concerning the treatment of maritime assets under the SARFAESI Act, which does not presently facilitate their use as security, this being identified as one of the reasons for banks' reluctance; it is noted that an amendment to the Act may be required, the matter having become more complex in light of subsequent developments before the relevant Tribunal. The board requested DGMA to examine the matter and take up with the Ministry for

appropriate action.

Action: DGMA

4.11. Details of NSB Meetings held prior to 2020:

4.11.1. Shri Shubham Jain, Consultant, DGMA, informed the Board that the records of the National Shipping Board meetings held prior to 2020 have already been sent to the vendor for scanning and digitization. He further informed that the digitization process is presently underway. The Board noted the status and agreed that the agenda item may be dropped only when the scanning and digitization of the records is completed.

Action: Secretary NSB

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

5.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** enquired whether the companies concerned are informing the seafarers of the risks involved in the war zone and whether undertakings are being obtained from seafarers proceeding to conflict-affected areas. **The Secretary NSB confirmed that a direction has been issued by the DGMA.**

5.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** also sought clarification from MUI & NUSI on the request relating to compensation to officers / seafarers facing causalities in the war zone who are not the members of the respective Unions. **Capt. Savio Ramos, General Secretary, MUI**, confirmed that the benefits are being extended to all such non-members as well. The NUSI confirmation could not be obtained as Shri Milind Kandalgaonkar General Secretary NUSI was absent. **The Board advised Secretary NSB to obtain confirmation from him.**

Action: Secretary NSB / Shri Milind Kandalgaonkar General Secretary NUSI

6. Way Forward on the Meeting with the Member, CBDT (TDS on Seafarers' Income)

6.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** informed the Board that a reminder letter has been

issued in the matter and that he is awaiting response. He stated that he is not aware about the Ministry's stand on the proposal of 7.5 % TDS proposed by the associations in a meeting in the Ministry of PSW recently. The board is requesting for 5% TDS so far.

7. <u>Way forward on the meeting with the Member, GST on 06.05.2026:</u>

7.1. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** informed the Board that the issue of GST on fuels used by the coastal ships has been taken up with the Member, CBIC in the meeting held in April, and that the CBIC was under the impression that the fuels used by the coastal ships are already covered under GST. He explained that his sub-committee's report has given a breakup of the fuels used by the coastal ships. He clarified that only IFO (intermediate fuel oil) used by the coastal ships is under GST, whereas distillate fuel is not. He informed the Board that Indian ships consumed about 0.7 million metric tons of diesel / MGO, of which about 0.4 million metric tons was used by coastal ships. This fuel is not under GST and that the Board is seeking GST coverage only for the quantity used by coastal ships. informed the Board that it is the first time the Board has met the Member, CBIC directly, and that it has not earlier been the practice of the NSB to meet different Ministries and Departments. He stated that the Member, CBIC in the previous meeting gave the Board a patient hearing and explained that there is no confusion in CBIC on the matter relating to fuels used by the coastal ships, unlike in the Ministry. The Member did clarify that GST law defines "bunker fuel" in a manner that does not include IFO; that IFO is known to be under GST and CBIC had no concern with it; and that the real issue relates to distillate fuel, that is, aviation fuel, diesel, kerosene and similar products. He stated that CBIC has been trying to bring these products under GST, but the GST Council, consisting of Finance Ministers of States with different political affiliations, have not agreed citing the loss of revenue. He further informed the Board that the Member's understanding is that aviation fuel has the lowest consumption and that, if anything is to be exempted from State taxation or excise, it would be aviation fuel because the revenue loss would be minimal. However, when the Board presented its own figures, a technical reservation was raised regarding the difference between marine distillate fuel (low Sulphur, high flash HSD) and the HSD available at petrol pumps. He submitted that about 8,000 vessels in India, which are not required to comply with the applicable Sulphur / Bunker Delivery Note (BDN) requirements, draw fuel from petrol pumps and use the same engines, and that the

qualitative difference is hardly a ground for disqualification on technical specifications. He further informed the Board in the past a senior official of the Ministry of Finance (then Additional Secretary) had stated that he understood the point and accepted that the revenue loss would be very minimal, and that, in place of various forms of subsidy, reducing the fuel cost from about Rs. 100 to Rs. 60 would itself be a significant benefit to the sector. The official's only reservation was the risk of pilferage, as the two grades of oil are interchangeable. The Board had replied that the same risk existed for kerosene and other Government-controlled commodities and that a way could be found to address it. He stated that the shipping industry accounted for only about 1 per cent of the total consumption of this fuel, and coastal shipping for less than half a per cent. He submitted that the fuel should be brought under GST as was done for IFO, and that no other subsidy is being sought to remain competitive with roadways and railways. He informed the Board that the Hon'ble Minister in an interaction with board on 20th August 2025 had said that the Finance Ministry and other Ministries worked differently and had asked whether the request could be linked to the benefit of farmers, as was done in the case of IFO, since the IFO circular of 2016-17 was issued to benefit the agricultural industry and the movement of produce. He added that every possible argument could be placed before the authorities

7.2. **Shri Killi Mohana Rao, Chief Surveyor, DGMA, Mumbai**, informed the Board that the DGMA has the report and the presentation of the sub-committee. He stated that distillate fuel used by the coastal ships is not a GST item and is subject to excise and other levies of the State Governments, each State having a different tax regime. He informed the Board that the sub-committee's report has been taken into consideration and the matter is in the pipeline.

7.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, stated that he has also raised the issue before the Hon'ble Minister during a meeting on promotion of coastal shipping. However, at that time the Ministry had told the Hon'ble Minister that it is a non-issue as all the fuels used for coastal ships are already under GST, which is not the case. He informed the Board that a reminder letter has been issued on all the GST related issues and that he is awaiting response. He stated that since CBIC is aware of the issue of GST on distillate fuel used by the coastal ships and as the adverse revenue impact would be limited, the matter should continue to be pursued.

Action: Action: Chairperson NSB / DGMA

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

8.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** enquired whether the port authorities and the local shipping agents' associations have informed of the recent MHA & DGMA instructions on immigration, noting that the ports hold a daily meeting with all agents and can readily communicate these instructions and its applicability to the vessels concerned. He asked if any implementation issues remain.

8.2**. DIG Girish Datt Raturi, Indian Coast Guard Headquarters, New Delhi**, observed that the extent of procedural difficulty at ports could be seen from the Coast Guard's own experience at Mumbai Port. When the Coast Guard took two jetties on lease in 2017, the port charged its officials for entry, and it took nearly a year and several meetings with the Chairman of the port to obtain entry on the strength of Coast Guard identity cards, the Coast Guard having paid the charges in the meantime. Thereafter, when naval officers, sailors and doctors were posted on Coast Guard ships, the port again insisted that only Coast Guard personnel could enter without charge, and one to two months were spent resolving the issue. He added that whenever a port official is transferred, the incoming official is often unwilling to accept the position already settled, and that senior guests are at times made to wait at the gate for an hour for pass and photograph formalities.

8.3**. Shri Killi Mohana Rao, Chief Surveyor, DGMA, Mumbai**, stated that the matter would be checked, and noted that the port did not distinguish between a government servant and an MMD officer.

<u>Action: DGMA</u>

8.4. **Capt. Savio Ramos, General Secretary, MUI**, informed the Board that, in the last six months, he has not received any call from his members regarding difficulties in signing-off, which he regarded as a positive development. He observed, however, that seafarers are reluctant to go ashore because ports have brought in restrictions on alcohol, including checks at the jetty, and seafarers found with alcohol above the prescribed limit could be deported. Further, the Government of India and Indian companies also have their own restrictions. As a result, he stated, the shore-leave issue has taken a back seat.

8.5. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai**, stated that this is no longer a policy issue and that only

implementation issues remain to be resolved

Action: DG Shipping

9. Suggested Reforms Measures in maritime sector:

9.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, stated that the issue of reforms in the maritime sector has been raised repeatedly by the Hon'ble Minister and the National Shipping Board. He observed that, as the Board is represented by major stakeholders, from the **Seafarers' unions (NUSI & MUI), the private sector (ICCSA, CCTA, INSA, Sitara Shipping), public sector (IPA & CSL) , Government departments (MoPSW, MoPNG, Navy, ICG, DGMA) & academic Institution (IIT)** and it is least expected that the NSB members should specifically identify the reforms which they considered necessary to be initiated in the maritime sector. He noted that Members had on earlier occasions indicated that reform suggestions would be submitted, but specific proposals have not yet been received yet. **The Board observed that, since the sub-committees have completed their reports, the recommendations emerging from these reports should also form the basis for identifying further reforms. The Board, thereafter, requested members to examine the executive summaries and recommendations emerging from the various sub-committee reports, particularly the recommendations relating to taxation and the Goods and Services Tax (GST) regime. The board requested that the relevant recommendations be consolidated into a reform agenda which could be placed before the Hon'ble Minister for consideration.**

Action: All NSB Members

9.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** recalled that, during the previous meeting, inclusion of the Coast Guard on the Boards of the Major Port Authorities has been suggested as one such reform.

9.3. **DIG Girish Datt Raturi, Indian Coast Guard Headquarters, New Delhi**, stated that, based on the deliberations of the previous meeting, he wished to place before the Board an additional reform relating to the "**Mandatory ICG consultations while finalizing the infrastructure requirements of Greenfield / Brownfield ports**" whether in public sector or private sector, both at National level or State level. He stated that, while examining the Maritime Amrit Kaal

Vision 2047, he has noted that the Coast Guard did not appear to have been specifically referred to in the document. He recalled that, following the security review held after the 2008 Mumbai attacks, the responsibility of the Coast Guard had been extended to internal waters, thereby substantially increasing its area of responsibility along the coastline. He stated that the enhancement of Coast Guard capability required corresponding infrastructure support and referred to the earlier direction for provision of logistical assistance, including berthing facilities on temporary as well as permanent basis. He observed that limited progress had been made in this regard. He further stated that, with increasing maritime traffic and activities, adequate capacity for maritime safety functions, including search and rescue, pollution response and assistance to seafarers and the shipping industry, would be increasingly necessary. He further stated that the infrastructure requirements of the Coast Guard should be considered at the planning stage of port development projects, including both Major Ports and, to the extent feasible, non-major ports. He explained that the Coast Guard's requirements are not necessarily large in terms of infrastructure, but adequate berthing facilities are essential for effective deployment of its assets. He observed that, while proposals relating to activities in coastal areas are generally referred to the Coast Guard for statutory or other clearances, the Coast Guard is not consistently consulted by ports and Maritime Boards regarding its infrastructure requirements when new ports or port expansion projects are being planned. He stated that the Coast Guard presently has approximately 42 stations along the coast, but in the absence of adequate berthing facilities it is not always possible to base ships at the required locations. He further stated that the Coast Guard's capability is being enhanced through induction of additional assets, but the full benefit of such capability enhancement could not be realized without corresponding infrastructure. He therefore suggested that a policy mechanism may be considered whereby the Coast Guard, and where relevant the Navy, is consulted at the initial stage of planning of port and coastal infrastructure projects so that their requirements can be assessed and incorporated appropriately. He therefore suggested that "**Mandatory ICG consultations while finalizing the infrastructure requirements of Greenfield / Brownfield ports**" should be considered at the Detailed Project Report (DPR) stage itself whenever a new port is proposed or an existing port is planned for expansion. He stated that the concerned Major Port or Maritime Board could ascertain the Coast Guard's requirements at the initial planning stage, thereby enabling the necessary infrastructure to be incorporated into the project from the outset. He referred to

the instance of Chennai Port seeking the Coast Guard's requirements in connection with its proposed expansion and stated that such consultation at the initial stage would be useful. He suggested that the proposal may be considered as a reform measure for inclusion in the Board's reform agenda.

Action: Secretary NSB / IPA / IPPA /MoPSW

9.4. **DIG Girish Datt Raturi, Indian Coast Guard Headquarters, New Delhi** stated that, with regard to the earlier suggestion relating to "**Increasing Capability of Salvage operations**", Capt. S.I. Abul Kalam Azad, Nautical Adviser-cum-Additional Director General (Nautical) (i/c), DGMA, had offered certain observations during the previous discussion. He stated that the matter would therefore need to be discussed further with the DGMA before being placed as a specific reform proposal, particularly to ascertain whether any action had already been initiated on the issue.

9.5. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, observed that the "salvage operations" require a clear Standard Operating Procedure (SOP) and that "**augmentation of existing salvage capability**" is also required. He observed that the implementation of reforms would ultimately be undertaken through the DGMA; however, it is important that the Board should clearly identify and highlight the reforms requiring Government consideration. He accordingly requested DIG Girish Datt Raturi ICG to also develop the reform proposal relating to salvage.

Action: DIG Girish Datt Raturi ICG

10. Suggested measures to Indianize the Indian Colonel Maritime Legacy:

10.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, initiated the discussion on the Indianization of the colonial legacy and observed that there appeared to be two broad approaches, namely, retaining the existing colonial legacy in its present form or considering appropriate changes wherever warranted. He invited the views of the Members on whether there are specific proposals that could be considered in this regard.

10.2. **Capt. Savio Ramos, General Secretary, MUI,** observed that several aspects of the existing legacy originated during the colonial period. He referred to the presence of statues and memorials of Indian national leaders in different

parts of the world, including countries outside India, and stated that such examples could also be taken into consideration while examining the issue of retaining or changing elements of the colonial legacy.

10.3. **Dr. K. Murali, Professor, IIT Madras**, indicated that the matter also required consideration from the cultural perspective and suggested that the cultural aspects associated with the colonial legacy may be examined as part of the discussion.

10.4. **The Board advised that, wherever possible islands, ports, shipyards, museums, docks, harbors, memorials, internal roads, open air theatre, beaches, colonies, housing projects, libraries, Clock towers, forts, light houses, viewing points, rocks & other maritime establishments, parks, cruise terminals, hotels, ships / vessels. maritime days, etc. which are associated with historical personalities given to naming or renaming them in recognition of Indian personalities names who have made a significant contribution to the development of shipping and maritime activities in India, locally / regionally / nationally / internationally. The board observed that where an existing name is associated with a person's contribution to the place or institution, irrespective of nationality, such contribution should be duly respected; however, where a name continues merely on account of historical legacy or the colonial past, it may be considered for change wherever appropriate. The board further referred to instances of changes in the names of islands in the Andaman region and stated that the contribution associated with a particular name should not be overlooked, while legacy by itself need not necessarily be treated as a reason for retaining a name. Further local maritime festivals, local maritime seasons local maritime events local maritime days or local cuisine or local flora or fauna, etc. may be promoted. The board advised its members to prepare proposals on these lines.**

Action: All NSB members

11. Seafarers in Distress Abroad — Cases Requiring Intervention of the Ministry of External Affairs / Ministry of Ports Shipping & Waterways / DG Maritime Administration:

11.1. **Capt. Savio Ramos, General Secretary, MUI**, informed the Board that a letter of appeal has been sent to the Ministry of External Affairs (MEA)

concerning a seafarer held abroad for over five years, but that no substantive response has been received; He stated that MEA did indicate towards the end of June 2026 that the matter is nearing completion, but no further movement has taken place. He stated that the MUI has been extending financial support to the seafarer's family, including bearing his children's school fees over the preceding two years.

11.2. On being asked by **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** how many such cases exist as on day, Capt. Savio Ramos informed the Board about two more cases, one relating to UK seizure of a **Russian Shadow Fleet tanker Smytros**, involving Captain Pant, presently under custody in the United Kingdom since April 2026; and another involving a vessel earlier named Marina, whose Master and Chief Engineer were arrested in Oman and continued to be held without any hearing having been scheduled. He stated that the MUI has drafted and forwarded a letter at the request of the family's legal team in the Captain Pant's matter but has received no further correspondence thereafter.

11.3. **Capt. Savio Ramos, General Secretary, MUI** further apprised the Board of a fourth matter, concerning the **vessel SOS-6** in Senegal, where the crew have been held for over five years on an unconfirmed drug-related charge. He submitted that the National Shipping Board has not, until now, taken up such cases independently with the MEA, and recommended that all such cases be docketed and pursued collectively with the MEA so as to create sustained pressure on MEA, rather than through one-off, informal interactions by the MUI. He offered to travel to Delhi to accompany the Chairperson NSB to meet MEA officials, and suggested that a resolution be adopted by the Board calling for a defined procedure to ensure speedy trial and release in such cases.

11.4. **Capt. Savio Ramos, General Secretary, MUI** narrated the circumstances of the Captain Pant case, stating that the vessel, having loaded approximately 92,000 tons of crude oil from Russia without a declared discharge port, was intercepted by United Kingdom authorities in the English Channel after its flag State had withdrawn support, rendering the vessel flagless at the time. He stated that only the Master was taken into custody while the remaining crew stayed on board. The Master was later arrested in early June 2026 and has remained in custody since then. The next hearing is not expected before December 2026; and that the principal impediment to his release is the requirement of a surety, which neither the MUI nor the shipping company nor DG MA are in a position to

furnish.

11.5. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** observed that the subject of "**criminalization of seafarers**" is on the Board's agenda and would be addressed in the Sub-Committee presentation later in the day. He sought clarification from Shri Killi Mohana Rao, Chief Surveyor, Directorate General of Marine Administration (DGMA) , Mumbai, as to whether enquiries concerning Indian nationals in distress abroad irrespective of the flag of the vessel are conducted by the Ministry directly or by the DGMA, observing that since Recruitment and Placement Service Licenses (RPSL) are issued by DG MA and not by the Ministry, the relevant authority would appear to rest with the Directorate.

11.6. **Shri Killi Mohana Rao, Chief Surveyor, DGMA, Mumbai** informed the Board that DGMA had held several meetings on the subject, including a review meeting at the level of Secretaries which was also attended by the IMO, but that no concrete outcome has emerged beyond an assurance. He requested Captain Nitin Mukesh, Secretary, NSB, who had also attended that meeting, to brief the Board further.

11.7. **Captain Nitin Mukesh, Secretary, NSB**, informed the Board that both the cases of Captain Pant and the SOS-6 continued to be pursued by the Directorate. He stated that the Captain Pant matter remained contingent on a court verdict on the question of surety, which is expected to be furnished by the vessel's owner through the concerned RPSL company. The DGMA is not a position to furnish the surety itself. He clarified that media reports suggesting a specific date of resolution through coordination between DGMA and MEA are not entirely accurate and as on date, the matter remains pending before the court. He also informed the Board of another case in the Gulf, where a seafarer has been apprehended at the airport in possession of an allegedly fraudulent ticket issued by the employer, and has been in detention for the preceding ten days.

11.8. **Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai,** stated that such requirements should ordinarily be covered under the legal defense cover available through the vessel's **Protection and Indemnity (P&I) Club**, but this requires the shipowner to actively own up the vessel and pursue the matter, and that the Indian authorities have no control over the P&I arrangements of a foreign-flag vessel.

11.9. **Shri Rakesh Singh President ICCSA Mumbai** observed that, beyond the

question of fixing accountability against errant agents in individual cases, the larger and more pressing issue was that of an Indian national in distress, and that an institutional mechanism is required — potentially involving the Ministry of External Affairs, other Ministries and Indian missions abroad — so that the factual position in each case could be clearly established and communicated to the affected families.

11.10. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** observed that a great deal of speculation surrounds such cases in the absence of an established protocol and desired that a mechanism be evolved, potentially involving DGMA, MEA and Indian Embassies or consulates / High commissions as relevant, so that affected families are kept informed of developments and are not left without guidance or support.

11.11. **Capt. Savio Ramos, General Secretary, MUI** informed the Board that the wife of Captain Pant had personally approached the MUI seeking assistance and that the MUI did extend such support as it could. The MUI also furnished documentation on its letterhead as sought by her legal team, though the team remained unaware about the likely timelines for a hearing or bail. He similarly described the difficulties faced by the family of the seafarers detained in Oman and Senegal and stated that, unlike in the United Kingdom, communication with the concerned authorities is almost impossible in Oman and Senegal on account of the absence of a common language, leaving the concerned seafarers without any means of ascertaining the status of their cases.

11.12. **DIG Girish Datt Raturi, Indian Coast Guard Headquarters, New Delhi,** informed the Board that a similar difficulty was faced earlier in respect of persons rescued at sea by the Coast Guard, regarding their onward handling and immigration clearance and that acknowledging the need for clarity the Ministry of Home Affairs had accordingly issued a policy clarifying the office responsible for immigration formalities in search and rescue cases, resulting in a clear Standard Operating Procedure, which is now being followed. He suggested that a similar SOP be evolved for the handling of seafarers in distress abroad.

11.13. **Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai,** suggested that, drawing on the precedent of dedicated funds established under various IMO conventions to address recurring international problems, a similar corpus fund could be considered in India to meet the cost of surety in such cases, to be recovered subsequently from the shipowner or other

responsible party, with contributions potentially drawn from the seafaring community at large as a long-term solution.

11.14. **The board advised that the requirement of a defined protocol for engagement with the Ministry of External Affairs in such cases, and the underlying database of Indian seafarers required to support it, be prepared by DGMA in coordination with the MUI / NUSI. The Secretary NSB was advised to put up this issue before the DGMA for further action and to apprise the action taken in the next meeting.**
Action: DGMA /Secretary NSB / Gen Secretary MUI / Gen Secretary NUSI

12**. Seafarer Records — Certification of Sea Service and Conduct**:

12.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** whether the Directorate's e-governance platform enabled real-time tracking of a seafarer's movement. He observed that, if such a system is in place then why the family of a seafarer such as Captain Pant have to approach multiple shipping companies individually to obtain a certificate of his prior service and conduct, and questioned why such information cannot be generated directly through the system. It was confirmed that such tracking has recently been enabled, with effect from 15th August 2026. **Shri Killi Mohana Rao CS DGMA** clarified that while the system captures records of sea service of seafarers recruited through RPSL agencies and other channels from the year 2008 onwards, such data cannot be extracted by an individual and can only be issued by DGMA. The certificate confirming the vessels on which a seafarer has served, and the corresponding periods of service, can be issued on request, subject to the necessary endorsement.

12.2. On the question of whether any adverse conduct on the part of a seafarer would reflect against him in such a certificate, **Shri Killi Mohana Rao CS DGMA** clarified that a Master, being the representative of the shipowner on board, is generally held responsible in the event of an incident, and that this is the reason a Master is typically the person detained in such cases internationally. He explained that any adverse conduct on part of any seafarer is required to be reported by the company concerned, based on entries in the vessel's official logbook, to the Shipping Master, and that in the absence of any such report it may be inferred that the seafarer concerned has no adverse record. A certificate to that effect can be issued by the DGMA on this basis. He confirmed that this reporting mechanism remains in place, though it has evolved in form over time,

and that a number of such reports continue to be received from companies. By way of illustration, he cited an incident which happened approximately ten years earlier concerning a seafarer swimming at sea, which came to notice through the engine-room logbook record submitted by the company, notwithstanding the absence of a corresponding entry in the official logbook. Based on this record, the Chief Engineer concerned was suspended for six months. However, this penalty subsequently was enhanced to two years by the Mumbai High Court on appeal. He informed the Board that, under a new module presently under development, any misconduct on the part of a seafarer would be reflected in the system, though such information would remain accessible only to the Directorate's administration and not to the public. He confirmed that even in the existing system, a report received from a Shipping Master regarding a seafarer's conduct can be recorded.

12.3. The board advised that the system should be enabled to issue a certificate on request confirming that a seafarer service history and that he has served without adverse incident over a given period rather than making him approach the individual shipping companies for such a certificate.

Action: DG Maritime Administration

13. Structure of the Presentation to be made before the Hon'ble Minister MoPSW:

13.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, informed that a consolidated presentation covering the work of all Sub-Committees is required to be prepared for the next interaction of the board with the Hon'ble Minister, as it would not be possible for the Hon'ble Minister to peruse the reports in full within the limited time available. He informed the Board that the last such interaction was held in March 2026 and that time is presently being sought for the next interaction, which is expected shortly.

13.2. **The Board urged the members that all Sub-Committee presentations be prepared and submitted to the Chairperson by 15th October 2026 so that they could be reviewed and made consistent in structure and content.**

Action: Chairperson, NSB / Secretary, NSB / All Sub-Committee Chairs

14. Coast Guard Data-Sharing and Vessel Traffic Monitoring System:

14.1. **DIG Girish Datt Raturi, Indian Coast Guard (ICG) Headquarters, New Delhi,** informed the Board that the Coast Guard captures vessel-related data-

including vessel name, international call sign, Maritime Mobile Service Identity (MMSI) number, IMO number, master's and crew names and nationality, Emergency Position indicating Radia Beacon (EPIRB) and International Maritime Satellite Organization (Inmarsat) numbers - comparable to the data captured under Vehicle Traffic Management System (VTMS)-type systems on European coasts, through its coastal radar stations, which now number 84 (increased from 48 under Phase 2), of which a few stations are yet to be commissioned or taken over. He clarified that reporting under International Aeronautical & Maritime Search & Rescue (IAMSAR) is voluntary and relates to safety, enabling the Coast Guard to render search and rescue assistance, whereas the radar network additionally serves the security function. He stated that India has been notified as Global Maritime Distress & Safety System (GMDSS) Area A1 and A2, which he described as a very significant milestone, but informed the Board that the Coast Guard's present VHF footprint does not fully cover the notified A1 area, a limitation that has been formally communicated to the Ministry of Ports Shipping and Waterways. He informed the Board that the data presently captured is largely manual, and that under Phase 2 upgradation, efforts are underway to digitize this data and incorporate artificial intelligence, including a problem statement floated under the Ministry of Defense's Innovations for Defense Experience (iDEX) initiative for automated interpretation of radar imagery so as to distinguish merchant ships, warships and fishing vessels. He stated that a solution in this regard may be expected over the next two to three years. He also informed the Board that VHF range is typically 25 to 30 nautical miles, with AIS providing a wider range and richer vessel detail.

14.2. The board thanked DIG Raturi from ICG headquarters for the update.

15. <u>TA/DA Claim and Reimbursement Process for NSB Members:</u>

15.1. The members raised continuing difficulty with the process for submission and clearance of Travelling Allowance / Daily Allowance (TA/DA) claims of the members, citing inconsistent treatment of similar claims by the Finance Division of DGMA. By way of illustration, it was pointed out that the travel bill of Capt. Savio Ramos, General Secretary, MUI, was cleared subject to a number of riders / queries, whereas the bill of Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai — submitted ahead of that of Capt. Ramos — are not cleared, without the specific points of objection being made clear to her. Ms. Sanjam Sahi Gupta stated that she had submitted both hard copies and complete documentation, but had subsequently received an e-mail citing specific formats

to be filled in, which she described as unduly complicated. It was clarified by the Secretary NSB that the intention was not that her bill should remain unapproved, but that a request for condonation of delay was called for. Members observed that such requirements were not made known in advance, and that it is not appropriate for one Member's bill to be cleared and another's, involving comparable facts, to be held back on the same ground.

15.2. The Secretary NSB informed that the documentation presently required by the Finance division of DGMA for each claim includes the tour order, an approved travel itinerary, a duly completed TA certificate, a self-declaration regarding the journey performed, the original air ticket/e-ticket, boarding pass and fare invoice, and, where applicable, a request for condonation of delay — a process Members described as unduly complex and document-intensive, and one which, in practice, results in a file moving repeatedly between different tables/desks before disposal.

15.3. It was submitted by the members that they were not informed, at the time of their notification as Members of the Board (with effect from 30th April 2025), of the process to be followed or of their entitlements in this regard. It was suggested that, going forward, NSB Members' tickets be booked centrally by DGMA so as to avoid confusion, particularly in the case of travel, where individual Members presently bear the burden and credit-limit constraints of booking their own tickets; and that consideration be given to a standardized, fare-based reimbursement (for example, a fixed one-way/return fare for travel to Mangalore) to be disbursed directly against the boarding pass and air ticket, in place of the present document-intensive process.

15.4. **Captain Nitin Mukesh, Secretary, NSB**, explained the present process, under which a letter / DDG approval is required to be sent to Finance for booking, and informed the Board that a letter dated 3rd September 2026, enclosing the requisite annexures and checklist, has been sent to all Members, to be completed and submitted at the time of the meeting.

15.5. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB** cited his own experience of a claim for ticket-cancellation charges that has been pending for four months, observing that the cost of resources and time used in processing the file exceeded the value of the claim itself, and stated that the system required improvement.

15.6. **The board advised the Secretary NSB to henceforth book the tickets of**

the members officially through DGMA as soon as request is received from their end enclosing their tour program. Further for the pending TA/ DA bills instead of raising the queries and returning the bills, the members may be called in DGMA to fulfil the requirements.

Action: Secretary NSB / All members

16. Engagement with Foreign Shipbuilders:

16.1. The Board highlighted the need for engaging with the foreign shipbuilders, in collaboration with the organization such as the Indian Register of Shipping (IRS), which have wide international networks, to attract foreign shipbuilders to India.

16.2. **Shri Killi Mohana Rao CS DGMA** suggested that basis that DG Shipping is already working with the foreign shipbuilders and there is no need for such duplication. He suggested that he could provide regular updates to the board.

16.3. **The board agreed to his suggestions and requested him to provide the board with regular updates on ship building in the NSB meetings. The board also requested him to provide the names and details of the foreign shipbuilders.**

Action: Shri Killi Mohana Rao CS DGMA

17. Ex Post facto approval to the nomination of Shri Anil Laxman Devli , a NSB member in the Governing Counsel of NMIS Mumbai as NSB Nominee:

17.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, informed the Board** that one member representing the National Shipping Board is nominated on the Governing Council of the National Maritime Institute of Shipping (NMIS), Mumbai. He stated that, for the earlier tenure of 2024–2026, the Board had approved the nomination of Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai, as the NSB representative on the Governing Council of NMIS. He further informed the Board that, for the current tenure of 2026–2028, NMIS has again sought nomination of an NSB representative **(Annexure X)**. He stated that the request was circulated amongst the Board Members with a proposal to renominate Shri Anil Devli a NSB member for the 2026-28 term through WhatsApp inviting objections, if any. As no objections were received, the name of Shri Anil Laxman Devli had already been proposed for continuation

as the NSB representative on the Governing Council of NMIS, Mumbai for 2026-28 in anticipation of the board's approval **(Annexure XI).** He requested for ex post facto approval of the board to the nomination of Shri Anil Laxman Devli, as NSB nominee on the governing Council of NMIS Mumbai for the 2026-28 term.

17.2. **The Board granted ex post facto approval to the nomination of Shri Anil Laxman Devli, as NSB nominee on the governing Council of NMIS Mumbai for the 2026-28 term.**

18. <u>Removal of hurdles faced by Indian Shipping Companies in the domestic tax area to migrate to the IFSC:</u>

18.1. The Board decided that the agenda item relating to removal of hurdles faced by Indian shipping companies in the domestic tax area to facilitate migration to the International Financial Services Centre (IFSC) may be taken up for detailed consideration in the next meeting of the National Shipping Board as proposer of the agenda item Shri Anil Devli CEO INSA was not present in the meeting.

<u>Action: Secretary NSB / Anil Devli CEO INSA</u>

19. <u>Engagement with Foreign Shipping Lines and Foreign Shipping Industry Associations:</u>

19.1. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** suggested that the board should also interact with foreign shipping lines and foreign shipping industry associations to understand the issues being faced by them in the Indian maritime sector. He informed the Board that he has received a communication from the Chairperson, International Financial Services Center Authority (IFSCA), requesting that the concerns and difficulties being faced by the foreign shipping entities be understood and examined. He observed that the National Shipping Board represents the broader maritime sector and, therefore, its engagement should not be restricted only to national / Indian shipping lines. He suggested that representatives of foreign shipping lines and relevant shipping line associations should be formally invited for a discussion with the Board. He stated that such an interaction would provide an opportunity to hear the concerns of foreign shipping lines directly, understand the regulatory difficulties being faced by them and identify issues, if any, requiring consideration at the appropriate policy or regulatory level.

19.2. **The Board agreed that representatives of foreign shipping lines /shipping line associations may be formally invited for an interaction with**

the Board and that the issues raised during such interaction may be taken up by the Board for further consideration. The Secretary NSB was advised to coordinate accordingly.

Action: Secretary NSB

20. Publication prepared on "Indian Women in Maritime":

20.1. **Ms. Sanjam Sahi Gupta Director Sitara Shipping** referred to her publication on **"Indian Women in Maritime**" stated that the publication could be circulated among schools as an outreach initiative. She indicated that the publication has already been prepared and could be released at an appropriate occasion with the support of the Board. **The board thanked per for her efforts and noted the same for future action**.

21. Monitoring of Progress of Existing Sub-Committee Reports:

21.1. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** suggested that that, instead of allowing each of the existing sub-committees to be monitored independently, **a dedicated team manned by professional consultants** could be constituted to monitor the progress and implementation of recommendations emerging from the 15 sub-committee reports (including two pending subcommittee reports) of year 2025-26. He stated that the purpose of the proposed monitoring mechanism would be to obtain a consolidated view of the status of recommendations, identify matters pending with various authorities and ensure that recommendations accepted in principle are taken to their logical conclusion. **Shri Rakesh Singh President Mumbai ICCSA** supported the proposal and observed that a consolidated monitoring mechanism **manned by professional consultants** would provide a clearer picture of the work being undertaken by the various sub-committees. It was agreed that the implementation of the Maritime Single Window 2.0 should form part of the monitoring exercise. It was indicated that the progress of such initiatives could be reviewed through the proposed monitoring mechanism wherever relevant.

21.2. **The board agreed to set up a mechanism manned by professional consultants for monitoring of the implementation of the recommendations of the fifteen sub-committees their implementation. The Secretary NSB was advised to coordinate accordingly.**

Action: Secretary NSB

22. <u>Creation of the subcommittee for 2026-27 on new maritime issues</u>:

22.1. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** invited the members to suggest any new maritime issues which, in their view, require consideration during the year 2026–27. He observed that the work of the Board during 2026–27 should be focused on a limited number of clearly defined policy issues. The Chairperson emphasized that the subcommittees for 2026-27 should be constituted only where there are clearly identifiable policy issues requiring examination and where the Board could add value through structured recommendations. He highlighted the need to avoid proliferation of committees and to ensure that each committee has a clearly defined mandate, deliverables and reporting mechanism.

22.2. **<u>Proposed Sub-committee (2026-27) on "Creation of suitable pathways in Maritime Sector to promote participation of Agni-veers in the Maritime Sector":</u>**

22.2.1. **Capt. Bipin Krishna, Indian Navy**, drew the attention of the Board to the emerging issue of utilization of Agni-veers in the maritime sector. He stated that Agni-veers had undergone approximately four years of service in the Indian Navy and that a substantial number had acquired practical exposure to ships and various technical and operational systems. He stated that, as the present batch approached completion of its tenure, a proportion would be retained in permanent service while the remaining personnel would be released from the Navy. He further stated that personnel who had served at sea possessed useful practical exposure and that this experience could potentially be utilized by the maritime industry. The Chairperson observed that the experience and skills acquired by such personnel could be considered while examining employment opportunities in the maritime sector, including the financial and employment-stability aspects.

22.2.2. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association**, stated that the industry has already received a communication from the Ministry of Defense regarding employment opportunities for Agni-veers and that the matter had been under consideration by the industry. He stated that discussions had taken place regarding the number of personnel which could potentially be employed by shipping companies. He, however, pointed out that a practical issue arose from the categorization of Agni-veers for employment in the merchant shipping sector. He stated that the immediate possibility was largely at

the rating level, whereas the industry had a greater requirement in certain officer categories. He suggested that a suitable bridging course, examination and certification mechanism could be considered for personnel possessing relevant naval training and experience. He further stated that personnel with substantial prior training should not necessarily be treated in the same manner as candidates entering the maritime sector without comparable practical experience. He suggested that a suitable pathway, including appropriate bridge courses and certification in accordance with applicable STCW requirements, could be examined for Agni-veers seeking entry into merchant shipping.

22.2.3. **DIG G D Raturi ICG Headquarters New Delhi** stated that, as per the arrangement then applicable, the broader issue of employment of personnel released from the Armed Forces was being coordinated at the Government level, including through the Ministry of Home Affairs for government employment. He further stated that different government organizations have provisions for absorbing a specified proportion of such personnel, while the private sector did not face the same restriction and could potentially absorb a larger number.

22.2.4. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** observed that this creates an opportunity for the maritime sector to examine how the skills and experience of personnel, including women personnel, released from the Armed Forces could be utilized.

22.2.5. **The board agreed to explore the possibility of constituting a sub-committee during 2026-27 to examine "Creation of suitable pathways in Maritime Sector to promote participation of Agni-veers in the Maritime Sector", including bridging courses, certification and recognition of prior training / sea experience, and other measures and discuss the matter in the next board meeting.**

22.3. **Proposed Sub-committee (2026-27) to examine "Measures to strengthen India's voice , participation , effective institutional engagement and Influence in the IMO":**

22.3.1. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** emphasized the need to examine how India's voice, participation, effective institutional engagement and influence in the International Maritime Organization (IMO) could be strengthened. He observed that the issue should not be confined merely to participation in meetings, but should also consider how India could effectively

present its views, contribute to deliberations and increase its institutional engagement. He referred to the existing mechanism under which India has officers posted in international organizations through the diplomatic establishment and suggested that a similar institutional arrangement could be examined for the IMO in London. He indicated that an appropriately positioned officer at the Indian Embassy could facilitate greater continuity, coordination and participation in relevant IMO work. He suggested that a paper could be prepared after identifying the specific areas where India could strengthen its voice, participation, effective institutional engagement and influence in IMO.

22.3.2. **Ms. Sanjam Sahi Gupta Director Sitara Shipping** supported that a short note could be prepared examining different mechanisms through which India's engagement in the IMO could be strengthened, rather than considering only the proposal for a permanent representative.

22.3.3. **Shri Killi Mohana Rao, Chief Surveyor, DGMA**, stated that Indian participation in international maritime discussions and conventions is already significant, but indicated that timely preparation and advance coordination are important. He referred to the need for adequate time to study proposals and formulate India's position before international meetings.

22.3.4. **The board agreed to explore the possibility of constituting a sub-committee during 2026-27 to examine "Measures to strengthen India's voice, participation, effective institutional engagement and influence in IMO", including advance preparation, coordination, representation and possible arrangements through the Indian diplomatic establishment in London.**

22.4. **Proposed Subcommittee to suggest measures to deal with "Abandonment and Criminalization of Seafarers":**

22.4.1. **Capt. Savio Ramos, General Secretary, MUI**, stated that the issues relating to "Abandonment and Criminalization of seafarers" continued to require special attention. He suggested that a subcommittee could be constituted to suggest measures to deal with this issue at the international level.

22.4.2. **The board agreed to explore the possibility of constituting a sub-committee during 2026-27 to suggest measures to deal with the issue of "Abandonment and Criminalization of Seafarers" at the international level.**

22.5. **Proposed sub-committee on "Augmenting Salvage Capabilities":**

22.5.1. **DIG Girish Datt Raturi, DIG, Indian Coast Guard Headquarters**, stated that, in continuation of the earlier discussions, the issue of "Augmenting Salvage Capabilities" remains pertinent. He suggested a subcommittee to suggest measures to augment salvage capabilities.

22.5.2. **The board agreed to explore the possibility of constituting a sub-committee during 2026-27 to suggest measures to augment salvage capabilities.**

22.6. **Proposed sub-committee to "Promote Gender Diversity and creating career Pathways and Bridging Opportunities for Women in Maritime":**

22.6.1. **Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited**, stated that increasing the participation of women in the maritime sector should remain an important area of focus. She stated that, apart from generally attracting more young persons to the maritime sector, specific measures would be required to attract more girls and women into maritime education, training and employment. She suggested that a sub-committee on promoting gender diversity should be constituted. She stated that the proposed gender-related work should not be limited to increasing the number of women entering the sector. She highlighted the need to examine different career pathways available to women who had already acquired seagoing experience but subsequently wished to move ashore. She stated that opportunities could be examined in technical and emerging maritime areas, including areas connected with decarbonization, digitization, biofouling, ship recycling and other specialized functions. She suggested that suitable bridging courses or other mechanisms could be considered to enable women with existing maritime experience to transition into technical and shore-based roles. She observed that such pathways could also contribute to improving the retention of women in the maritime sector by providing career progression opportunities beyond conventional seagoing roles. She further observed that several organizations were already undertaking work relating to women in maritime and, therefore, it would be useful to assess the work already undertaken, identify the existing gaps and thereafter determine the additional measures required. She emphasized that the objective should not merely be to increase the number of women entering the sector, but also to ensure their retention, so that the sector does not face continued attrition after entry. She raised certain

concerns regarding the existing "**Sagar Mein Samaan"** initiative and the functioning of committees associated with it in areas relating to gender diversity and maritime training. She expressed the view that the effectiveness of such initiatives should be assessed in terms of their expertise, clarity of mandate and actual outputs.

22.6.2. **Capt. Nitin Mukesh, Secretary, NSB**, explained that the structure of the committees and the functioning of committees under "**Sagar Mein Samaan"** initiative in areas relating to gender have undergone changes and that efforts have been made to bring greater neutrality and manageability into the functioning of the committees. He stated that certain committees have been dissolved and their functioning restructured.

22.6.3. **Capt. Bipin Krishna, Indian Navy** suggested that the proposed work on women in maritime should also consider the employment potential of women Agni-veers and, more broadly, the manner in which personnel released from the Armed Forces could be effectively absorbed in the maritime sector.

22.6.4. **Shri Rakesh Singh President ICCSA** stated that the industry did not have an institutional reluctance to employ women; however, practical issues relating to shipboard accommodation remained a concern. He stated that coastal vessels could provide useful opportunities for women to obtain seagoing experience, but suitable accommodation arrangements are not available on all existing vessels.

22.6.5. **Capt. Bipin Krishna from IN** stated that the Indian Navy has undertaken similar modifications on its ships. He explained that, particularly in larger vessels such as frigates and destroyers, accommodation clusters have been created with facilities such as bathrooms and toilets located together for women personnel. He indicated that the experience of the Navy could be examined as a possible reference for commercial shipping.

22.6.6. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** observed that, out of the sub-committees constituted earlier, none had been specifically dedicated to gender issues. He proposed that a dedicated sub-committee on gender diversity could be constituted during the current year. He indicated that the proposed sub-committee should examine measures for increasing participation of women, improving outreach to girls at the appropriate educational stages, identifying changes required in maritime curricula and

studying international experience and best practices. He further emphasized the importance of data and stated that the proposed work should include continuous assessment of available data and interaction with women working in the maritime sector to understand the challenges and hurdles faced by them .He further suggested that the proposed study should identify what measures were working and where further intervention was required, including examination of best practices adopted by companies and organizations in India and other countries. He emphasized that the National Shipping Board, being a national-level body, should focus on broader policy matters and should avoid becoming involved in small field-level issues or matters which could be dealt with by the concerned administrative or technical authorities. He suggested that, particularly in new construction, suitable accommodation could be incorporated at the design stage. He suggested consideration of provision of a dedicated cabin arrangement for two women, together with the required facilities. He observed that the proposed gender-related work should also examine how maritime assets could be suitably customized to accommodate women personnel.

26.6.7. **The Board agreed that the proposed gender sub-committee should examine the issue from the broader perspective of career progression and employability, rather than limiting its work only to entry-level participation. The Board noted that ship design and accommodation requirements should be considered as part of the broader effort to increase the participation and retention of women in the maritime sector. The board also indicated that a representative from the Navy could be associated with the proposed gender-related committee so that relevant experience of the Armed Forces could be incorporated into its deliberations. The Board advised that board subcommittees should avoid duplication of work already being undertaken by other committees or organizations. The board agreed to explore the possibility of constituting a sub-committee during 2026-27 to "Promote Gender Diversity and creating career Pathways and Bridging Opportunities for Women in Maritime".**

22.7. **Proposed Sub-committee on "Promotion of on generation of PSU cargo for Coastal Movement":**

22.7.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** invited Shri Rahul Modi, President, Coastal Containers Transporters Association, to indicate the way forward for engagement

with Public Sector Undertakings (PSUs) for generation and promotion of coastal cargo.

22.7.2. **Shri Rahul Modi, President, Coastal Containers Transporters Association,** stated that a workshop could be organized to facilitate engagement with the relevant stakeholders and Ministries. He observed that, at present, organizations such as the Food Corporation of India (FCI) and fertilizer-related PSUs are not making adequate use of inland waterways or coastal shipping. He suggested that engagement with such organizations would need to be facilitated through the concerned Ministries. He also indicated that the petroleum sector could be considered as another area for generation of coastal cargo. He further clarified that engagement with private-sector entities is also being undertaken and that cargo details are being obtained from private players. However, he emphasized that participation of PSUs was important for the wider development of coastal shipping. He referred to the example of GAIL entering into a coastal movement arrangement and stated that, while private-sector cargo owners were increasingly supporting coastal movement, similar support from PSUs is required. He stated that there is a need for direct engagement, discussion and negotiation with PSUs to identify suitable cargo and address the reasons for their continued preference for rail-based movement. He suggested that appropriate communication and coordination with the concerned PSUs would be necessary to encourage greater support for coastal shipping. He clarified that the cargo under consideration was primarily movement between major ports.

22.7.3. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** stated that the objective should be to diversify coastal cargo beyond the existing major commodity segments. He identified agricultural products handled through FCI, fertilizers cargo associated with organizations such as IFFCO and KRIBHCO, and steel and other general industrial products as important areas for consideration. He observed that, while private captive users have already undertaken coastal movement in certain sectors, greater participation of PSUs would be required to expand the overall cargo base and strengthen hinterland connectivity. He referred to Tata Steel as an example of a private-sector entity which has developed customized arrangements for movement of steel coils by rail and thereafter by coastal shipping. He stated that, to his knowledge, the Steel Authority of India has not yet similarly explored the possibility of the coastal movement. He emphasized that diversification of cargo is necessary, particularly to ensure that hinterland connectivity is not left outside

the scope of coastal shipping development. He further indicated that a range of steel and construction-related products, and not merely steel coils, could be examined for their suitability for coastal transportation. He stated that, apart from steel, cement is another commodity with significant potential for coastal transportation, given its suitability for carriage by coastal vessels. He observed that, in certain sectors, private organizations have already integrated cargo movement, shipping and other logistics requirements within their own operations and has consequently developed substantial captive coastal movement. He noted that such end-to-end integration has resulted in movement of Indian cargo through Indian ships along the Indian coast and could provide useful experience in understanding the factors supporting coastal cargo generation. He informed the Board that the Coastal Cargo Promotion Scheme has already examined potential cargo players and suggested that Shri Ravi Kumar and his team in the DGMA, who may have undertaken interactions with PSUs in connection with the scheme, should be associated with the proposed exercise. He suggested that the work already undertaken by the concerned team should first be reviewed to determine the extent of further engagement required. He stated that an important missing link was the absence of a clear understanding of the reasons or constraints which prevented PSUs from opting for coastal transportation. He observed that, unless the actual operational or commercial issues are identified, it would not be possible to determine whether the industry or the Government could address those concerns. He therefore supported direct engagement with the PSUs to understand their requirements and constraints.

22.7.4. **Shri Killi Mohana Rao, Chief Surveyor, DGMA**, stated that he did not have sufficient details regarding the PSU Cargo exercise carried out bu Shri Ravi Kumar and his team in DGMA at this stage. He indicated that if the relevant aspects have been covered in the study report then Shri Ravi Kumar could be associated with the proposed engagement concerning PSUs.

22.7.5. **Dr. K. Murali, Professor, IIT Madras, Chennai**, sought clarification regarding the scope of the term “coastal cargo” and enquired whether the discussion is intended to cover cargo other than the regular port-to-port coastal movement. He referred to the existing movement of commodities such as coal between major ports and sought clarification as to whether the proposed exercise was intended to focus on movement between major and minor ports or on some other category of cargo. He observed that, in such cases, port and cargo operators may face limitations arising from double-handling and multiple-handling costs,

as well as limitations relating to water depth and availability of facilities at the port locations. He indicated that these factors could affect the economic viability of shifting cargo to coastal transportation and therefore needed to be examined while assessing the potential for cargo diversion. He observed that, after understanding the concerns of the concerned cargo owners and operators, it would be possible to determine whether any policy-level intervention or modification was required to facilitate greater movement of cargo through coastal shipping. He stated that, based on his experience with National Waterway-1, National Waterway-2, National Waterway-48 and the movement between Chennai and Puducherry, cargo shift to waterways has, in several cases, not materialized primarily on account of cost considerations. He observed that the economic viability of the alternative mode therefore remained an important factor in determining whether cargo could actually be shifted from existing modes of transportation.

22.7.6. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, stated that preliminary discussions have been held with FCI regarding possible movement of foodgrains from Punjab and Haryana towards Kerala through a coastal route, involving movement to Kandla and thereafter to Kochi for onward distribution. He explained that, while assessing the viability of such movement, the economics of the entire logistics chain, including handling costs at different stages and the additional transit time involved in coastal transportation, would have to be taken into account. He stated that such factors would be considered before identifying and taking forward a particular movement opportunity. He further observed that, since systematic engagement with PSUs had not yet taken place, there is a degree of reluctance among them to prefer coastal shipping. He therefore stated that the immediate objective should be to engage with the concerned PSUs, understand their operational and economic concerns and thereafter determine the appropriate course of action. He stated that, while cost considerations are important in some cases, cargo movement could also be driven by strategic considerations in certain circumstances. He cited, as an example, the movement of foodgrains towards Mizoram. He reiterated that the proposed engagement with PSUs is therefore intended initially to understand their specific requirements, operational constraints, economic considerations and, where relevant, strategic considerations, before determining the need for any policy intervention.

22.7.7. **The Board advised that, as an initial step, engagement should be**

undertaken with FCI, the Ministry of Steel and the Ministry of Fertilizers. The board advised that the Chairperson NSB could facilitate meetings with the concerned Ministries and participate in the discussions so that the issues faced by the PSUs could first be understood and appropriate suggestions could thereafter be considered. The board advised to explore the possibility of constituting a sub-committee on "Promotion of PSU cargo for coastal movement".

22.8. **Proposed Subcommittee to examine "Implications of likely use of Artificial Intelligence in the Maritime Sector":**

22.8.1. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** that the application and implications of Artificial Intelligence (AI) in the maritime sector should be taken up as a separate area of work during 2026–27. He observed that technological developments in AI could have implications for the maritime sector and that the Board should examine how the sector could respond to such developments. He stated that he would also discuss the matter with Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, so that the proposed scope could be appropriately framed.

22.8.2. **The board advised to explore the possibility of constituting a sub-committee on "Implications of likely use of Artificial Intelligence in the Maritime Sector"**

22.9. **Proposed Sub-committee to examine "Maritime Laws in the context of compliance requirements as per International Maritime Conventions vs Domestic Maritime Legislation"**

22.9.1. **DIG Girish Datt Raturi ICG New Delhi** raised the need for examination of Maritime laws particularly in the context of compliance requirements as per International Maritime Conventions vs Domestic Maritime Legislation. **Shri Rakesh Singh President ICCSA** also supported the consideration of the issue and indicated that the relevant international conventions and domestic legal provisions could be studied to identify areas where further examination or reform may be required.

22.9.2. **The Board agreed that such examination could be undertaken from the perspective of identifying policy and regulatory issues having implications for India's maritime sector and international commitments. The board advised to explore the possibility of constituting a sub-committee**

on "Maritime Laws in the context of compliance requirements as per International Maritime Conventions vs Domestic Maritime Legislation"

22.10. <u>Proposed Sub-committee on "Development of Institutional Capabilities in the Shipbuilding Clusters"</u> :

22.10.1. **Dr. K. Murali, Professor, IIT Madras**, recalled that the issue of "Development of Institutional Capabilities in the Shipbuilding Clusters". He indicated that the ideas discussed during his earlier interaction with the Board could be taken forward. He indicated that he would like to pursue the agenda further during the coming year and examine how far the proposal could be taken forward.

22.10.2. **Shri Sameer Kumar Khare IAS (Retd.) Chairperson NSB** observed that the proposal could also take into account the academic and other facilities developed by IIT Madras and examine how such institutional capabilities could contribute to the broader shipbuilding ecosystem.

22.10.3. **The board advised to explore the possibility of constituting a sub-committee on "Development of Institutional Capabilities in the Shipbuilding Clusters".**

22.11. **<u>Broad areas identified for possible consideration for the sub-committees (2026-27)</u>**:

22.11.1. During the discussion, the broad areas identified for possible consideration as under:

- Creation of suitable pathways in Maritime Sector to promote participation of Agni-veers in the Maritime Sector
- Measures to strengthen India's voice, participation, effective institutional engagement and influence in the IMO
- Measures to deal with Abandonment and Criminalization of Seafarers
- Augmenting Salvage Capabilities
- Promote Gender Diversity and creating career Pathways and Bridging Opportunities for Women in Maritime
- Promotion of generation of PSU cargo for Coastal Movement
- Implications of likely use of Artificial Intelligence in the Maritime Sector
- Examination of the Maritime Laws in the context of compliance requirements as per International Maritime Conventions vs Domestic

Maritime Legislation

22.11.2. **The board advised that the Members should reflect on the discussions and communicate any further suggestions within one week. The Board indicated that the suggestions received from Members would be incorporated in the Minutes and considered while finalizing the agenda and work program for the forthcoming meetings. The Board agreed that the sub committees' agenda for the 2026-27 should remain sufficiently responsive to emerging maritime-sector issues while ensuring that the work of the Board remained focused on broader policy matters. The Secretary NSB was advised to coordinate accordingly.**

Action: Secretary NSB

The session concluded at this stage.

Date 10.09.2026 / Regular Session II: 3.30 P.M. to 6.30 P.M.

23. Presentation by the Sub Committees:

23.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson NSB** explained that the purpose of preparing a structured presentation of the findings of the Sub-Committee is to enable an effective briefing of the senior authority concerned, who may not have sufficient time to peruse the complete report. He informed the Board that such a meeting is being sought shortly and that the previous such interaction was held in March 2026. He stated that he intended to review all Sub-Committee presentations in advance of the proposed meeting.

23.2. **Sub Committee 04 : To prepare a roadmap for resolution Seafarers' issues including increasing share of Indian seafarers in the global shipping market to achieve MAKV-2047 Goals (incl. examination, recruitment, training, curriculum reforms)**

23.2.1. **Shri Rakesh Singh President ICCSA & Chair of this subcommittee**, presented the report of Sub-Committee No. 04 **(Annexure XII)** and covered the information sought by the Board at its previous meeting regarding the global and Indian seafarer supply position, abandonment of seafarers, certification-related issues and the shortage of officers on Indian coastal vessels.

A. Global and Indian Seafarer Supply:

23.2.2. **Shri Rakesh Singh President ICCSA & Chair of this subcommittee**

informed the Board that, as per the BIMCO (Baltic & International Maritime Council) / ICS (International Chamber of Shipping) data placed before the Sub-Committee, the global seafarer population stood at approximately 25.7 lakhs, with a projected shortage of about 39,000 to 40,000 officers, whereas there was a surplus in the rating category. He further informed the Board that the Indian seafarer population had increased to approximately 3.2 lakh from approximately 3.1 lakh a year earlier, of whom about 88–89 per cent were employed on foreign-flag vessels and only about 11–12 per cent on Indian-flag vessels. He stated that India had become the second-largest supplier of seafarers in the world. **Shri Sameer Kumar Khare IAS (retd.) Chairperson NSB**, however, observed that, when measured as a proportion of the national population, India's share remained substantially below that of the Philippines, which supplies approximately 4.5 lakh seafarers. He further observed that, considering India's median age of 29 years, English proficiency and established education and training system, considerable potential remained untapped. **The Board** noted the Maritime India Vision 2030 targets that the share of the Indian Seafarers should become at least 20 per cent of the global share. **Shri Rakesh Singh President ICCSA** informed the Members that stakeholders, particularly FOSMA and MASA, had expressed confidence that the target would be achieved well before 2030, having regard to the present rate of growth. It was emphasized that employment on Indian-flag vessels is directly proportionate to the number of vessels acquired and that growth in Indian-flag employment is therefore contingent upon expansion of the Indian fleet.

B. <u>Comparison with the Philippines and Soft-Skill Gaps</u>

23.2.3. **Shri Rakesh Singh President ICCSA** observed that Indian seafarers are at par with, or better than, their counterparts in respect of training, qualification and certification. He stated that a committee had been constituted by the Ministry some years earlier, of which he was also a part, to study why the Philippines continues to be preferred by international employers despite this. He informed the Board that a number of soft-skill issues had been identified through that study, relating to workplace conduct, appearance and personal presentation, particularly in the hospitality and cruise segment. **Shri Sameer Kumar Khare IAS (retd.) Chairperson NSB** enquired whether any study existed, undertaken either by the Philippines' own national organization or otherwise, explaining why Filipino seafarers are preferred over Indian seafarers. **Shri Rakesh Singh President ICCSA** responded that the same reasons were gathered by the Sub-Committee directly from industry stakeholders. He stated that Filipino seafarers receive

dedicated soft-skill training from an early stage and observed that soft skills constitute an important part of a seafarer's overall competence. He stated that a genuine effort is required to inculcate such skills in Indian seafarers at an early stage of training and suggested that a study be undertaken to understand the national system of recruitment, employment and monitoring adopted by the Philippines, including the role of its overseas employment authority. It is observed, by way of experience, that a substantial volume of certification presented by the seafarers of certain other supplying nations have been found to be fraudulent and that possession of certificates, by itself, could not be treated as evidence of competence.

C. <u>Abandonment of the Seafarers and Malpractices by the RPSL Agents</u>:

23.2.4. **Shri Rakesh Singh President ICCSA** informed the Board that approximately 70 per cent of abandonment cases are attributable to the tactics adopted by errant RPSL agents and inadequacies in the system, and that gaps in the existing system have been identified during the Sub-Committee's interaction over the preceding six months. He stated that the Board has, for several years, sought data on the proportion of the abandonment cases arising from recruitment through RPSL agencies as against recruitment through non-RPSL channels, as the regulatory control available over the two categories differs materially. He stated that the DGMA has been not in a position to exercise control over RPSL agencies. A recurring malpractice was described whereby a seafarer is signed on shore, e-Migrate clearance is generated and the seafarer is dispatched, following which the sign-on-shore entry is cancelled within the permissible period on some pretext, so that the bank guarantee limit prescribed for the agent is not exceeded. It was stated that the seafarer is thereby recruited but not placed on board and may remain overseas for several months before returning and applying for certification on the basis of sea service not actually performed. The Board noted that a number of such cases had come to notice. A corresponding malpractice was described at the time of sign-off, where a seafarer is shown as having signed off from the vessel and, after an interval, as having signed off shore, without verification that he has in fact been repatriated and has re-entered the country.

D. <u>Closing the Data Loop between the Directorate and Immigration</u>:

23.2.5. **Shri Rakesh Singh President ICCSA** that the present system does not reconcile the several stages of a seafarer's movement and that the report seeks to capture the extent to which the loop remains open. He stated that the following

stages require to be captured and reconciled on a real-time basis: (i) sign-on shore recorded on the Directorate's system and e-Migrate clearance generated; (ii) clearance through the Immigration Check Post at the airport or port; (iii) actual placement on board the vessel; (iv) sign-off from the vessel and sign-off shore; and (v) re-entry into India recorded at the Immigration Check Post. He informed the Board that data captured at the Immigration Check Post is not presently transmitted back to the Directorate's system and that the sign-off-shore entry is not linked to the seafarer's passage back through the Immigration Check Post. He stated that reconciliation of these stages would, in itself, reveal the gaps through which cases of abandonment and fraudulent sea service arise. It is recommended that the Directorate's system should not permit an owner or operator to sign off a crew member unless the corresponding immigration record exists. The Members noted the practical difficulty of involving multiple agencies in such an arrangement, but were of the view that the requirement should be brought to notice so that the gaps are addressed in due course. **Shri Sameer Kumar Khare IAS (retd.) Chairperson NSB** enquired whether the issue has been examined by the DGMA in a systematic, step-by-step manner, observing that the staff handling the subject changes from time to time. It was informed that the Directorate is working on the subject and that improvements are being made progressively. **The board advised that DGMA should take this to a logical end.**

Action: DGMA / MoPSW / Ministry of Home Affairs (Bureau of Immigration)

E. Legal Remedies:

23.2.6. The Board noted that the Merchant Shipping Act does not provide sufficient deterrence against offences of this nature. **Shri Rakesh Singh President ICCSA** informed the Board that the DGMA had agreed, in an earlier meeting, that such cases ought to be treated not merely as violations of the Merchant Shipping Act but as instances of human trafficking. He stated that a legal opinion may be sought from the Ministry on invoking the relevant provisions of the Bharatiya Nyaya Sanhita against the violators. **The Board desired that the matter be taken forward.**

Action: DGMA / MoPSW.

F. Grievances relating to Non-Payment of Wages:

23.2.7. **Shri Rakesh Singh President ICCSA** highlighted the grievances relating

to non-payment of wages and allied matters. It was noted that although the Maritime Labor Convention is explicit on the subject, seafarers frequently refrain from reporting default for fear of losing future employment. It was observed that seafarers often report such matters only after several months, by which time redress becomes difficult. It was recommended that the DGMA should undertake an awareness campaign, alongside the initiatives already taken, advising seafarers to flag such default within the first month and, in any event, not later than the second month.

Action: DGMA

G. Crew Change Facilities at Mumbai & Cochin as free crew-change hubs and Representation of Ministry of Home Affairs / Ministry of Finance (CBIC) on the Board:

23.2.8. **Shri Rakesh Singh President ICCSA** informed about the long-standing suggestion of the industry for the development of Mumbai and Cochin as free crew-change hubs, on the lines of Fujairah and other off-port-limits facilities, was reiterated. It was noted that such arrangements were permitted during the COVID-19 period and had functioned well, but that the facility was subsequently withdrawn. It was observed that large vessels would not enter port for crew change alone and that both locations are strategically situated and well equipped for the purpose. It was further observed that considerable business potential is being lost on the West Coast, including in crew boats, ticketing and allied services. It was also observed that customs and revenue procedures constitute a recurring impediment across shipping, shipbuilding and ship repair. The Board recommended that, as and when vacancies exist on the Board, representatives of the Ministry of Home Affairs and the Ministry of Finance be inducted.

Action: Secretary, NSB / MoPSW.

H. Certification Issues:

23.2.9. **Shri Rakesh Singh President ICCSA** informed the Board that a candidate serving on vessels below 500 GT and below 750 kW is required to complete a longer period of sea service than on conventional vessels, and yet the watchkeeping certificate continues to be issued with a restriction to 500 GT. He submitted that, where additional sea service is required, the certificate issued ought to correspond to that service. He further submitted that a candidate whose sea service has been on offshore supply vessels receives a certificate restricted to such vessels, precluding service on tugs, dredgers and similar craft, although the

machinery and watchkeeping competencies are common. It was noted that dispensations are presently being applied for in individual cases. **The Board recommended that, where a restriction is to be imposed on account of the nature of previous sea service, it be framed by reference to cargo-carrying and non-cargo-carrying categories rather than by tonnage, with the cargo-operation component alone being excluded where that part has not been completed, while the certificate remains valid on the navigation side.**

Action: DGMA

I. Shortage of Officers on Indian Coastal Vessels:

23.2.10. **Shri Rakesh Singh President ICCSA** informed the Board that, out of approximately 1,560 Indian vessels, about 1,100 are engaged in coastal trade and that, in the preceding year, only 23 candidates appeared for the entry-level examination. He stated that an improvement is now visible, with about 100 candidates appearing in the first quarter of the current year, following the initiatives taken by the Directorate. He stated that the shortage has resulted in a steep escalation in emoluments, with those of a newly certified watchkeeping officer having risen from about Rs. 75,000 to about Rs. 1.5 lakh per month over five to six years. More significantly, he stated that vessels are unable to relieve seafarers who have completed their contracted tenure, giving rise to situations of non-compliance with the applicable law. It was submitted on behalf of INSA and the Indian coastal shipping industry that the immediate concern is the shortage on Indian vessels and that this must be addressed before the question of increasing India's share of the global market is taken up. As a short-term measure, and expressly not as a permanent arrangement, it was proposed that acceptance of certificates issued by selected foreign administrations be considered for service on Indian coastal vessels, subject to a risk assessment, a short familiarization course of three to five days and a trial limited to one officer on one vessel. It was clarified that the proposal was directed at disruption of the supply line and not at cost escalation. It was further proposed that Agni-veers who have completed four years of training in the engineering or nautical streams be permitted, through a bridging or package course and relaxed eligibility conditions, to appear for entry-level officer examinations and to serve as certified officers on Indian coastal vessels. It was noted that such candidates would in any event be eligible to serve as ratings, but that the country presently has approximately three ratings for every rating vacancy and that the proposal is therefore directed at the officer cadre. **Capt. Bipin Krishna, Indian Navy**, informed the Board that the training of Agni-

veers is conducted at the Southern Naval Command and undertook to ascertain the status of the matter and the progress made and report to the Board. It was noted that the courses presently undergone by Agni-veers are basic safety and security courses, which every seafarer is required to complete, and would not by themselves suffice for upgradation to officer level for service on coastal vessels. **Shri Killi Mohana Rao, Chief Surveyor, DGMA** suggested that the Directorate General of Resettlement (DGR), which already conducts courses directed at making ex-servicemen employable, may be entrusted with such a course. **The board advised the DGMA to examine above suggestions on priority.**

Action: Capt. Bipin Krishna, Indian Navy / DGMA

J. Delays in placement of the cadets:

23.10.11. **Shri Rakesh Singh President ICCSA** highlighted the delay in cadet placement, with approximately 25 per cent of trainees not obtaining placement immediately on completion of training and awaiting a training slot for a further eight to twelve months. **The board advised the DGMA to examine the matter on priority & initiate corrective measures.**

Action: DGMA

K. Decriminalization of Seafarers:

23.2.12. **Shri Rakesh Singh President ICCSA** highlighted the recent trends involving criminalization of the seafarers and suggested that the Government of India move an international proposal for the decriminalization of seafarers. It was noted that the treatment of seafarers varies widely across the membership of the IMO, with each State applying its own law and interpretation, and that in several jurisdictions the burden of proof effectively rests upon the seafarer. Since a substantial proportion of the seafarers affected are Indian nationals, the Board was of the view that India ought to take the matter forward at the international level. **The board advised the DGMA to examine the matter on priority & initiate corrective measures.**

Action: DGMA

23.2.13. **The Presentation concluded at this stage. The board observed that the recommendations contained in the report would need to be taken up for action by the concerned leadership / branches of the DGMA, either by way of acceptance and implementation or by recording reasons where a**

recommendation is not found acceptable. The Board advised Secretary NSB that responses be obtained from the concerned branches and communicated back to the board accordingly.

Action: DGMA / Secretary NSB

23.3. **Sub Committee 05 : To prepare a roadmap for development of inland waterways, including improvement of regional connectivity, towards achievement of Maritime Amrit Kaal Vision 2047 goals:**

23.3.1. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai, and Chair of this Sub-Committee** made a detailed presentation **(Annexure XIII)** before the Board on the work undertaken by the Sub-Committee for preparation of a roadmap for development of inland waterways, including improvement of regional connectivity, towards achievement of Maritime Amrit Kaal Vision 2047 goals. The Sub-Committee has Shri Rakesh Singh as Chairperson and Shri Rahul Modi, President, Coastal Containers Transporters Association; Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai; and Shri Shantanu Kalita, Advisor, Indian Ports Association, New Delhi, as the Members.

A. Assessment of Present Inland Waterway Utilization:

23.3.2. **Shri Rakesh Singh, President, ICCSA** stated that the Sub-Committee has examined whether the existing inland waterways could presently be regarded as commercially viable and sustainable transportation corridors. He observed that merely having a declared waterway and recording some movement of cargo is not, by itself, sufficient to establish the commercial viability of inland water transportation. The principal constraints identified are inadequate infrastructure, insufficient visibility and assurance of cargo, inadequate availability of appropriate tonnage, limitations relating to draft and navigation and absence of adequate terminal and berthing infrastructure at several locations. He therefore submitted that inland water transportation **has not yet been adequately tested** across most waterways on a scale and over a period sufficient to draw a definitive conclusion regarding their long-term viability and sustainability. He emphasized that the Sub-Committee has identified a number of successful examples demonstrating that inland waterway transportation could become commercially viable where three fundamental conditions are present, namely, adequate draft and reasonably assured water availability, suitable infrastructure, and a captive or

clearly identifiable cargo base. He stated that these conditions are more important than merely declaring a waterway or assessing its theoretical cargo potential.

B. Examples of Successful Inland Waterway Operations:

23.3.3. **Shri Rakesh Singh, President, ICCSA** explained that certain industrial locations have developed substantial waterborne cargo movement because the industries are located close to navigable waterways and have a continuing requirement for movement of raw materials and finished products. He referred to the example of river-based industrial operations associated with JSW and stated that adequate draft, supporting infrastructure and captive cargo have enabled substantial movement through the waterway. He also referred to the Tapti River as an example where a concentration of major industrial and strategic establishments, including ONGC, L&T and Reliance, had created a visible and sustainable cargo and logistics requirement. He stated that adequate water and assured business/cargo were the two fundamental factors underlying such operations. During the discussion, it was observed that development of industries and availability of waterborne logistics could have a mutually reinforcing relationship. He explained that industries are more likely to establish or expand at locations where an integrated logistics solution is available and where the waterway could form part of the overall supply chain. He also referred to environmental and social benefits associated with greater use of inland waterways, including lower carbon emissions, reduced road congestion and the potential reduction in road accidents.

C. Identification of Viable Stretches Instead of Treating Waterways as a Single Continuous Route:

23.3.4. **Shri Rakesh Singh, President, ICCSA** stated that, following declaration of a large number of National Waterways, it has become necessary to move from a general approach of treating all declared waterways as equally developable to a focused identification of viable stretches. He observed that declaration of a National Waterway should not automatically imply that its entire length is commercially or technically viable for regular cargo movement. The Sub-Committee therefore favored identification of specific stretches having adequate draft, identifiable cargo, appropriate terminals and reasonable connectivity, followed by focused development of such stretches. He referred to Kalyani–Kolkata / Narayanganj–Dhaka connectivity as an example of a waterway stretches where availability of cargo and water depth have supported substantial movement.

He stated that the Kalyani–Kolkata stretch has portions with water depth of around three meters and that adjoining industrial and power-generation activity provided a cargo base. He further referred to movement between Narayanganj and Dhaka and stated that substantial vessel movement is taking place on the route. He submitted that National Waterway No. 1 should not be treated as one single continuous 1,600-kilometre transportation corridor for planning and assessment. Instead, it should be divided into commercially and operationally meaningful segments, such as Patna–Kolkata and Varanasi–Patna, with each segment assessed according to its cargo profile, water availability, infrastructure and competitive relationship with road and rail. **The Board agreed with the need for adopting such a segmental approach. It was observed that a waterway running parallel to an existing road or railway corridor could have a different competitive position from a waterway serving an area where alternative modes are constrained. The Board noted that the comparative advantage of inland waterways should therefore be assessed on a route-by-route and segment-by-segment basis. The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

D. Specific Challenges of the Brahmaputra and Other Waterways:

23.3.5. **Shri Rakesh Singh, President, ICCSA** explained that the Brahmaputra presents challenges significantly different from those of the Ganga system. He stated that the Brahmaputra is a highly braided river, with channels dividing, converging and branching again, creating significant navigational difficulties and making identification and maintenance of the navigable channel more challenging. He noted that such waterways could not be addressed merely by applying the same infrastructure and vessel parameters used for more stable river systems. The need for suitable hydrographic information, channel marking, river training, navigation aids and vessel designs adapted to local conditions was emphasized. He also referred to National Waterway No. 3, the West Coast Canal in Kerala, and stated that, considering the constraints on further expansion of road and railway infrastructure in Kerala, the inland waterway could perform an important north-south transportation function. He referred to the approximately 260–270 kilometer stretch and stated that effective utilization could divert a significant portion of traffic from the road network. **The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

E. Water Availability and Appropriate Vessel Size:

23.3.6. **Shri Rakesh Singh, President, ICCSA** stated that the basic principle for inland waterway development is that a waterway could not be commercially utilized unless adequate water is available for navigation. He emphasized that vessel size should be determined by actual navigational characteristics of the waterway, particularly available draft, rather than by an aspiration to operate increasingly large vessels. He observed that there had been a tendency to design or propose vessels larger than what several Indian inland waterways could practically accommodate. He submitted that the focus should instead be on reasonably sized inland vessels specifically suited to available draft and channel conditions. He referred to international inland waterway systems, including those in Europe and the United States, where shallow-draft barges and tug-barge combinations are extensively used. He suggested that similar configurations should be examined for Indian waterways. **The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

F. Role of IWAI and Private-Sector Participation:

23.3.7. The subcommittee examined the appropriate role of the Inland Waterways Authority of India (IWAI). It was observed that IWAI's principal focus should be on developing and maintaining basic infrastructure necessary for navigation, including navigable channels, terminals, berthing facilities, navigational aids and related infrastructure. **Shri Rakesh Singh, President, ICCSA** suggested that IWAI need not necessarily undertake all commercial activities itself. Once the basic infrastructure is created, private operators could be facilitated to bring in appropriate vessels, floating jetties, pontoons and other facilities and undertake commercial operations. He further observed that private-sector participation could be particularly relevant where construction of permanent terminals would involve significant expenditure or where cargo volumes are still developing. The Board noted that the objective should be to create a framework under which private operators could undertake commercially viable activities while the public authority concentrated on underlying navigational infrastructure. **The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

G. <u>Shortage of appropriate shallow-draft barges and tug-barge combinations:</u>

23.3.8. **Shri Rakesh Singh, President, ICCSA** further emphasized the shortage of appropriate shallow-draft barges and tug-barge combinations in India and referred to established international inland waterway systems such as the Mississippi, Rhine and Danube. He stated that India could examine similar operational models rather than attempting to replicate deep-draft maritime shipping practices on inland waterways. **The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

<u>Action: Secretary NSB / Chairman IWAI</u>

H. <u>River Information System and Navigation</u>:

23.3.9. **Shri Rakesh Singh, President, ICCSA** discussed the use of technology for improving the safety and efficiency of inland navigation. He referred to the River Information System (RIS) implemented on National Waterway No. 1 and stated that the system enabled vessel tracking and improved navigational information, including the possibility of extending operating hours on suitable stretches. He, however, emphasized that electronic systems could not substitute for proper channel maintenance and marking. He stated that reliable information regarding the location and depth of the navigable channel was fundamental, particularly in rivers with significant seasonal or morphological changes. **The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

<u>Action: Secretary NSB / Chairman IWAI</u>

I. <u>Regional Connectivity with Bangladesh and Bhutan:</u>

23.3.10. The Sub-Committee examined the potential of inland waterways for regional connectivity, particularly with Bangladesh and Bhutan. **Shri Rakesh Singh, President, ICCSA** referred to movement of cargo through the India-Bangladesh inland waterway network and stated that certain stretches have commercial potential because the waterway ran broadly parallel to existing road and rail corridors. He informed the Board that, on certain India-Bangladesh routes, cargo support has been received from major commercial users, including companies dealing with cement and other bulk commodities. He stated that assured cargo commitments from major users could provide the foundation for

regular inland waterway services. He further referred to the possibility of developing a tripartite India–Bhutan–Bangladesh arrangement for movement of stone chips/boulders, subject to necessary inter-governmental arrangements and navigational infrastructure. He discussed the importance of the Jogi Ghopa area and relevant connectivity with Bhutan. **The Board observed that, although substantial potential existed for regional cargo movement, operational and institutional issues, including navigability, channel availability and prevailing regional circumstances, would require examination. The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

J. Integration of Riverfront Industry, Warehousing and Logistics:

23.3.11. **Shri Rakesh Singh, President, ICCSA** discussed the possibility of integrating inland waterways with riverfront logistics, warehousing and industrial development. Shri Rakesh Singh referred to international examples where former industrial locations have been converted into warehouses, logistics facilities and river-connected commercial areas. He suggested that similar opportunities could be examined in India, particularly in areas where agricultural production, industrial clusters or distribution centers are located close to rivers, thereby enabling direct movement of agricultural and industrial products between production centers, warehouses and markets. **The Board observed that such development would require adequate water availability throughout the relevant operating period. It was accordingly emphasized that the size and type of vessel should be customized to actual seasonal and navigational conditions of each waterway. The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

K. Need to Distinguish Actual Inland Waterway Transportation from Light-Lighterage Operations:

23.3.12. **Shri Rakesh Singh, President, ICCSA** drew the attention of the Board to the need for clarity in assessing the actual scale of inland water transportation. He observed that a substantial proportion of reported inland movement in India involved light-lighterage operations, where cargo is transferred between larger vessels and smaller craft. He submitted that such movement should be separately identified while assessing development of genuine inland transportation networks.

He stated that the policy objective should be to enable cargo to move through inland waterways as a regular transportation mode with appropriate vessels, terminals, navigational facilities and supporting logistics infrastructure, rather than merely recording cargo movement that happens to take place on water. **The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

L. Viability and Sustainability as the Principal Criteria:

23.3.13. **Shri Rakesh Singh, President, ICCSA** stated that the report has attempted to distinguish between potential on paper and actual commercially viable transportation. He submitted that development strategy should focus resources on a limited number of viable stretches rather than attempting to develop all declared waterways simultaneously. He further observed that declaration of 111 National Waterways did not necessarily imply that all such waterways have been subjected to the same level of technical, commercial and sustainability assessment. The Board noted the need for progressive prioritization to identify high-potential corridors and thereafter specific viable segments. **The Board emphasized that future development of inland waterways should be based on commercial viability and long-term sustainability. The board observed that the objective should be to identify routes and segments where actual cargo, water availability and infrastructure could support sustained operations. The board advised Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

M. Competitive Comparison with Road and Rail:

23.2. 14. **Shri Rakesh Singh, President, ICCSA** explained that the relative distance of a waterway compared with road and rail is an important factor in determining competitiveness. He stated that where a river route is substantially longer than the corresponding road route, the additional distance would have to be offset by advantages such as lower cost, higher cargo carrying capacity, lower emissions or other logistical benefits. He suggested that waterways running broadly parallel to existing road and rail corridors should be **prioritized** where they could realistically compete on the basis of cost, reliability, cargo carrying capacity or environmental benefits. He also referred to National Waterway No. 2

as having potential in this regard. The board agreed with the **prioritization approach and advised Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

N. Segmental Approach to Development:

23.2.15. **Shri Rakesh Singh, President, ICCSA** reiterated that attempting to develop all waterways, or an entire waterway extending several hundred or thousand kilometers, in one integrated project could result in resources being spread too thinly. **The Board agreed that the development strategy should adopt a segmental approach. The Board noted that specific stretches should be selected on the basis of availability and reliability of navigable water and draft; identifiable and assured cargo; proximity to industrial, agricultural or commercial centers; availability or feasibility of terminals and berthing facilities; connectivity with road and rail networks; availability of suitable vessel types; navigational safety and channel maintenance requirements; and long-term commercial and operational sustainability. The Board further noted that the same approach could be applied to National Waterway No. 1, National Waterway No. 2, the West Coast Canal and other waterways. It was emphasized that a viable segment should be developed as a complete logistics chain covering the waterway, terminal, cargo source, vessel, onward connectivity and destination market. The Board advised the Secretary NSB to request the Chairman IWAI to examine the issue.**

Action: Secretary NSB / Chairman IWAI

O. Classification and Regulatory Issues Concerning Inland Vessels:

23.3.16. **Shri Rakesh Singh, President, ICCSA highlighted** the issues relating to classification and regulatory requirements for inland vessels. He recalled that a detailed representation was submitted by an inland navigation association following discussions held in Kolkata and that the representation was forwarded by the board to the Indian Register of Shipping (IRS) for examination. It is suggested that the matter be taken forward by a dedicated interaction with IRS and the concerned inland navigation stakeholders. **The board advised that the response received from IRS should be forwarded to the subcommittee along with the original representation so that the specific issues raised by inland vessel operators could be examined in a structured manner. The Board**

opined that the regulatory framework should facilitate safe and technically appropriate inland vessel operations while recognizing the different operational characteristics of inland waterways.

Action: Ex Chairman IRS / Members of the Subcommittee No 5 / Secretary NSB

P. Recommendations / Way Forward:

23.3.17. After detailed deliberations, the Board noted that development of inland waterways required a shift from a declaration-based approach to a viability- and cargo-based approach. The Board observed that particular attention is required to be focused on identification of commercially viable waterway segments, assessment of assured cargo, matching vessel design with actual water depth and navigational conditions, development of shallow-draft barges and tug-barge combinations, strengthening of channel marking and navigation systems, development of terminals and berthing infrastructure, private-sector participation, integration with industrial and logistics facilities, regional connectivity with Bangladesh and Bhutan, and examination of the regulatory and classification framework for inland vessels.

23.3.18. **The Presentation concluded at this stage. The board observed that the recommendations contained in the report would need to be taken up for action by the concerned leadership / branches of the IWAI, either by way of acceptance and implementation or by recording reasons where a recommendation is not found acceptable. The Board advised Secretary NSB that responses be obtained from the IWAI and communicated back to the Board accordingly**.

Action: DGMA / Secretary NSB

23.4. **Sub-Committee 06: 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**

23.4.1. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai & Chair of this sub-committee** while presenting **(Annexure XIV)** the deliberations and recommendations of Sub-Committee No. 06, stated that development of coastal shipping has to be considered in the context of strengthening the Indian-flag fleet and creating an appropriate regulatory and

commercial environment for Indian vessels. He observed that the coastal shipping sector cannot be developed on a sustainable basis **if the requirements of domestic trade continue to be met predominantly through foreign-flag vessels**. He emphasized that the issue is not merely one of increasing the number of vessels, but also of creating an ecosystem in which Indian vessels could operate competitively. He stated that the Indian fleet is already substantially employed and that demand for shipping services is continuing to increase. He therefore stressed the need to examine regulatory, taxation, manning, infrastructure and commercial issues affecting the competitiveness of Indian-flag vessels in coastal trade. He observed that the coastal shipping sector comprises several distinct categories of operations and that the regulatory framework should take account of the nature, area and purpose of operation of individual vessels. He noted that vessels engaged in coastal, offshore, harbor and short-sea operations may have different operational characteristics and that a uniform regulatory approach may not necessarily be appropriate for all categories.

A. <u>Indian-Flag Fleet and Capacity Requirements</u>:

23.4.2. **Shri Rakesh Singh, President, ICCSA** stated that substantial investment in additional Indian tonnage, particularly specialized vessels, is required. He referred to the increasing demand from sectors requiring specialized and technologically advanced vessels and stated that domestic shipping companies are examining acquisition of additional vessels to meet emerging requirements. He further observed that the fact that existing Indian vessels are fully or substantially employed should not be interpreted as indicating that the sector did not require additional capacity. On the contrary, increasing demand, together with limited availability of specialized tonnage, necessitated continued fleet expansion. There is a requirement for high-technology vessels and the fact that certain categories of vessels required by Indian industry are not readily available in sufficient numbers within the Indian fleet. It is observed that increased domestic demand could provide the basis for investment in such vessels, provided that the regulatory and fiscal framework enabled Indian shipowners to compete effectively. **The board felt that there is a need for a long-term approach to fleet development, under which Government and industry could jointly identify areas where additional Indian tonnage is required and examine measures for encouraging acquisition and deployment of suitable vessels. The board advised Secretary NSB to request the DGMA to examine the issue.**

<u>Action: Secretary NSB / DGMA</u>

B. <u>Coastal Shipping and Offshore Operations:</u>

23.4.3. **Shri Rakesh Singh, President, ICCSA** explained the distinction between coastal shipping and offshore operations. He stated that the geographical limits applicable to coastal shipping have implications for the regulatory requirements imposed on vessels. He pointed out that vessels operating beyond the prescribed coastal limits, including in areas such as the Andaman region, may effectively be required to meet standards comparable to ocean-going vessels in respect of structural strength, stability and equipment. At the same time, certain concessions relating to manning may be available depending upon the applicable category of vessel and area of operation. **The board observed that the regulatory framework should clearly distinguish between the technical requirements applicable to an ocean-going vessel and the operational concessions that may appropriately be extended to a vessel engaged in restricted coastal or domestic service. The board observed that a vessel originally designed and constructed for worldwide trading may, depending upon its area of operation, be permitted to operate under appropriate relaxed requirements when engaged in coastal or harbor operations, while retaining the capability of returning to international service when required. The board emphasized that such flexibility should not compromise the fundamental safety or technical integrity of the vessel. The underlying asset should continue to meet the required standards, with any relaxation being limited to requirements justified by the restricted nature of the particular operation. The board advised Secretary NSB to request the DGMA to examine the issue.**

<u>Action: Secretary NSB / DGMA</u>

C. <u>Regulatory Framework and Differentiated Treatment of Domestic Vessels:</u>

23.4.4. **Shri Rakesh Singh, President, ICCSA** explained the existing regulatory structure governing vessels engaged in domestic and coastal trade. He observed that the maritime sector is subject to a wide range of regulatory requirements and that the DGMA is required to deal with several distinct areas of regulation. He made reference to regulatory arrangements adopted in China, Japan and Indonesia, where differentiated arrangements exist for vessels engaged in domestic or regional trade. **The board advised that DGMA may examine whether a more focused regulatory framework could be developed for vessels engaged predominantly in domestic trade. The board also recognized that the Indian institutional and constitutional framework is different from that of**

other countries and, therefore, any such arrangement would have to be examined within the Indian legal and administrative framework. The objective should not be deregulation for its own sake, but rationalization of requirements so that vessels undertaking comparatively limited and well-defined operations are not subjected to requirements disproportionate to the nature of their service. The board advised Secretary NSB to request the DGMA to examine the issue.

Action: Secretary NSB / DGMA

D. Manning Requirements and Level Playing Field:

23.4.5. **Shri Rakesh Singh, President, ICCSA** explained the differences in manning requirements applicable to Indian-flag and foreign-flag vessels operating on the Indian coast. It was pointed out that where a foreign-flag vessel operates under Special Permission (SPL), it may be permitted to operate with a comparatively lower crew complement, whereas an Indian-flag vessel undertaking similar operations may be required to maintain a higher crew complement. He observed that such differences have a direct impact on the operating cost of Indian-flag vessels and, consequently, on their competitiveness against foreign-flag vessels. **The board advised that the DGMA should examine whether a greater degree of parity could be established between Indian and foreign vessels performing substantially similar operations, subject to appropriate safety and statutory requirements. The suggestion is not intended to dilute safety standards or minimum manning requirements. Rather, the issue should be considered from the perspective of ensuring that regulatory differences do not unintentionally place Indian-flag vessels at a structural commercial disadvantage. The board advised Secretary NSB to request the DGMA to examine the issue.**

Action: Secretary NSB / DGMA

E. Special Permission (SPL) and Temporary Indian Registration:

23.4.6. **Shri Rakesh Singh, President, ICCSA** suggested that where a foreign-flag vessel is granted Special Permission for a period exceeding six months, the possibility of requiring or permitting such vessel to obtain Indian registration for the duration of the SPL may be examined. During the period of such operation, the vessel would be subject to applicable Indian laws and regulatory requirements and that the registration arrangement could cease upon completion

of the SPL period. He stated that the proposal, if found legally and administratively feasible, could be examined **as one means of establishing greater regulatory parity between Indian-flag and foreign-flag vessels** operating in the domestic market. **The board observed that the proposal would require detailed examination of applicable registration, statutory, tax, manning, safety and ownership provisions before any policy decision could be considered. The board advised Secretary NSB to request the DGMA to examine the issue.**

Action: Secretary NSB / DGMA

F. Hub-and-Spoke Model for Short-Sea Shipping:

23.4.7. **Shri Rakesh Singh, President, ICCSA** suggested to explore the possibility of developing a hub-and-spoke model for short-sea shipping. He observed that India has a long and geographically diverse coastline and that the same operational model may not be suitable for every coastal region. He suggested that regional or corridor-based approaches should be considered, taking into account the nature of available cargo, location of ports, vessel sizes, cargo aggregation, road and rail connectivity and availability of supporting infrastructure. **The board observed that a hub-and-spoke model could be particularly relevant where cargo from several smaller locations could be consolidated at a suitable hub and subsequently transported by larger coastal vessels. The board further noted that the viability of such a model would depend upon the availability of sufficient and regular cargo and not merely on the physical availability of ports or waterways. The board advised Secretary NSB to request the DGMA to examine the issue.**

Action: Secretary NSB / DGMA

G. Cargo Promotion and Commodity Diversification:

23.4.8. **Shri Rakesh Singh, President, ICCSA** discussed the need to increase the range of commodities transported through coastal shipping. He observed that coastal shipping should not remain dependent upon a limited number of traditional bulk commodities. The agricultural products, fertilizers, steel and consumer goods are specifically referred to as categories that could be considered for greater movement by coastal routes. He observed that systematic identification and aggregation of such cargo could provide more predictable demand for coastal vessels and improve vessel utilization. **The board opined that cargo promotion**

should form an integral component of coastal shipping policy and that Government agencies and industry associations should work together to identify commodities and routes where modal shift from road or other modes to coastal shipping is commercially feasible. The board advised Secretary NSB to request the DGMA to examine the issue.

Action: Secretary NSB / DGMA

H. Ro-Ro Shipping and First-Mile/Last-Mile Connectivity:

23.4.9. **Shri Rakesh Singh, President, ICCSA** observed that Ro-Ro operations can address a number of first-mile and last-mile connectivity issues because vehicles or cargo units can be moved directly between the road and vessel without extensive intermediate handling. He stated that, in a properly designed Ro-Ro system, the vehicle can effectively move from the warehouse or origin point to the destination without the multiple cargo-handling stages associated with conventional break-bulk operations. He noted, however, that development of Ro-Ro shipping in India requires suitable vessels, terminals, ramps and supporting infrastructure. The absence of an adequate ecosystem has limited practical adoption of the model.**The board agreed that the potential of Ro-Ro shipping should be examined in conjunction with road connectivity, port infrastructure and characteristics of the cargo and vehicles proposed to be carried. The board advised Secretary NSB to request the DGMA to examine the issue.**

Action: Secretary NSB / DGMA

I. Role of IWAI and Separation of Infrastructure from Vessel Operations:

23.4.10. **Shri Rakesh Singh, President, ICCSA** suggested that infrastructure authorities should concentrate on developing and maintaining infrastructure falling within their statutory mandate, while vessel operations should be undertaken by entities possessing the necessary commercial and operational capability. Specific reference was made to the role of the Inland Waterways Authority of India (IWAI). It was suggested that IWAI should concentrate on maintaining waterways and providing necessary navigational infrastructure rather than functioning as a ship-owning or vessel-operating entity. In this context, reference was also made to the Shipping Corporation of India (SCI) as an Indian Government-owned ship-owning company that could potentially undertake vessel operations of IWAI where Government participation is considered necessary. **The**

board agreed with the underlying principle that each institution should focus on its core responsibility so that infrastructure development and commercial vessel operations can be undertaken by the organizations best equipped for the respective functions. The board advised Secretary NSB to request the Chairman IWAI / SCI / MoPSW to examine the issue.

Action: Secretary NSB / IWAI / SCI /MoPSW

J. Infrastructure and Maintenance of Waterways:

23.4.11. **Shri Rakesh Singh, President, ICCSA** emphasized that availability of physical infrastructure alone is insufficient to develop coastal and inland waterborne transport. Continuous maintenance, navigability and operational reliability are equally important. He observed during the discussion that waterways and associated infrastructure must be maintained in a manner that provides predictable operating conditions for vessels and cargo operators. **The board noted that if infrastructure is created but not adequately maintained, vessel operators are unable to rely upon the route for regular commercial operations, adversely affecting cargo commitments and long-term investment decisions. The board advised Secretary NSB to request the Chairman IWAI / MD IPA / MoPSW to examine the issue.**

Action: Secretary NSB / IWAI / IPA /MoPSW

K. Import Trade and Coastal Leg:

23.4.12. **Shri Rakesh Singh, President, ICCSA** discussed the structure of import trade and the extent to which the coastal leg of imported cargo could be undertaken by Indian shipping companies. He suggested that, for appropriate categories of imports, the possibility of moving from CIF-based arrangements towards FOB arrangements could be examined so that the transportation leg after the point of shipment could potentially be undertaken by Indian shipowners. **The board observed that such a measure would require examination from the perspective of trade practices, commercial contracts, freight arrangements and the interests of importers and exporters. Nevertheless, the possibility of increasing Indian-flag participation in transportation of import cargo is considered worthy of examination. The board advised Secretary NSB to request the MoPSW to examine the issue.**

Action: Secretary NSB / MoPSW

L. <u>Role of Non-Major Ports</u>:

23.4.13. **Shri Rakesh Singh, President, ICCSA** specifically drew attention to the importance of non-major ports in development of coastal shipping. He stated that coastal shipping cannot be developed solely around major ports because a significant volume of cargo is handled through non-major ports. He observed that non-major ports need to have an incentive to participate in coastal shipping and should be integrated into the overall coastal logistics network. He further stated that if non-major ports are not sufficiently involved in coastal trade, the sector would continue to depend disproportionately upon major ports and would not be able to achieve its full potential. **The board agreed that port infrastructure, cargo connectivity, coastal berths, road and rail access and associated regulatory services at non-major ports should therefore be considered as part of the broader coastal shipping strategy. The board advised Secretary NSB to request the all State Maritime Boards / IPA / IPPA / DGMA / MoPSW to examine the issue.**

<u>Action: Secretary NSB / all State Maritime Boards / IPA / IPPA / DGMA / MoPSW</u>

M. <u>Customs, Immigration and Procedural Constraints</u>:

23.4.14. **Shri Rakesh Singh, President, ICCSA** discussed difficulties faced by coastal shipping operators due to involvement of multiple regulatory authorities. He observed that, notwithstanding availability of coastal infrastructure, customs, immigration and other procedural requirements can impose operational constraints on vessels engaged in domestic or coastal movement. He stated that the objective should be to simplify procedures applicable to genuine coastal operations while retaining all necessary security safeguards. He suggested that certain areas currently treated as designated coastal or port areas could be reviewed for rationalizing customs and immigration requirements, particularly where vessels are engaged only in domestic coastal movement. It was informed during the discussion that the issue of denotification or rationalization of coastal areas has already been raised with the Secretary MoPSW and that the DGMA has been directed to constitute a committee to examine the matter. **The Board noted the position and desired that the matter be pursued through the committee constituted for the purpose and that the outcome be reported to the Board. The board advised Secretary NSB to request the DGMA to examine the issue on priority.**

Action: Secretary NSB / DGMA

N. Regulatory Overreach and Alignment with International Standards:

23.4.15. **Shri Rakesh Singh, President, ICCSA** discussed the need to avoid unnecessary regulatory overreach in the coastal shipping sector. He observed that, wherever international conventions and IMO standards are applicable, national requirements should, as far as possible, remain consistent with those standards. It was nevertheless recognized that India may prescribe additional requirements where there is a specific national requirement or where circumstances justify such measures. **The Board emphasized that any additional requirement should have a clear and demonstrable rationale and that excessive or duplicative regulatory requirements can increase the cost of operation and may discourage investment in Indian-flag vessels. The board advised Secretary NSB to request the DGMA to examine the issue.**

Action: Secretary NSB / DGMA

O. Protection of Vessel Assets and Regulatory Flexibility:

23.4.16. **Shri Rakesh Singh, President, ICCSA** suggested that any regulatory reform should begin with the premise that the underlying vessel asset must remain safe and technically fit for its intended. He observed that a vessel may originally have been designed as an ocean-going, worldwide-trading vessel but may subsequently be deployed for restricted coastal or harbor operations. In such cases, certain operational requirements could potentially be relaxed without compromising the fundamental technical characteristics of the vessel. **The board observed that such flexibility is different from treating a vessel that was never designed for unrestricted international service as an ocean-going vessel. The regulatory framework should therefore take account of the original design and certification of the vessel. The board advised Secretary NSB to request the DGMA to examine the issue.**

Action: Secretary NSB / DGMA

P. Multimodal Transport Documentation:

23.4.17. **Shri Rakesh Singh, President, ICCSA** discussed the importance of a multimodal transport document for facilitating seamless movement of cargo between different modes of transport.He observed that absence of a single,

accepted documentation framework can create additional procedural requirements when cargo moves from one transport mode to another or crosses an international boundary. He stated that the concept of a multimodal document has already been discussed in the board on earlier occasions and that there is an interest among the concerned authorities in taking the matter forward. **The board agreed that a multimodal document is particularly relevant for regional connectivity, where cargo may move by sea, road, inland waterway and rail as part of a single logistics chain. The board advised Secretary NSB to request the DGMA to examine the issue.**

Action: Secretary NSB / DGMA

Q. India-Bangladesh Regional Connectivity:

23.4.18. **Shri Rakesh Singh, President, ICCSA** discussed the importance of the regional connectivity with Bangladesh. He referred to the existing India-Bangladesh arrangement and stated that it has facilitated regional trade and movement. He observed, however, that the commercial benefit of the arrangement has not translated proportionately into benefits for Indian shipowners, as a substantial proportion of vessels participating in the trade are Bangladeshi-flag vessels. He nevertheless acknowledged that the arrangement has generated wider benefits for Indian trade and industry and stated that regional agreements should be viewed not only from the narrow perspective of ship ownership but also from the perspective of overall trade and logistics benefits. **The board suggested that future regional arrangements could be structured in a manner that also creates greater opportunities for Indian shipping companies, while maintaining the broader objective of facilitating regional trade. The board advised Secretary NSB to request the DGMA / IWAI / MoPSW to examine the issue.**

Action: Secretary NSB / DGMA / IWAI / MoPSW

R. Regional Connectivity with Sri Lanka:

23.4.19. **Shri Rakesh Singh, President, ICCSA** informed the Board that discussions have been held with the Sri Lankan side regarding greater maritime and trade connectivity. He stated that Sri Lanka could play an important role in east-west regional connectivity because of its geographical position. He further informed the Board that discussions have taken place concerning the possibility of Indian coastal vessels accessing Sri Lankan facilities for purposes such as dry-

docking, even where the vessels do not undertake commercial trade in Sri Lanka. He explained that such an arrangement could be useful for Indian coastal vessels which may require dry-docking facilities but may presently face restrictions in accessing facilities outside India. He stated that the Sri Lankan side has indicated willingness to consider such an arrangement, subject to necessary approval from the Indian administration. He stated based on the discussions held, there appeared to be willingness on the Sri Lankan side and that the matter would primarily require appropriate inter-Ministerial coordination and initiation through the Government of India. He stated that proposals involving bilateral trade or maritime arrangements with another country would need to be formally taken forward through appropriate Government channels, including the Ministry of External Affairs. He suggested that a formal proposal could initially be sent to the Directorate General of Shipping, which could thereafter place the matter before the Ministry of Ports, Shipping and Waterways for further processing with the Ministry of External Affairs. He further suggested that, wherever an existing bilateral framework such as the India-Bangladesh arrangement provides a workable precedent, the same should be examined rather than creating an entirely new mechanism without reference to existing experience. **The board advised that any regional arrangements should be structured in a manner that it creates greater opportunities for the shipping companies of both the countries, while maintaining the broader objective of facilitating regional trade. The board advised Secretary NSB to request the DGMA / IWAI / MoPSW to examine the issue.**

Action: Secretary NSB / DGMA / IWAI / MoPSW

S. Myanmar and Kaladan Connectivity:

23.4.20. **Shri Rakesh Singh, President, ICCSA** also discussed the possibility of enhanced connectivity with Myanmar, particularly in the context of the Kaladan project. He observed that development of the Kaladan route could have significance for connecting the eastern coast with the North-Eastern region and could provide a potential linkage for trade with Myanmar. **The Board noted that the commercial potential of such connectivity would need to be assessed in conjunction with development and operationalization of the relevant infrastructure. The possibility of further regional linkages in the Bay of Bengal region has to be examined on these lines. The board opined that each proposed corridor would require separate examination of cargo availability,**

port connectivity, vessel suitability, bilateral arrangements and commercial viability. The board advised Secretary NSB to request the DGMA / IWAI / MoPSW to examine the issue.

Action: Secretary NSB / DGMA / IWAI / MoPSW

T. Need to Distinguish Trade Benefits from Ship owning Benefits:

23.4.21. **Shri Rakesh Singh, President, ICCSA** emphasized that the benefit of a regional trade agreement should not be measured exclusively in terms of the share of cargo carried by Indian-flag vessels as is the case India Bangladesh Trade through ships. He observed that in this arrangement substantial benefits accrue to Indian trade and industry but the immediate ship owning benefits to Indian companies are limited. At the same time, he stated that future arrangements should seek to create conditions under which Indian shipowners are able to participate more effectively. **The Board agreed that regional connectivity policy should therefore examine both dimensions, namely, the overall benefit to Indian trade and logistics and the extent to which Indian shipping companies and Indian-flag vessels are able to participate in the resulting traffic. The board advised Secretary NSB to request the DGMA / IWAI / MoPSW to examine the issue.**

Action: Secretary NSB / DGMA / IWAI / MoPSW

U. Commercial Viability of Regional Routes:

23.4.22. **Shri Rakesh Singh, President, ICCSA** emphasized that regional connectivity proposals should be supported by realistic commercial assessment. It is observed that the existence of a bilateral agreement by itself does not guarantee sustainable shipping operations. The viability of each route would depend upon cargo volumes, vessel operating costs, turnaround time, port charges, customs and immigration procedures, availability of return cargo and the ability of Indian vessels to compete with vessels of other flags. **The Board agreed that future proposals for regional connectivity should contain a clear assessment of the likely cargo base, proposed vessel operations and institutional arrangements required for implementation. The board advised Secretary NSB to request the DGMA / IWAI / MoPSW to examine the issue.**

Action: Secretary NSB / DGMA / IWAI / MoPSW

V. <u>Need for an Integrated Coastal Shipping Policy</u>:

23.4.23. **Shri Rakesh Singh, President, ICCSA** emphasized that the coastal shipping ecosystem has to be considered as an integrated system in which the vessel, port, cargo owner, road and rail network, inland waterway, customs, immigration and regulatory agencies are interconnected. **From the overall discussion, the board observed that development of coastal shipping cannot be addressed through a single regulatory or infrastructure intervention. It requires coordinated action covering fleet acquisition, taxation, manning, port infrastructure, non-major ports, customs and immigration, cargo aggregation, multimodal transport and regional agreements. The board further observed that the policy framework should be designed around actual commercial requirements rather than around individual regulatory interventions considered in isolation. The board advised Secretary NSB to request the DGMA / IWAI / MoPSW to examine the issue.**

<u>Action: Secretary NSB / DGMA / IWAI / MoPSW</u>

23.4.25. **The Presentation concluded at this stage. The board advised the Secretary NSB that the recommendations of Sub-Committee No. 06, together with the observations emerging from the Board's discussion, be circulated to the concerned authorities for examination, either by way of acceptance and implementation or by recording reasons where a recommendation is not found acceptable. The Board advised Secretary NSB that responses be obtained from the concerned authorities as indicated above and communicated back to the Board accordingly**.

<u>Action: Secretary NSB</u>

23.5. **<u>Institutional Coordination:</u>**

23.5.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, noted the importance of the issues raised by the Sub-Committees and emphasized that proposals relating to seafarers, coastal shipping, inland waterways, regional connectivity etc. should be taken forward through appropriate institutional channels. He also sought clarity on the practical impediments in implementing regional arrangements, particularly with Sri Lanka, and indicated that where the concerned foreign authority has expressed willingness, the matter should be examined formally through the appropriate Government mechanism. He opined that matters relating to regional connectivity

with Bangladesh, Sri Lanka and Myanmar should be examined in a coordinated manner, with particular attention to existing bilateral arrangements, commercial viability, vessel access, multimodal connectivity and opportunities for participation by Indian-flag vessels. He emphasized that the recommendations should move beyond general observations and should identify the specific authority responsible for taking each issue forward.

23.5.2. The Board noted that the Sub-Committee's deliberations covered a broad range of issues affecting the development of coastal shipping, including competitiveness of Indian-flag vessels, regulatory parity with foreign-flag vessels, manning requirements, taxation, port and cargo infrastructure, Ro-Ro shipping, non-major ports, customs and immigration procedures, multimodal documentation and regional maritime connectivity. The Board further noted that several proposals require detailed examination from legal, regulatory, financial and operational perspectives before they can be considered for implementation. The Board observed that several of the matters discussed fall within the jurisdiction of different Ministries and agencies of the Central Govt & the State Governments and therefore cannot be resolved by the Ministry of Ports, Shipping and Waterways or the DGMA or IWAI independently. Matters relating to port infrastructure would require engagement with concerned port authorities of major ports & State Maritime Boards for non-major & private ports. Matters relating to customs and immigration would require coordination with the concerned Ministries (Finance / Home Affairs), while bilateral and regional connectivity proposals would require coordination with the Ministry of External Affairs. **The Board agreed that the recommendations requiring action by the Directorate General of Shipping, Ministry of Ports, Shipping and Waterways, Ministry of External Affairs, port authorities and other concerned agencies should be formally referred to the respective authorities and that a structured response be obtained on each recommendation. The Board advised the Secretary NSB to initiate action accordingly.**

Action: Secretary NSB

The session ended at this stage.

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Date: 11/09/2026 Session III: 09.30 AM to 11.00 AM

24. MEETING HELD WITH DISCUSSION WITH CHAIRMAN AND SENIOR MANAGEMENT OF THE KARNATAKA MARITIME BOARD:

24.1. Opening Remarks:

24.1.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi,** welcomed the representatives of the Karnataka Maritime Board (KMB) and other participants on behalf of the National Shipping Board. He explained that the National Shipping Board is the Apex advisory body of the Government of India on maritime affairs, and that over the last 18 months since its constitution, the Board has been interacting with various State Maritime Boards, including the Gujarat Maritime Board, Kerala Maritime Board, Tamil Nadu Maritime Board, Andhra Pradesh Maritime Board and the Captain of Ports, Goa, and that the present interaction with the Karnataka Maritime Board was in the same series. He stated that the purpose of the today's meeting is to understand KMB's vision and plans for the next five to ten years, any success stories it wished to share, and whether it would be interested in a common approach with other Maritime Boards on issues such as shipbuilding clusters. He invited the KMB representative to make a presentation or share its plans verbally.

24.2. Overview of Karnataka Maritime Board's Activities and Plans:

24.2.1. **Shri Raghavendra, Assistant Executive Engineer** representing the **Karnataka Maritime Board**, informed the Board that KMB is a comparatively young Maritime Board which came in existence only in 2018, having earlier functioned as part of the state Public Works Department. He stated that KMB has since taken up a number of initiatives to strengthen the maritime sector in the state, and that owing to network connectivity issues he would present verbally rather than through slides.

24.2.2. He informed the Board that KMB had, in 2023, entered into an agreement with JSW for development of a greenfield port at Keni, in proximity to Karwar (the Seabird project), and that two further greenfield ports — at Tadri and at Pavinkurve — are being developed through Public-Private Partnership (PPP) structuring, taking the total to three greenfield ports. On brownfield berth operations, he stated that KMB had secured a bidder for a berth at Karwar at a record royalty of Rs. 212 per metric ton, and that a concession agreement for two

further berths at Old Mangalore Port would be signed shortly. He further informed the Board of initiatives in cruise tourism, coastal passenger ferry services and inland waterway development, and of an exercise to monetize KMB's island assets, under which approximately 50 islands are assessed for tourism potential, of which 12 are found suitable; island master plans have been prepared and submitted for Cabinet approval, following which tenders would be floated. On funding, he stated that of the 26 projects sanctioned for Karnataka under Sagarmala 1.0, 23 had been de-sanctioned on account of delay and non-receipt of statutory clearances; clearances have since been obtained for 20 of these 23 projects, which have now been resubmitted for consideration under Sagarmala 2.0. He requested the support of the National Shipping Board in securing sanction for these 20 projects, for some of which contractors have already been onboarded. He raised the continuing ambiguity as to whether Coastal Regulation Zone (CRZ) clearance is required for installation of floating jetties (which KMB regards as an environmentally sustainable solution), stating that the matter had been discussed at previous meetings of the Maritime State Development Council (MSDC), where it was indicated that the Ministry of Ports, Shipping and Waterways would seek inputs from the Ministry of Environment, Forest and Climate Change (MoEFCC), but that no clarity had since been received; he stated that this ambiguity was delaying initiatives such as a proposed water metro service on the Netravati river system at Mangalore, for which floating jetties are required. On shipbuilding, he informed the Board that a shipbuilding component has been envisaged as part of the Manki (Monki) port development, and that a separate, dedicated shipyard is planned at Kundapur, both through PPP structuring. He stated that while the Government of India's Shipbuilding Development Scheme (SBDS) provides capital assistance, this is presently not extended to private Special Purpose Vehicles (SPVs); KMB has made a representation seeking extension of such assistance to SPVs in which the state or a major port is also a partner, which would enable projects to be scaled up further.

24.3. **Development of New Greenfield Ports:**

24.3.1. On being asked by the board to confirm the status of the new greenfield ports, **Shri Raghavendra, Assistant Executive Engineer, KMB** reiterated that three greenfield ports are planned: Keni, where a concession agreement has already been signed with JSW; and Tadri and Pavinkurve, which are in the tendering stage pending Cabinet clearance. He confirmed that all three are

structured under the PPP mode and are green-route projects (not requiring land acquisition through forced dispossession), and that all three have been submitted as pending proposals under Sagarmala 2.0. The board noted the status.

24.4. **Development and Privatization of Berths:**

24.4.1. The board enquired the status of the second vertical i.e. development & privatization of the. Berths. **Shri Raghavendra, Assistant Executive Engineer, KMB** informed the Board that Karwar presently has three berths, of which one is being privatized under a concession agreement already signed (at a royalty of Rs. 212 per metric ton, with physical handover of the site pending), while the remaining two continue to be operated departmentally and are financially viable. On Old Mangalore Port, he stated that final Board approval is awaited before the concession agreement for privatization of berths can be signed; the existing brownfield berths are, however, already operational, and are presently used, among other things, for transport of essential goods to Lakshadweep.

24.5. **Development of Shipbuilding Clusters:**

24.5.1. The board ascertained the status of the upcoming Ship building Clusters in the State. **Shri Raghavendra, Assistant Executive Engineer, KMB** informed the Board that KMB's Transaction Advisor has prepared the framework for two shipbuilding locations, one at Kundapur which envisages for construction of vessels up to 150 meters Lenth Overall (LOA) and another at Manki, which combines a port component and a shipbuilding component. He stated that, subject to Cabinet clearance expected around the 18th of this month, tenders for these projects would be floated by the third or fourth week of this month. On the question of the corporate structure to be adopted for such an enterprise, Shri Raghavendra stated that KMB's intention is to set up a SPV with a private party in which the state government could also be a partner. However, he stated that the Ship Building Development Scheme (SBDS) guidelines mandate that such a SPV should include a Major Port and as such KMB is examining how to structure this, including possible involvement of New Mangalore Port Authority (NMPA), and has made representations to the Government of India in this regard, given that the land required is a state subject and is partly to be created through reclamation. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** advised KMB to study the model adopted by Tamil Nadu, which has formed an SPV with Tuticorin Port, and by Andhra Pradesh, which has formed a joint SPV with Visakhapatnam Port, and to

restructure its own SPV suitably if it wished to avail of the capital subsidy available from the Government of India.

24.5.2. **Shri Raghavendra, Assistant Executive Engineer, KMB** informed the Board that KMB had made representations to the Government of India on two occasions; in particular, KMB had sought extension of capital assistance to cover land acquisition costs as well (the present guidelines extending assistance only to land reclamation), but this request had been declined. He stated that further deliberations were underway at the state secretariat and with NMPA, and that a joint representation from the state and NMPA would likely be sent to the Centre within the following week. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** cautioned that, to his understanding, it was unlikely that the relaxation sought in respect of land acquisition costs would be granted, the assistance being confined to land reclamation, but asked KMB to submit its representation nonetheless, which the Board would also pursue.

24.6. **<u>Sagar Mala 2.0 — Pending Projects (20 Projects):</u>**

24.6.1.On the 20 projects submitted for consideration under Sagar Mala 2.0, **Shri Raghavendra, Assistant Executive Engineer, KMB** informed the Board that of the 26 projects originally sanctioned under Sagar Mala 1.0 for Karnataka, 23 had been de-sanctioned; of the remaining three, one has been completed, a second is at 95 per cent physical progress (delayed on account of local resistance, now resolved with the support of the district administration and expected to be completed within a month), and the third had been delayed on account of the clearance process, which has since been navigated. He stated that the 20 projects resubmitted under Sagar Mala 2.0 could each be completed within about a year, including the monsoon season, and that the State Government is prepared to provide its share of funding, having in anticipation already released its portion for some of the projects; the only outstanding requirement is financial closure from the Government of India. On being asked by **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** why financial closure has not been granted and whether any technical requirement remained to be fulfilled, **Shri Raghavendra, Assistant Executive Engineer, KMB** stated that no specific reasons had been cited, and requested that, if the National Shipping Board could help convey in-principle acceptance of these projects, KMB could proceed with its fiscal planning and preparatory work accordingly. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson,**

National Shipping Board, New Delhi directed KMB to share the project details with the Board so that the matter could be taken up with the Government of India.

24.7. **Floating Jetties — Ambiguity on Requirement of CRZ Clearance**

24.7.1. **Shri Raghavendra, Assistant Executive Engineer, KMB** reiterated that the requirement of environmental / CRZ clearance for floating jetties had been raised on multiple occasions, including at two to three meetings of the MSDC, without any clarification being issued, resulting in considerable delay to KMB's initiatives, including the proposed water metro service on the Netravati river system at Mangalore, for which around 12 floating jetties are required; he stated that the material is ready and a contractor has been onboarded, but installation could not proceed on account of this ambiguity.

24.7.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** enquired whether KMB has ever consulted the Gujarat Maritime Board and the Kerala Maritime Board on how they have addressed this issue. **Shri Raghavendra, Assistant Executive Engineer, KMB** responded that there had been no direct consultation, though the matter had been deliberated at the MSDC; he noted that Kerala has had such floating-jetty infrastructure in place from before the CRZ regulations came into existence, whereas Karnataka, being a comparatively new Maritime Board, was undertaking such initiatives for the first time.

24.7.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** requested KMB to share the relevant correspondence and prior references on this matter, stating that the Board would take up the issue and revert.

24.8. **Island Tourism Development:**

24.8.1. On island tourism, **Shri Raghavendra, Assistant Executive Engineer, KMB** informed the Board that, following due diligence on approximately 50 islands, 12 had been shortlisted and had received approval at the State PPP Cell, with Cabinet clearance awaited at the meeting scheduled for the 18th of the month, following which tenders would be floated. He stated that no financial assistance is required from the Government of India in this regard, the initiative being on track. In response to the board's query, he confirmed that environmental clearances are, however, required for these island projects.

24.9. **Proposal for a Maritime Training Institute**

24.9.1. **Shri Raghavendra, Assistant Executive Engineer, KMB** requested the Board's support in securing funding for setting up maritime training institutes at Karwar and at Old Mangalore, to serve two purposes: general maritime skill training, and training of Inland Vessel (IV) crew as mandated under the Karnataka Inland Vessel Rules, 2025 (framed in alignment with the Inland Vessels Act, 2021), which requires a number of training and refresher courses to be conducted.

24.9.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** informed KMB that IIT Chennai has done substantial work in designing a model maritime training institute, including curriculum design and skill-gap assessment, and that Professor K. Murali of the Department of Ocean Engineering, IIT Chennai — an NSB Member — could provide technical assistance in this regard, the same model being replicated at Tuticorin; he advised KMB to first engage with Professor Murali to obtain clarity on curriculum, certification, faculty and infrastructure requirements, with the Board available to assist further if required, financial assistance being a separate matter from this technical assistance. He further advised that, given KMB is a young Board, it would be prudent to first assess market demand and traction by hiring space and running pilot courses, rather than immediately investing in a permanent structure, and to make a larger investment only once sufficient traction is established.

24.9.3. **Shri Raghavendra, Assistant Executive Engineer, KMB** informed the Board that KMB has, in fact, already been doing this using its own facilities in collaboration with the National Institute of Navigation and Engineering (NINI), and had received close to 1,000 applications for a recent workshop, indicating strong demand; however, KMB lacked the facility and infrastructure to meet this demand, a challenge it has faced for the preceding two to three years, with applications having increased manifold since notification of the Karnataka Inland Vessel Rules. He stated that representations made to the Government of India in this regard had not received a positive response. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** suggested that KMB engage with the New Mangalore Port Authority, which may have spare infrastructure available for this purpose, noting that whether funded by the Central or State Government, the expenditure remains public capital expenditure, and that KMB should look for available spare capacity before committing to fresh

investment as technical expertise, he noted, was available from multiple institutes. **Shri Raghavendra, Assistant Executive Engineer, KMB** reiterated KMB's request for assistance in establishing a training facility, given its limited existing infrastructure, and stated that multiple representations had been made to the Government of India and to the Inland Waterways Authority of India (IWAI) to establish a Centre of Excellence in Karnataka, with the state prepared to provide land at Bengaluru, Mangalore or Karwar, but that assistance was required for establishing the facility itself.

24.9.4. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** also informed KMB of the Center for Excellence in Maritime (referred to as CEMS), an institute operated by the Indian Register of Shipping (IRS) with branches at Visakhapatnam and Mumbai, offering maritime skills courses, and stated that local representative of IRS, Shri Srinivas Nayak, based at Mangalore, present at the meeting could be contacted for further details. **Shri Raghavendra, Assistant Executive Engineer, KMB** informed the Board that KMB has in fact already signed an MoU with CEMS for imparting maritime knowledge, but that this has not been operationalized for reasons unclear to him. **Shri Raghavendra, Assistant Executive Engineer, KMB** thereupon invited Shri Santosh Patil of Sr. VP IRS (joining online) to comment. **Shri Santosh Patil, Sr. V.P. Indian Register of Shipping, Mumbai**, stated that he would immediately take up the matter with the CEMS representative locally and activate the MoU. He informed the Board that IRS is also engaging with other Maritime Boards, including Gujarat Maritime Board, Maharashtra Maritime Board and (under discussion) Andhra Pradesh Maritime Board, offering a wide range of services beyond training — including emergency preparedness, safety audits and navigational audits for non-major ports, and studies relevant to greenfield ports. He stated that IRS had earlier circulated an e-mail to all Maritime Boards, including KMB, detailing its offerings, and that he would follow up with a further e-mail on behalf of IRS's Managing Director, Shri P.K. Mishra, and thereafter arrange a call to take the matter forward. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi** advised the KMB to engage with IRS on a continuous basis, observing that their wide range of services and technical knowledge would strengthen the Board considerably, particularly given KMB's status as a young Maritime Board.

Action: Karnataka Maritime Board / NSB Secretariat / Prof. K. Murali (IIT Chennai) / IRS / New Mangalore Port Authority

24.10. **Discussion with NSB Members and Other Participants:**

A. Consultation with Indian Coast Guard on Port Infrastructure Requirements:

24.10.1. **DIG Girish Datt Raturi, DIG, Coast Guard Headquarters, New Delhi**, enquired whether, when KMB plans new harbors or the expansion of existing harbors, there is a system by which the local Coast Guard/Coast Guard State Headquarters is consulted at the initial DPR stage itself so that its requirements can be incorporated. **Shri Raghavendra, Assistant Executive Engineer, KMB** responded that a dedicated jetty has already been provided to the Indian Coast Guard at Karwar Port, and that for new greenfield ports, the Indian Coast Guard, the Coastal Security Police and the Indian Navy (Project Seabird) are always consulted at the project-structuring stage, given the proximity of many of KMB's projects to these establishments. **DIG Girish Datt Raturi, DIG, Coast Guard Headquarters, New Delhi**, clarified that his question concerned not the existing (older) jetties at Karwar and Mangalore, but whether, for new projects presently being envisaged, the Coast Guard is specifically asked whether it requires a jetty as part of the project. **Shri Raghavendra, Assistant Executive Engineer, KMB** confirmed that the Indian Coast Guard is itself a Board Member of the Karnataka Maritime Board, whose meetings are chaired by the Hon'ble Chief Minister of the State. All projects are deliberated at Board meetings, and any requirement conveyed by the Coast Guard, the Coastal Security Police or the Navy (all three being Board Members) is duly recorded, no new project being taken forward without Board's approval.

B. Ship Repair Facilities at Proposed Greenfield Ports:

24.10.2. **Shri Killi Mohana Rao, Chief Surveyor, Directorate General of Maritime Administration, Mumbai**, enquired whether KMB's DPRs for the three proposed greenfield ports included specific provision for ship repair facilities, noting that the Government of India is encouraging ship repair activity at all Indian ports. **Shri Raghavendra, Assistant Executive Engineer, KMB** confirmed that a shipbuilding component has been envisaged as part of one of the greenfield ports, which has been deliberated and approved at the State-Level Single Window Agency (SLSWA) under the State PPP Cell (headed by the Chief Secretary), with Cabinet approval awaited. He also referred to plans to establish the dedicated shipyard planned at Kundapur. **Shri Killi Mohana Rao CS DGMA** clarified that ship repair is distinct from shipbuilding: while financial assistance

under the Shipbuilding Development Scheme covers greenfield and brownfield shipyard expansion, ship repair is a labour-intensive activity offering significant employment potential for Indian nationals, and DGMA would be able to support KMB in this regard if it has specific plans for ship repair at its greenfield ports. **Shri Raghavendra, Assistant Executive Engineer, KMB** confirmed that the Kundapur project is conceived as an integrated ship ecosystem, encompassing both shipbuilding and ship repair components.

C. <u>Pending ISPS Compliance — Karwar and Old Mangalore Ports:</u>

24.10.3. **Shri Obeidur Rehman, Dy. Surveyor, Mercantile Marine Department (MMD), Mangalore**, informed the Board that he conducted an ISPS inspection at Karwar Port on 26th February 2026, during which around 30 observations were raised, and that despite repeated reminders, the compliance report on these observations have still not been received. He further stated that, in the case of Old Mangalore Port, his requests for scheduling an ISPS inspection have similarly not received any response regarding readiness for inspection, and questioned the basis on which the ISPS certificate has been issued in the absence of such compliance. **Shri Raghavendra, Assistant Executive Engineer, KMB** stated that he was not conversant with the specific details, but undertook to check internally and revert, and sought clarification on whether the observations pertained to Karwar or to Old Mangalore Port, his understanding being that Karwar is fully ISPS-compliant while Old Mangalore Port's clearance is still in process. **Shri Obeidur Rehman, Dy. Surveyor, Mercantile Marine Department (MMD), Mangalore**, clarified that the inspection in question, dated 26th February 2026, was conducted at Karwar Port, and reiterated that a certificate cannot be issued unless the surveyor-in-charge furnishes a recommendation to the Principal Officer. **Shri Killi Mohana Rao CS DGMA** confirmed that, as per DG Shipping's records, ISPS compliance remains pending in respect of both ports, and directed that the matter be checked with the National Single Window System (NSWS)/records and duly closed out.

<u>Action: Karnataka Maritime Board / MMD Mangalore / DGMA</u>

D. <u>Seafarers' Welfare Fund and Training Assistance (DDG/MTT):</u>

24.10.4. **Captain Nitin Mukesh, Secretary, NSB**, enquired whether KMB had any requirement in respect of seafarers' welfare, such as establishment of welfare clubs, or in respect of research / training assistance from DGMA. He informed the Board that the Seafarers' Welfare Fund provides assistance for seafarer

welfare activities, including creation of welfare clubs, and that while such assistance had already been extended to New Mangalore Port, no request had yet been received from Karwar, Old Mangalore or other ports under KMB, and invited the KMB to submit a proposal, if such a requirement exists. He further informed the KMB of the Maritime Training Trust (MTT), which can be approached for financial assistance towards seafarers' training and maritime skill development, such requests to be routed through DGMA for onward transmission to the Trust. **Shri Raghavendra, Assistant Executive Engineer, KMB** stated that KMB would pursue both avenues, and requested further details so that the matter could be discussed within the Secretariat and suitable representations made. He informed the Board that KMB has so far been taking some assistance from the National Institute of Navigation and Engineering (NINI) for conducting training sessions, and would explore the option of approaching the Seafarers' Welfare Fund and the MTT as well, undertaking to send a formal e-mail in this regard. **Shri Killi Mohana Rao CS DGMA** confirmed that NINI is indeed one of DGMA's key partners for Inland Vessel training and encouraged KMB to avail of NINI's assistance in this regard.

Action: Karnataka Maritime Board / DGMA / Maritime Training Trust / Seafarers' Welfare Fund Society

E. Inland Vessel Registration, IV Crew Training, and Coastal Shipping Potential:

24.10.5. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** enquired how many inland vessels are presently registered with the Karnataka Maritime Board. Shri Raghavendra estimated the number at close to 500, though he was not certain of the exact figure. On training of Inland Vessel (IV) crew which **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** noted is a distinct requirement from training of maritime labor for other purposes such as shipbuilding, he advised that KMB approach IWAI directly under the Inland Vessels Rules, 2022, and that, subject to sufficient local demand, a branch of NINI could be established at Mangalore, which he described as the fastest and most focused route to IV crew training, provided KMB could offer space and basic infrastructure. He further sought KMB's assessment as to which minor / non-major port of Karnataka held the greatest potential to support coastal movement of cargo northward and southward along the West Coast. **Shri Raghavendra, Assistant Executive Engineer, KMB** responded by describing

four coastal circuits envisaged within the state Old Mangalore to Maravanthe, Maravanthe to Gokarna, and Gokarna to Karwar developed in response to representations from local MLAs and the local Member of Parliament, chiefly to support fisheries-related movement; DPRs have been prepared and financial assistance sought under Sagar Mala 2.0, with facilities already available at Mangalore and Karwar and gaps remaining at the intermediate points of Maravanthe and Gokarna, where floating jetties would be required. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB** clarified that Shri Raghavendra's response addressed intra-state movement, whereas Shri Rakesh Singh's question concerned the potential for inter-state coastal movement, northward and southward from Karnataka's ports, and asked whether any study or assessment had been carried out in this regard. **Shri Raghavendra, Assistant Executive Engineer, KMB** stated that some assessment of inter-state potential had been carried out, and that coastal shipping networks are already operational for movement of essential goods from Maharashtra into Karwar Port. He explained that, being a young and financially constrained Board reliant on PPP structuring and capital grants (its capital grants from the state having reduced following the grant of financial autonomy the previous year), KMB continues to seek capital grant support and remains open to loan-based financing, including proposals submitted under the Special Assistance to States for Capital Investment (SASCI) scheme. **Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai,** observed that his question had not been fully addressed, and reiterated it: whether there presently exists sufficient cargo movement by road and rail along and beyond Karnataka's coast that could be shifted to coastal shipping with adequate cargo visibility and assurance, such that a ship owner could confidently deploy a vessel with assured, continuous cargo. **Shri Raghavendra, Assistant Executive Engineer, KMB** acknowledged that coastal shipping volumes from Karnataka's ports are presently limited, the immediate hinterland being served principally by NH-66, with hinterland connectivity further constrained by the Western Ghats; he stated that, while movement to other states by coastal shipping is cheaper than by road, this is presently limited also by draft constraints Karwar presently offering about 7 meters (recently increased to 8 meters, with efforts underway to increase this to 12 meters) and Old Mangalore Port offering only about 4 meters (with efforts underway to increase this to 6-7 meters) which restricts the size of vessels that can presently be accommodated.

Action: Karnataka Maritime Board / IWAI / NINI

F. Status of the Keni (JSW Seabird) Greenfield Port Project:

24.10.6. **Shri Rahul Modi, President, Coastal Containers Transporters Association,** sought an update on the Keni port project. **Shri Raghavendra, Assistant Executive Engineer, KMB** informed the Board that the necessary incorporations sought by the authorities had been made and submitted, and that the proceedings of the Environmental Public Hearing has been forwarded to the Government of India; statutory clearances are presently awaited, following which construction can commence, the design having already been finalized and deliberated at meetings of the State Coastal Zone Management Authority (SCZMA).

G. Berthing Space Constraint — Udupi Cochin Shipyard, Malpe:

24.10.7. **Shri Swaminathan, Udupi Cochin Shipyard**, informed the Board that the shipyard, operating out of Malpe, faces a space constraint that presently limits it to bringing only one vessel alongside at a time following launch, notwithstanding a substantial order backlog requiring back-to-back deliveries. He stated that a letter has been sent to KMB in May 2026 seeking permission to construct an additional jetty adjacent to the shipyard to accommodate a further vessel, and sought an update on the status of this request, offering to hold a separate meeting, whether online or in person, if required to expedite the matter. **Shri Vinayak Naik, Port Officer, Karnataka Maritime Board**, stated that no such letter had been received at his end, though the matter had been communicated to the shipyard's local manager at Udupi, and that coordination from the shipyard's side had been lacking; he requested that a separate meeting, online or offline, be arranged specifically to resolve this matter, to be coordinated by Shri Raghavendra. **Shri Raghavendra, Assistant Executive Engineer, KMB** undertook to check the status internally and confirmed that a dedicated meeting would be arranged to resolve the matter.

Action: Karnataka Maritime Board / Udupi Cochin Shipyard

24.11. **Concluding Remarks:**

24.11.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB** requested Karnataka Maritime Board to furnish all the requests discussed during the meeting, together with supporting documentation, to the National Shipping Board, and assured KMB that the Board would take up these matters with the Government of India and other concerned agencies at the earliest.

Action: Karnataka Maritime Board / Secretary NSB

The session concluded at this stage.

Date: 11/09/2026 Session III: 11.00 AM to 12.30 PM

25. MEETING HELD WITH THE SENIOR MANAGEMENT OF NEW MANGALORE PORT LIMITED:

25.1. Opening remarks and introduction of the Members / NMPA officials:

25.1.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, welcomed the senior management of the New Mangalore Port Authority (NMPA) on behalf of the National Shipping Board, and thanked NMPA for its hospitality and the arrangements made for the Board's visit. He stated that the discussion was intended to understand NMPA's vision for the future, its expansion plans, any bottlenecks being faced, and any policy support required from the Government. He thereafter requested the Members of the National Shipping Board & senior officials of the NMPA to introduce themselves. After brief introduction of all concerned, the meeting commenced.

25.1.2. The Deputy Chairperson, NMPA, thanked the Board, and conveyed the regrets of the Chairman, NMPA, for his inability to attend on account of a concurrent engagement with the Hon'ble Minister in Gujarat, on whose behalf she is representing the NMPA at the meeting.

25.2. Background and the role of the National Shipping Board:

25.2.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi**, gave the NMPA team a brief background of the National Shipping Board, stating that the NSB predates the creation of the present Ministry and Department, having been established under the Merchant Shipping Act, 1958, with the first Board constituted in 1959. The Board is reconstituted every two years. He noted that the Office of the Directorate General of Shipping had come into being in 1949, followed by the National Shipping Board in 1958, both shortly after independence, at a time when the shipping industry drew its traction primarily from the private sector and Government presence, including in ports, was limited, creating a need for a body to interface between stakeholders and the Government. He explained that the Board accordingly has a unique composition, comprising representatives of Government departments /

Organizations, PSUs (representatives of Indian ports Association and shipyard), academic institution and a majority from the private sector, including ship owners' associations, the coastal container transporters' association, the coastal shipping association, the Maritime Union of India and the National Union of Seafarers of India (representing seafarers. Given the importance of coastal & port security, the board also includes representatives of the Indian Navy and the Indian Coast Guard. The primary function of the board is to advise the Central Government on shipping & allied matters. The Chairperson stated that, over the last 18 months, the Board has interacted with almost all the major ports (New Mangalore Port and Paradip Port being the only ones remaining, the former being covered in the present interaction), most State Maritime Boards, and that the Board provides quarterly briefings to the Hon'ble Minister on stakeholder requirements and feedback on Government policy, serving as a two-way feedback mechanism between the Ministry and the field stakeholders. He cited, by way of illustration, the experience with green tugs, where some ports have succeeded while others are facing difficulties in finalizing the orders with potential bidders, as an example of an area requiring policy attention, and stated that the Board similarly channels feedback on regulatory matters through DG Shipping, on customs and GST-related issues to the Department of Revenue/Ministry of Finance, and on immigration-related difficulties faced by seafarers to the Ministry of Home Affairs. He added that, on the Hon'ble Minister's guidance, the Board, immediately after its constitution began visiting the field directly to interact with port management and stakeholders utilizing port services, and that a separate stakeholder meeting was scheduled to follow the present session.

25.3. **Review of New Mangalore Port Authority:**

The Senior Management of the NMPA made a detailed presentation **(Annexure XV).**

25.3.1. **Certifications and Sustainability:** The NMPA informed the Board that NMPA holds ISO 9001 certification, ISO 14001 (environmental management), and ISO 45001 (occupational health and safety), is ISPS-compliant, and is a 100 per cent solar-powered port, all of its power requirements being met through solar generation.

25.3.2. **Port Layout and Infrastructure:** The Board was informed that the NMPA has a capacity of 105 million metric tons (MMT), with 16 berths and one

Single Point Mooring (SPM) operated by MRPL, spread over a total land area of 1,985 acres, including a waterfront of 391 acres and a customs-bonded area of 577 acres. It was explained, berth-wise, that Berth 1 is utilized by the Indian Coast Guard for its vessels; Berths 2 to 7 handle general cargo and in addition Berth 4 is also a dedicated cruise berth with a dedicated cruise lounge; Berth 8 handles iron ore fines and pellets (with a new berth proposed adjacent to it); Berths 9 to 13 constitute the oil terminal, handling liquid cargo including crude oil, diesel oil and LPG; Berth 14 is a dedicated container terminal operated by JSW on a PPP basis; Berths 15 and 16 are coal berths, with Berth 15 held as a captive berth by Adani Power Limited and Berth 16 operated on a common-user basis; The highest draft of 14 meters is available at Berths 10, 11 and 13 to 16, while the SPM offers the highest draft at 21 meters.

25.3.3. **Performance Highlights, 2025-26:** The NMPA completed 50 years of dedicated service to the nation during the year, and handled a record annual cargo throughput of 50.04 MMT, as against 46.07 MMT in the previous year. The port also handled its highest-ever monthly cargo of 5.34 MMT in December 2025 and handled its 40,000th vessel call on 26th March 2025. It was awarded the "**Samudri Paryavaran Suraksha Trophy**" by the Indian Coast Guard during the year.

25.3.4. **Ongoing and Completed Infrastructure Projects:** The Board was informed that against an EPC target of Rs. 109 crore and a PPP target of Rs. 154 crores, several projects have already been completed, including Phase 2 of the mechanization of Berth 14 for container handling (at a cost of Rs. 153 crore), paving of quay concrete, a truck parking terminal, and electronic interlocking of the port railway yard, with a covered shed at the railway marshalling yard under construction. The total cost of projects for the current year is stated at approximately Rs. 313.48 crore. For the period 2026-27, projects proposed for award include redevelopment of Berth 9 for a deeper draft (from the present depth to 14-16 meters), a new berth, development of Berth 13 on a PPP basis, and two new covered sheds, at a combined cost of approximately Rs. 39.85 crore; Berth 17 remains to be awarded.

25.3.5. **Capacity Expansion Vision up to 2047 (Maritime Amrit Kaal Vision):**

The NMPA presented its capacity expansion roadmap aligned with the Maritime Amrit Kaal Vision, targeting milestones in 2030, 2035 and 2047. Against a present capacity of 105 MMT, the port is targeting a capacity of approximately

253 MMT by 2047. For 2030, a capacity addition of 19.32 MMT is envisaged, at an EPC investment of Rs. 2,017 crore and PPP capex of Rs. 838 crores. This phase includes relocation of the port's residential colony to free up land for cargo operations, utilizing land parcels presently allotted for quarrying in connection with breakwater construction. For 2035, a capacity addition of 49.3 MMT is envisaged, at an EPC cost of Rs. 1,693 crore and PPP investment of Rs. 5,970 crores, together with development of an outer anchorage through reclamation, land addition of approximately 974 acres being planned in this phase. For 2047, a further capacity addition of approximately 79.6 MMT is envisaged at an EPC cost of approximately Rs. 7,800 crores, based on a traffic study conducted by external consultants.

25.3.6. **Satellite Ports — Padubidri and Pavinkurve:** The NMPA informed the Board of two potential satellite port locations under study: Padubidri, approximately 30 kilometers away, and Pavinkurve, over 100 kilometres away near Gokarna. A feasibility study has been commissioned, with the consultant's report expected by the end of the year. It was clarified, in response to queries, that no firm commitment has yet been received from the State Government on land transfer for these sites, this being identified as a significant area of uncertainty, and that reclamation at the existing harbor (which is a lagoon) would involve water transfer rather than land reclamation, unlike the case at some other ports.

25.3.7. **Cargo Profile and Traffic Trends:** It was informed that the principal commodities handled include, in the dry bulk category, coal, iron ore fines and fertilizer; liquid cargo of approximately 30 MMT, comprising crude oil, fuel, LPG and edible oil; dry bulk cargo of 16.72 MMT; break-bulk cargo such as steel and timber; and containerized cargo of 2.48 MMT. The NMPA explained that cargo volumes had dipped sharply during the COVID-19 period, taking approximately two to two-and-a-half years to recover, and that iron ore volumes had similarly been affected by international market volatility, including a period of reduced offtake linked to Chinese demand, before recovering following a domestic supply arrangement between KIOCL and NMDC brokered at the ministry level to support the domestic steel industry. LPG cargo has grown with increased domestic production and reduced imports. On the pattern of cargo evacuation, it was explained that pipeline transfer accounts for the largest share, given that liquid cargo (crude oil and other products) is transferred directly by pipeline to nearby industries including MRPL, followed by road and, to a lesser

extent, rail, on account of the connectivity constraints described below.

25.3.8. **Container Terminal and Liner Connectivity:** The dedicated container terminal, operated by JSW, offers a draft of 14 meters, capable of accommodating vessels of up to 9,000 TEU capacity and 300 meters LOA, and is equipped with three mobile harbor cranes of 155-tonne capacity each, presently achieving a productivity of 26 to 32 moves per hour. Phase 1 storage (65,000 sq. m., 2,600 ground slots) and Phase 2 storage (75,000 sq. m., 3,500 ground slots) have both been completed, together with 150 reefer slots (extendable to 200); free storage periods of five days for export and three to four days for import are offered. Container traffic during the year stood at approximately 1,92,307 TEUs, having been affected by gate/ghat-section closures and a global slump in container demand, which also led shippers to convert some cargo to break-bulk form; new road infrastructure nearing completion is expected to support growth in coming years. On liner connectivity, the NMPA is served by all major shipping lines, including MSC, CMA CGM and Maersk, with feeder operators including Avana, TCA and others; six of seven weekly vessel-call windows are presently being utilized, with connectivity to Mundra, JNPA and Colombo. Direct connectivity to Jebel Ali, discontinued on account of the West Asia crisis, is expected to resume once the situation stabilizes.

25.3.9. **Rail and Road Connectivity Challenges:** The NMPA highlighted significant connectivity constraints affecting cargo evacuation. On the road side, National Highway 75 (via Hassan, principally carrying coffee cargo) connects to Bengaluru; National Highway 66 carries cashew and other local produce; and National Highway 52 carries coal to the Ballari region; all three routes require crossing the Western Ghats, with attendant ghat-section restrictions. On rail connectivity, the port is served by three railway zones — South Western Railway (covering most of Karnataka), Southern Railway (towards Kerala/Tamil Nadu) and Konkan Railway (towards the north). It was informed that there is presently no direct rail link between Hubli and Ankola, a gap for which the port is seeking intervention from the Ministry of Railways; in its absence, cargo destined for northern Karnataka (including the steel industry cluster around Ballari, which requires substantial iron and other inputs) must presently travel via Goa, a circuitous route exceeding 600 kilometers. It was further explained that the existing rail line through the ghat section (approximately 55 kilometers) is charged by the Railways on a distance basis of 110 kilometers on account of operational requirements (use of banker/additional locomotives), adding to cost;

being a single line, capacity is also constrained to about 12 train paths per day (inclusive of passenger trains), which would need to be expanded to support the port's master-plan cargo evacuation targets. It was noted that container traffic in particular is disadvantaged by these rail constraints, with much of the region's container cargo consequently moving via Krishnapatnam or Chennai instead of New Mangalore.

25.3.10. **Coastal Shipping Performance:** The Coastal cargo handled by the port increased from 8.69 MMT in the previous year to 12.75 MMT in 2025-26, with the number of coastal vessel calls increasing from 1,421 to 1,467. It was clarified that this coastal volume spans both bulk and containerized cargo, including domestic crude oil and fuel handled for the MRPL and domestically sourced iron ore. On overall port productivity indicators, The NMPA explained that its average output/turnaround-time metrics are adversely affected by two to three berths where cargo (accounting for about 5 MMT of the port's 50 MMT throughput) is handled manually with lower productivity, even though other individual terminals (such as those operated by the MRPL and the JSW) perform well; these manually handled berths nonetheless generate meaningful revenue on account of longer vessel stay.

25.3.11. **Cruise Tourism:** The NMPA informed the Board that the port handles international cruise calls, with tourists visiting from Europe, Australia and the USA, and that several initiatives have been undertaken to enhance the visitor experience, including traditional welcome ceremonies, guided tours and cultural performances organized with the support of the Government of Karnataka, along with a Tourist Information Centre. **Shri Rakesh Singh President ICCSA** observed that, in the cruise business, a port's economics generally depend on being developed into a "home port" by a cruise liner (with embarkation/disembarkation of large passenger volumes and associated onshore business), rather than merely serving as a port of call for a day, and noted that New Mangalore presently lacks the supporting infrastructure (such as larger hotels/accommodation suited to foreign tourists) for this purpose, though this is gradually developing with State Government interest. He further observed that New Mangalore's position, situated between the well-established tourist circuits of Goa and Cochin, poses an inherent challenge in attracting cruise liners as a preferred port of call, though domestic cruise operators are reportedly in discussion for a Lakshadweep-Cochin-Mangalore circuit that could prove viable.

25.3.12. **Environmental and Green Initiatives:** The NMPA reported that its

100 per cent solar power installation has resulted in a reduction of approximately 50,150 tons of carbon emissions to date and savings of approximately Rs. 39 crores in electricity costs. The port is self-sufficient in water through rainwater harvesting (drawing no water from the municipal supply or the river) for approximately four to five months of the year, and uses vermicomposting for solid-waste processing. Over 33 per cent of the port area is under green cover, and the port has switched to LED lighting, installed a sewage treatment plant, introduced two electric buses and 21 CNG vehicles, and maintains its residential colony contiguous with the port on a self-contained basis.

25.3.13. **Digital Initiatives:** The Board was informed of several digital initiatives at the port, including integration with the port operating system; GIS-based land allotment; RFID-based gate entry, facial recognition and automatic number-plate recognition systems; drone surveillance; a dedicated tele-medicine facility (Chikitsa Mitra) and a digital pension portal for retired employees; an ERP system; automated weighbridges; a Continuous Ambient Air Quality Monitoring System (CAAQMS); and a 360-degree under-vehicle scanning system under implementation. Port officials candidly noted, in response to a query, that the port's existing CCTV facility, though described as an "integrated command center," has in practice amounted to little more than a camera upgrade, without meaningful integration of alarms or automated incident-response capability, and that further investment in this area required more careful, outcome-oriented planning before commitment of funds.

25.3.14. **Awards and Recognition:** The NMPA was ranked second among major ports for handling of cruise / international passenger traffic during 2024-25, and was recognized as a leading port for cultural engagement in the Asia-Pacific region. The port has also received awards from the Karnataka State Pollution Control Board and the Indian Coast Guard.

25.4. **Discussion on Port Tariff Structure and the Four-Year Revision Cycle:**

25.4.1. **Shri Rakesh Singh President ICCSA** sought clarification on NMPA's present tariff and the manner of its revision. It was explained by NMPA that, under the applicable tariff guidelines, a port's dollar-denominated tariff is converted into rupee terms at the exchange rate prevailing at the time of revision, together with a rebate of approximately 40 per cent, and that this rupee rate then remains fixed until the next revision, which each port is entitled to undertake once every four years; daily/frequent revision, permissible under earlier guidelines,

was discontinued by a subsequent Ministry order.

25.4.2. **Shri Rakesh Singh President ICCSA** pointed out that this results in a lack of uniformity across ports, since each port's rate reflects the exchange rate prevailing at its own, differently timed, four-year revision point; a port that last revised its rate in a year of a weaker rupee would continue to carry a correspondingly higher (or lower) rupee tariff than one revised at a different point in the cycle, until its own revision falls due. It was informed that this inconsistency across ports has been taken up by the National Shipping Board with the Ministry, following feedback received from several major ports.

25.4.3. The NMPA officials informed the Board that they had compared their tariff position with that of other major ports, including Visakhapatnam, Paradip, Chennai and Kandla, and confirmed that New Mangalore presently has one of the lowest tariff levels among major ports, Mumbai having, following its own recent revision, moved to an even lower rate.

25.5. **Seafarers' Welfare Centre Project:**

25.5.1. The NMPA informed the Board of its proposal for a world-class Seafarers' Welfare Centre at an estimated cost of Rs. 12 crores, intended to comply with the Maritime Labor Convention (MLC) and the relevant DG Shipping circular. Planned facilities include a reception area with a waiting lounge, fully furnished accommodation and dormitory space, digital communication facilities (Wi-Fi, computer workstations, video-calling booths), administrative and safety amenities (locker rooms, changing rooms), health and wellness facilities (first-aid and a mental-health/relaxation room), and recreational facilities.

25.5.2. The NMPA stated that a formal request had been made to the Seafarers' Welfare Fund Society (SWFS) for financial support, and requested that this be expedited, as the SWFS Committee meeting is scheduled for the first week of October, in time for which the proposal needs to be placed before the Committee for approval.

25.5.3. It was clarified that, under the funding arrangement, SWFS would finance construction up to the sanctioned amount (Rs. 12 crore), with the port separately bearing costs such as any vehicle required, on a rental basis; NMPA is separately in touch with the Gujarat Maritime Board (JNPA reference: GMB has already established a similar center) for guidance based on their experience. It was noted that funds provided would be routed through the port administration on a

government-to-government basis at standard scheduled rates (SOR), and that, per NMPA's internal approval process, projects up to Rs. 10 crores fall within the Chairman's delegated powers, while projects exceeding Rs. 10 crores require Board approval, which NMPA expected to obtain within the following ten to fifteen days.

Action: New Mangalore Port Authority / Seafarers' Welfare Fund Society / DGMA

25.6. **Procurement of Green Tugs:**

25.6.1. The NMPA informed the Board that the contract for green tugs had been awarded to a consortium (reported as comprising Orient Marine Services and a green-shipbuilding partner) in 2026, with a delivery period of 24 months, at a total project cost of Rs. 315 crore and a daily charter-hire rate of Rs. 5.75 lakh per day. It was clarified that the underlying rate benchmarking/standard terms had been prepared by a committee constituted by the Indian Ports Association (IPA).

25.6.2. In discussion on the rate achieved, it was noted that the NMPA's rate compared favorably with several other major ports — including Visakhapatnam, Paradip, Chennai and Kandla — at the time of finalization, though Mumbai had, following a subsequent tender, achieved a materially lower rate (reported in the region of Rs. 4.35 lakh per day); it was observed that tenure (15 years) and bollard pull (60 tons) are standard, fixed terms across ports, while the principal variable affecting cost is "cycle time," which determines the battery/propulsion sizing required and was described as the key differentiator between tenders.

25.6.3**.** It was informed that the NMPA has presently placed an order for one such tug, consistent with the general mandate, with a decision on further orders to be taken after assessing the performance of the first vessel upon delivery (in contrast to Kandla, which, on ministerial direction, had placed an order for two vessels at the outset, securing a more favorable unit cost). It was also noted that, among other ports, Chennai's tender remained open / unawarded and Haldia's remained pending at the time of the meeting.

Action: New Mangalore Port Authority / IPA

25.7. **Immigration Procedure for Crew of Port Craft (Tugs, Pilot Boats, Security Boats)**

25.7.1. **Shri Rakesh Singh President ICCSA** sought clarification from the

concerned NMPA marine officer on the procedure presently followed for sign-on and sign-off of crew engaged on vessels operating exclusively within port limits (tugs, pilot boats and security boats), registered under the Merchant Shipping Act, distinct from ocean-going vessels.

25.7.2. It was confirmed that, pursuant to a national Standard Operating Procedure (SOP) issued by DGMA, implementing an MHA notification in this regard, crew engaged on such port-limited craft may now sign on and sign off without being subjected to immigration checks and control, this having recently come into effect; it was noted that the concerned officer had only recently taken charge and would confirm implementation status with the port's Traffic Department, though no difficulties or representations regarding the shore list had been reported.

Action: New Mangalore Port Authority / DGMA

25.8. **Coast Guard — Port Expansion Planning and Berth Requirements:**

25.8.1. **DIG Girish Datt Raturi, Indian Coast Guard Headquarters, New Delhi,** enquired whether NMPA's master plan for port expansion includes provision for a berth/jetty to meet the Indian Coast Guard's future requirements, noting the Coast Guard's anticipated need for additional berthing as its fleet expands.

25.8.2. The NMPA officials confirmed that the master plan does provide for a new, deeper-draft berth area to the south of the existing anchorage (towards the river/dock side), though the specific allocation of this berth to the Coast Guard has not yet been finalized. The NMPA official indicated willingness to commence dialogue with the Coast Guard at an early stage (ahead of the Coast Guard's own vessel induction, expected in about two years) so that berthing requirements could be planned in, and referred to an area near Berth 16/17 (approximately 15 meters draft) as a further option for consideration in this regard.

Action: New Mangalore Port Authority / Indian Coast Guard

25.9. **Green Port Compliance, Land Availability, and Ship Repair Facilities:**

25.9.1. **Shri Killi Mohana Rao, Chief Surveyor, DGMA, Mumbai**, sought an update on NMPA's progress under the Harit Sagar Green Port Guidelines, specifically on measurement of emissions at Level 1, Level 2 and Level 3. NMPA confirmed that emissions are presently being measured at all three levels, and that

DGMA (Directorate General of Maritime Administration) is expected to issue a standardized methodology/chart (aligned to the relevant ISO standard), against which the port's existing measurement practice would be reviewed for conformity.

25.9.2. On the related question of shore power (cold-ironing) for vessels alongside, the NMPA confirmed that this facility is not presently available, though it is being extended to Indian Coast Guard vessels.

25.9.3**. Shri Killi Mohana Rao CS DGMA** observed that the NMPA faces land-availability constraints as compared with ports such as Kandla, which have been able to allocate land for activities such as ammonia production. The NMPA's Deputy Chairperson responded that additional scope has been given to the consultant studying the satellite ports at Pavinkurve and Kadubaduri to examine the feasibility of handling green ammonia at those locations, and that, should the study prove favorable, the NMPA would explore pursuing that opportunity even ahead of completing the broader satellite-port feasibility exercise.

25.9.4. On ship repair, **Shri Killi Mohana Rao CS DGMA** enquired whether any berth has been specifically allocated for ship repair activity. NMPA clarified that no dedicated berth presently exists, but that sea trials for the Chowgule Shipyard and the Udupi Cochin Shipyard are conducted from the port, and that a 10-acre waterfront parcel (near Kanambur / Kasarkod beach) had been offered, along with an onshore building for office purposes, to support such activity, though the shipyard concerned had not yet taken up the offer, being engaged in its own feasibility assessment.

25.9.5. **Shri Killi Mohana Rao CS DGMA** observed that ship repair, unlike shipbuilding, is a highly labor-intensive activity capable of generating substantial local employment and foreign-currency earnings, historically undertaken at several Indian ports, and encouraged the NMPA to pursue this opportunity, offering DGMA's support. The NMPA officials noted that, separately, the State Government has been approached regarding a larger shipbuilding initiative, for which an estimated 1,000 acres of land would be required, but that availability of land at this scale remains a significant constraint for the State.

25.9.6. **Shri Killi Mohana Rao CS DGMA** commended the NMPA for its handling of a recent vessel-grounding incident at the port, noting that a major disaster had been averted through the port's response, and separately enquired about the port's compliance status under Tier 1/Tier 2/Tier 3 pollution-prevention

norms. The NMPA confirmed that it is presently Tier 1 compliant.

Action: New Mangalore Port Authority / DGMA

25.10. **Security of the Single Point Mooring (SPM)**

25.10.1. **Capt. Bipin Krishna, Indian Navy, New Delhi**, sought clarity on the security arrangements presently in place for the SPM. NMPA officials explained that MRPL, as custodian of the SPM, presently deploys a tug for its round-the-clock security, and that the port has separately inducted a fast security boat (25-knot speed) under ISPS requirements, though clear demarcation of responsibility for SPM security between the MRPL and the port remains to be settled; the port's own CISF cover is presently confined to the main port area.

25.10.2. **Capt. Bipin Krishna from Indian Navy** referred to precedents at other ports, such as Paradip, where port-provided security (CISF) had been extended to cover offshore installations such as SPMs, particularly in the context of protecting offshore assets from external threats, and suggested that a similar arrangement be examined for New Mangalore's SPM.

25.10.3. The NMPA clarified that the SPM falls outside the port's defined limits, and that the port presently provides only pilotage service in respect of the SPM, MRPL being fully responsible, as custodian, for its security and operation, through its own private security arrangement (including a dedicated tugboat maintaining round-the-clock presence at the SPM); it was agreed that, notwithstanding the question of jurisdiction, the matter of coordinated security responsibility for the SPM warranted further examination.

Action: New Mangalore Port Authority / MRPL / Indian Navy

25.11. **Concluding Remarks:**

25.11.1. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, NSB** thanked the Deputy Chairperson and the senior management team of NMPA for a fruitful and meaningful discussion, informed them of the National Shipping Board's office in New Delhi, and invited NMPA to reach out to the Board at any time in respect of any issue requiring resolution, expressing his hope for continued partnership between the NMPA and the Board.

The session concluded at this stage.

Date: 11/09/2026 Session IV: 12.30 AM to 02.30 PM

26. MEETING WITH THE STAKEHOLDERS' ASSOCIATIONS:

26.1. The National Shipping Board conducted a stakeholder interaction session with representatives of the shipping, port-user, shipbuilding, logistics, maritime services and seafarer sectors. The stakeholders were invited to place before the Board operational difficulties, regulatory issues, infrastructure constraints and matters requiring policy-level intervention. The Chairperson stated that the National Shipping Board, being an advisory body to the Ministry of Ports, Shipping and Waterways with representation from both Government and the private sector, regularly interacts with stakeholders at major ports to obtain field-level feedback and to identify areas requiring policy intervention or calibration. Stakeholders were accordingly invited to raise issues relating to port operations, congestion, cargo handling, customs, immigration, seafarer welfare, training, examination, maritime safety and other matters affecting their operations. The following issues were raised during the interaction:

26.2. Disruption of Port Operations due to Visits by VIPs and Official Delegations:

26.2.1. **One of the stakeholders** raised the issue of disruption to port operations on account of visits by VIPs and other official delegations. He stated that, on several occasions, visitors and VIPs arrive at the port without adequate prior information being provided to port users, stevedores and other stakeholders. He informed the Board that although such visits may actually last only about 10–15 minutes, cargo-handling operations are sometimes stopped for four to six hours. He stated that such stoppages adversely affect cargo-handling operations, vessel commitments and sailing turnaround time. He further informed the Board that the issue has been raised on several occasions with NMPA earlier, but a satisfactory system has not yet been established.

26.2.2. **The Deputy Chairperson, New Mangalore Port Authority (NMPA),** clarified that operational stoppages are not undertaken generally for every VIP visit and are primarily required in particular location where the cruise berth is adjacent to cargo-handling operations involving dusty cargo. She explained that on occasions involving Parliamentary Committees, Ministers, the Secretary, Ministry of Ports, Shipping and Waterways, or other senior dignitaries, certain operational restrictions have to be imposed for reasons of safety and operational

coordination. She stated that the issue is particularly relevant to the berth adjoining the cruise facility, where dusty cargo is handled. She assured that effective steps are being undertaken to minimise disruption. She further stated that, with the proposed development and operationalisation of Berth No. 17, the nature of cargo handling and berth allocation would change and the cruise-related operations would be separated from the handling of dusty cargo. She indicated that the present difficulty would consequently reduce substantially once the new berth becomes operational.

26.2.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board,** observed that the concern raised by the stakeholder is valid. He stated that while it is pertinent that certain visits and associated security or protocol arrangements may be beyond the complete control of the Port management, efforts should nevertheless be made to minimise disruption to cargo operations. He advised that, wherever practicable, advance notice should be given to port users regarding the expected stoppage and likely resumption of operations, keeping disruption to a bare minimum. He further observed that the operationalisation of Berth No. 17 would provide a permanent solution to the issue.

Action: New Mangalore Port Authority

26.3. **Availability of Indian-Flag Vessels for Petroleum Cargo and Policy for Biofuel Bunkering:**

26.3.1. **The representative of Indian Oil Corporation Limited** (IOCL) thanked the Board for giving an opportunity to interact with it and raised the issue of the inadequate availability of **Indian-flag vessels** in the petroleum sector. He stated that, from the industry's perspective, there is presently an acute shortage of Indian-flag vessels for transportation of petroleum cargo and sought to know what policy measures are being contemplated to increase the number of Indian-flag vessels operating in Indian waters. He further raised a supplementary issue concerning bunker fuel and sought clarification as to whether any policy is being formulated for the use of biofuels in the bunkering sector.

26.3.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board** informed that the shortage of Indian-flag vessels for transportation of petroleum cargo is now being addressed on priority and that the Government is conscious of the strategic importance of carrying petroleum and other critical cargoes on Indian-flag vessels in view of geopolitical developments

and situations where foreign-flag vessels could become unavailable because of restrictions or sanctions and informed the stakeholder that oil companies and the Shipping Corporation of India were already engaged in discussions concerning procurement of additional vessels. A pipeline for procurement of additional vessels capable of carrying petroleum cargo is under consideration and that increased availability of Indian-flag tonnage is expected over the coming years.

26.3.3. **Shri Killi Mohana Rao, Chief Surveyor, Directorate General of Maritime Administration, Mumbai,** stated that the DGMA earlier considered bringing India's bunker-fuel policy in line with practices followed by Singapore and other major bunkering jurisdictions, including the supply of blended fuels up to B30. However, certain concerns were subsequently raised regarding implementation and acceptance of blended fuels and, consequently, the proposal was not immediately proceeded with. He informed that a report has now been submitted to the Ministry and that a policy would be brought forward after consideration and approval. He further explained that the IMO Carbon Intensity Indicator requirements are becoming progressively stringent and that vessels would increasingly be required to reduce their carbon intensity and emissions. In that context, the use of biofuel blending would become relevant and a suitable policy framework would accordingly be required. He further informed the stakeholder that the Directorate General of Shipping had issued biofuel bunkering guidelines in 2025. He stated that any supplier interested in supplying biofuel for bunkering could approach the Directorate General of Shipping and, subject to due verification, the requisite licence could be issued.

Action: DGMA / Ministry of Ports, Shipping and Waterways / SCI / Concerned Oil Companies

26.4. **Berth No. 14, Draft Restrictions and Expediting Development of Berth No. 17:**

26.4.1. **One of the stakeholders** raised concerns regarding the handing over of Berth No. 14 to JSW and stated that, prior to the transfer, successive Chairpersons and Ministers had indicated that the berth would be developed by the NMPA to provide approximately 14 metres draft. He stated that the expected draft improvement did not materialise as anticipated and consequently it was handed over to JSW on captive basis. Consequently, vessels requiring higher draft are required to shift between different berths depending upon availability. He explained that vessels carrying higher-draft cargo are required to move between Berths 7, 10, 2 and 8, with Berth No. 8 already experiencing significant

utilisation. He stated that such repeated shifting created operational difficulties and affected the ability of shipping lines to plan vessel deployment efficiently. He further raised concern regarding the slow progress in development of Berth No. 17 and stated that the matter had reportedly been under consideration for several years. He requested the National Shipping Board to take up the matter with the Port and the Ministry so that the development could be expedited. He stated that the present situation was also discouraging stakeholders from nominating higher-draft vessels for the port, as the vessels could not be assured of suitable berth availability. He therefore requested that the development of Berth No. 17 and the associated draft and berth-capacity improvements be accorded priority.

26.4.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board** stated that the concerns have been noted. He informed the stakeholder that, prior to the meeting, the Board has discussed the Port's expansion plans with the Port Authority and that the Port has a defined plan for capacity augmentation and development. He stated that the concern regarding berth availability and higher-draft vessels are being taken into account while considering the Port's expansion and infrastructure plans. He advised NMPA to expedite the development of Berth No. 17 and the associated draft and berth-capacity.

Action: New Mangalore Port Authority / Ministry of Ports, Shipping and Waterways

26.5. **Availability of Full-Time Chairperson, Port Congestion, Cargo Capacity and Green Cover:**

26.5.1. **One of the stakeholders** stated that the previous full-time Chairperson of the Port has retired and that, despite a considerable period having elapsed thereafter, a regular full-fledged Chairperson has not yet been posted. He acknowledged that Chairperson Kandla holding the additional charge is located away from New Mangalore resulting in limited availability for direct interaction with port users. He stated that New Mangalore is a major port with a large volume of day-to-day operational matters, both major and minor, requiring timely intervention. He submitted that greater availability of the Chairperson, together with the Deputy Chairperson and other senior management, would facilitate quicker resolution of operational issues. He also informed the Board that certain concerns had already been submitted directly to the Minister and that copies would be shared with the Board. He also reiterated the concern regarding Berth

No. 14 and the delay in development of additional berth capacity. He referred to an earlier instance where a vessel had reportedly waited for several days to discharge a relatively small quantity of cargo and stated that such delays caused additional costs and loss of foreign exchange. He further stated that the Port has achieved record cargo throughput and is expected to handle substantially larger volumes in future. While liquid cargo could be stored in tanks, he pointed out that bulk, break-bulk and other dry cargo require adequate storage and yard space. He referred to instances where vessels had reportedly been diverted because sufficient space was not available for storage of cargo. He pointed out that greater availability of shore cranes and additional covered storage facilities would be necessary to handle increasing cargo volumes efficiently. He therefore requested that the Port plan its future infrastructure not merely on the basis of current cargo volumes but also taking into account anticipated growth in cargo, yard requirements, storage facilities, internal traffic and vessel movement. He stated that future capacity constraints should be addressed before they became operational bottlenecks. He also raised concern regarding reduction in green areas within the Port. He stated that, over time, forested or green areas have reduced because of development of jetties, paved areas, covered sheds and tank farms. He requested that future port expansion be undertaken with due consideration to preservation of green cover.

26.5.2. **The NMPA representative** explained that difficulties in handling break-bulk cargo were also connected with the availability and performance of ship and shore-handling equipment. He stated that some vessels were experiencing issues with their own cranes, while the Port's older cranes also had limitations in lifting capacity.

26.5.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board** stated that all the issues raised by the stakeholder have been noted. Regarding the availability of the Chairperson, he informed the stakeholders that process is already underway for filling vacant Chairperson positions at certain ports, including New Mangalore, and that efforts would be made to ensure adequate senior-level availability until a regular incumbent is posted. On congestion and shortage of space, he stated that the issue has been discussed during the Board's interaction with the Port management. He informed the stakeholders that the Port is examining the possibility of development of a satellite port in consultation with the State Government. He further stated that augmentation of port capacity is necessary in view of the national objective of increasing maritime capacity by 2047. Regarding the green cover, he stated that

development would not take place at the cost of environmental considerations. He informed the stakeholders that plantation initiatives are being undertaken across port areas and other establishments under the Ministry wherever land is available, and that local communities and schools are also being encouraged to participate in plantation drives.

Action: New Mangalore Port Authority / Ministry of Ports, Shipping and Waterways

26.6. **Performance of Shipping Corporation of India Vessels in Crude-Oil Discharge Operations:**

26.6.1. **One of the stakeholders** raised an issue concerning the performance of Shipping Corporation of India vessels engaged in transportation of crude oil for MRPL. He stated that MRPL utilises SCI vessels for transportation of crude oil from Mumbai and other locations and that delays in unloading and low unloading performance of certain vessels are creating difficulties for both MRPL and NMPA. He informed the Board that MRPL handles substantial quantities of crude oil annually and that delays in discharge by vessels in the Swarna series are affecting the overall turnaround and operational efficiency. He requested that the National Shipping Board to take up the matter with the concerned authorities and examine whether the performance of the vessels could be improved or the vessels upgraded.

26.6.2. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board** stated that the matter is noted and requested the stakeholder to provide the details by email, including the previous correspondence already submitted to the concerned authorities. He assured the stakeholder that the matter would be taken up with the appropriate authority for examination and resolution.

Action: Secretary NSB / Shipping Corporation of India

26.7. **Maritime Administration, State-Level Port Officers, Navigation Aids, Maritime Safety, BBNJ, Seafarer Welfare and Plastic Pollution:**

26.7.1. **One of the stakeholders** stated that India is seeking to become a leading maritime nation by 2047 and submitted that an effective institutional and administrative interface is essential for achieving this objective. He stated that, in his view, there have been gaps in the availability of maritime administrative officers at different levels, including the Nautical Adviser, port officers and the State-level maritime administration in Karnataka. He stated that the absence of such an interface created difficulties in coordination between the Central

Government, State Government, maritime administration, ports and shipyards. He referred to shipbuilding and shipyard activities and stated that, since certain aspects relating to land and State-level administration fell within the jurisdiction of State authorities, effective coordination between the maritime administration and State authorities is important. He also raised concerns regarding navigational aids in Karnataka. He stated that the lighthouse at the entrance to the fishing harbour at Mangalore has reportedly not been functioning adequately for a prolonged period and suggested that, where restoration of the lighthouse is not immediately possible, functional buoys could be considered as an interim navigational aid. He stated that the issue is not confined to Mangalore and that navigational facilities at the entrances of rivers and harbours across Karnataka required attention. He further raised concerns regarding maritime safety and referred to recent marine casualties and incidents at different locations. He submitted that such incidents had implications for India's maritime reputation and that appropriate enforcement and preventive measures are necessary to ensure compliance with maritime safety requirements. On international policy matters, he referred to the IMO's work relating to the Biological Diversity of Areas beyond National Jurisdiction (BBNJ)Agreement. He also raised issue of iron ore fines and associated moisture-related inspections He suggested that India should examine the matter at an early stage and consider the implications of the international high-seas framework for the country. He also raised a seafarer-welfare issue concerning the status and support available to an Indian seafarer, Captain Ajay Pant, who is stated to be facing legal proceedings in the United Kingdom. He sought information regarding the assistance being extended to him and his family. He additionally referred to an initiative involving the UN Global Compact and Lloyd's Register relating to ocean centres and plastic pollution and suggested that such initiatives could be coordinated more widely across the country, particularly in relation to plastic pollution originating from rivers.

26.7.2. With regard to the concern relating to Captain Ajay Pant, **Capt. Savio Ramos, General Secretary, Maritime Union of India**, informed the Board that the Union did interact with the family and has extended assistance within the limits of MUI’s capacity. He stated that Captain Pant's wife did approach the Union and that discussions were also held with the DGMA. He further explained that the legal case is being by her legal representatives and that there are several legal and factual aspects involved in the matter. He stated that it would therefore be premature to comment on the eventual outcome and that the legal team handling the matter would be in a better position to provide the current status. He

also stated that international organisations, including ITF, are examining the possibility of extending appropriate assistance.

26.7.3. **Shri Killi Mohana Rao CS DGMA** clarified the position regarding the Nautical Adviser. He stated that although it is a fact that regular appointment could not been finalised, still the duties of the Nautical Adviser were continued to be discharged by officers holding charge. He informed the stakeholder that the process for regularising the position is under progress and that the matter was expected to be resolved. Regarding iron ore fines and associated moisture-related inspections, he informed that the DGMA had earlier issued instructions under which surveyors boarded the vessels and verified moisture content, followed by Port State Control inspections. He stated that the system initially worked effectively but subsequently it resulted in delays, leading to certain relaxations. He stated that the Nautical Adviser is examining the matter and that the earlier inspection regime would continue for some time subject to review. He also informed that the issue of plastic pellets is being examined at the international level, including in the IMO, and that the Directorate General of Shipping is considering the matter and could submit an appropriate paper to the IMO, if required. With regard to navigational safety and the State-level maritime jurisdictions, he clarified that certain issues raised by the stakeholder are related primarily to Karnataka Maritime Board jurisdictions and other non-major ports rather than NMPA, which is a major port. He also stated that lighthouse matters fall under the Directorate General of Lighthouses and Lightships.

26.7.4. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board** stated that the points raised by the stakeholder are substantive and requested the stakeholder to submit the detailed list of issues by an email. He assured the stakeholder that the National Shipping Board would take up the identified issues with the concerned authorities and pursue them to their logical conclusion.

Action: Secretary NSB / DGMA / DGLL / Karnataka Maritime Board

26.8. **Immigration Difficulties Faced by Foreign Technical Personnel Visiting Shipyards:**

26.8.1. **One of the stakeholders** informed the Board that his shipyard constructs vessels for export and that, after construction, vessels are brought to New Mangalore Port for sea trials and completion of commissioning and finishing activities. He stated that vessels generally remain at the Port for approximately

two weeks and acknowledged the cooperation extended by the Port authorities during such activities. He explained that several service engineers, vessel owners' representatives, superintendents and technical personnel accompanying the vessels are foreign nationals. Such personnel are not seafarers and do not possess Continuous Discharge Certificates, as they do not sail onboard the vessels. They therefore enter India on business visas for undertaking technical and commissioning work associated with sea trials. He stated that the validity of immigration permissions in such cases is sometimes limited to three or four days, requiring the personnel to repeatedly undergo immigration procedures despite remaining engaged in the same shipyard or vessel-related work. He stated that a similar arrangement is reportedly followed at another shipyard in Goa, where the initial immigration process is completed and subsequent validations are handled more practically. He therefore requested that foreign technical personnel visiting shipyards for commissioning, sea trials and related activities on business visas be treated separately from ordinary foreign visitors and that a suitable mechanism be developed to avoid repeated immigration formalities during the short period for which they are required at the vessel.

26.8.2**. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board** requested the stakeholder to submit the details by an email. He stated that the matter would be taken up with the Ministry of Home Affairs for redressal, noting that this issue is likely to arise at other shipyards and ports as well.

Action: Secretary NSB/ Ministry of Home Affairs / DGMA

26.9. **Immigration Permissions and Customs Bonding at Old Mangalore Port for Shipbuilding Activities:**

26.9.1. **One of the stakeholders** stated that small shipbuilding activities are being undertaken by private shipyards in the Old Mangalore Port area and that the matter required coordination with the concerned authorities. He stated that immigration-related difficulties for foreign personnel visiting such shipyards have already been raised by another stakeholder. He stated that immigration authorities were generally cooperating by issuing short-duration permissions to foreign personnel, but the period varied depending upon the nationality of the individual. In some cases, permissions were issued for only one day, while in other cases they could be issued for three or seven days. He requested that the matter be taken up with the Ministry of Home Affairs so that a consistent mechanism could be considered. He also raised the issue of customs-bonded

facilities at Old Mangalore Port. He stated that foreign items and equipment required for shipbuilding could be received under appropriate customs bond arrangements and utilised in the shipbuilding area itself. He referred to ongoing shipbuilding activity and stated that vessels have been constructed and exported from the facility in recent past, with additional vessels under construction. The stakeholder stated that, in the absence of an appropriate bonded arrangement, vessels may have to complete export procedures and obtain the relevant customs / transit documentation through New Mangalore Port, resulting in additional procedural requirements. He therefore requested that the matter be examined with the Karnataka Maritime Board and the concerned customs authorities so that suitable customs-bonding arrangements could be established at the shipbuilding location.

26.9.2**. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board** requested the stakeholder to submit the details by an email. He stated that the matter would be taken up with the Ministry of Home Affairs / CBIC for redressal, noting that this issue is likely to arise at other shipyards and ports as well.

Action: Secretary NSB/ Ministry of Home Affairs / DGMA/KMB/CBIC

26.10. **Priority Berthing and Free-Time for Coastal Container Services:**

26.10.1. **One of the stakeholders** stated that coastal container services are being operated at the Port and sought measures to facilitate their expansion in line with the Government's objective of increasing coastal movement. He stated that Berth No. 14 is the only container berth and requested that some form of priority or preferential berthing arrangement be considered for coastal vessels so as to facilitate regular coastal services. He also raised the issue of free-time available to coastal containers at the terminal. He stated that four free days were presently available and requested that additional free time be considered for coastal containers, as this would assist in cargo generation and promote coastal movement.

26.10.2**. The Deputy Chairman NMPA** clarified that Berth No. 14 is operated on a Public-Private Partnership basis and that matters relating to free time and other commercial terms are governed by the concession agreement between the Port authority and the concessionaire. She stated that the concessionaire only could consider commercial arrangements depending upon the business volumes and operational requirements. She further stated that, since there is presently only

one container berth and the volume of coastal container cargo is limited, an exclusive berthing arrangement for coastal vessels could not be assured at present.

26.10.3. **The terminal operator (JSW berth 14)** clarified that the terminal is handling coastal ae well as other permitted cargos and that vessels operated by other service providers handling both coastal ae well as other permitted cargos are also calling at the the Port. Therefore, the request cannot be considered solely on the basis of one operator. Regarding free-time concessions, he stated that the Government has already provided certain concessions for coastal cargo under the applicable arrangements, while he is bound by the terms of its concession agreement. He stated that providing additional free days beyond the existing concessionaire arrangements could have an adverse impact on the commercial viability of the terminal. He nevertheless stated that cargo volumes are expected to increase and that additional coastal container movements are anticipated. The stated the requested is therefore noted for consideration within the applicable concession and commercial framework.

Action: New Mangalore Port Authority / JSW Terminal

26.11. **Placement of Fresh Seafarers and Shore Leave for Indian Seafarers:**

26.11.1. **One of the stakeholders** raised two issues relating to seafarer welfare. First, he highlighted the difficulties faced by freshers after completion of their training in securing employment on board vessels. He stated that freshers were required to approach companies individually and that, according to his experience, a significant proportion of such candidates could be subjected to exploitation by intermediaries. He suggested that a single-window mechanism (portal) may be developed under the DGMA through which shipping companies could upload their requirements for the freshers on the portal and eligible candidates could be allotted to various Shipping Companies through a regulated system. He stated that such a mechanism could reduce the dependence of freshers on individual agents. He further referred to instances in which seafarers seeking employment on larger vessels were allegedly sent to substandard vessels through intermediaries. He stated that such cases could have serious consequences, including lack of adequate insurance or P&I cover, and that families of affected seafarers could face considerable difficulty in obtaining assistance or repatriation of the body in the event of death. He acknowledged the efforts already being made by the DGMA to address such issues but requested that a more systematic mechanism be developed to protect freshers and ensure that they were placed

only on properly regulated vessels. He also raised the issue of shore leave for Indian seafarers. He stated that Indian seafarers serving on foreign-flag vessels and Indian coastal vessels frequently arrive at New Mangalore Port with a port stay of only about 24–36 hours. Because vessels arrive around noon or late in the evening and the turnaround is short, Indian seafarers sometimes do not receive shore passes and are therefore unable to leave the vessel and meet their families even when the vessel is calling at their home country. He stated that this is particularly discouraging for Indian seafarers who may return to India only after several months at sea and requested that suitable arrangements be made to facilitate shore leave within the limited time available during port calls.

26.11.2. **Shri Killi Mohana Rao CS DGMA** stated that the DGMA is already addressing the issue of training and placement. He explained that the earlier open-CDC system, under which persons completing the requisite basic courses could obtain CDCs, has been discontinued. He stated that the revised system is intended to ensure that only properly trained candidates received appropriate opportunities. He further informed that the DGMA is developing a new training portal intended to address issues relating to training, placement and related information. He stated that the portal would provide a more structured mechanism for addressing the concerns raised by the stakeholder. With regard to shore leave, he informed the Board that the Ministry of Home Affairs has recently issued two sets of guidelines, including provisions relating to coastal vessels and Indian seafarers. He stated that port officials should be sensitised to the revised requirements and expressed the expectation that implementation of the guidelines would address the issue.

Action: DGMA / IPA / NMPA

26.12. **Seafarers' Centre / Seafarers' Club at New Mangalore:**

26.12.1. **One of the stakeholders** identifying himself as an ITF Inspector at New Mangalore Port raised an issue concerning seafarer welfare facilities at the Port. He stated that, during his regular inspections of vessels, seafarers frequently enquire about the availability of a Seafarers' Centre or Seafarers' Club where they could access welfare facilities and spend time while the vessel was in port. He stated that he is aware that construction of a Seafarers' Centre/Club is already underway but expressed concern regarding the prolonged period taken for completion. He therefore requested the Board to provide an update regarding the likely completion and operationalisation of the facility.

26.12.2. **Captain Nitin Mukesh, Secretary, National Shipping Board**, informed the stakeholder that construction is already in progress and that the Board did visit the site during its visit to New Mangalore Port. He stated that the work has been inspected and that the Port has been requested to consider whether a Seafarers' Welfare Fund Society-supported facility could be developed within the Port premises if suitable land is made available by the Port. He explained that similar seafarer welfare facilities have developed within port premises at Jawaharlal Nehru Port and Chennai Port. He stated that the availability of a facility within the Port would be particularly useful because seafarers often have very limited shore leave during a vessel's short port stay and may not have sufficient time to travel to a facility located outside the Port. He further stated that the NM Port has already undertaken construction outside the Port area and that a detailed project report (DPR) has been sought. He indicated that the estimated requirement for the proposed facility is approximately ₹10–12 crore, subject to the requisite examination and approval. He further discussed the possibility of establishing a smaller Seafarers' Club within the dock / Port area by utilising existing buildings or available space. He stated that several old buildings were available within the Port and that, subject to the feasibility of renovation or remodelling and availability of a suitable proposal, the Seafarers' Welfare Fund Society could consider funding such a facility.

26.12.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, stated that seafarer welfare has been receiving significant attention in recent past and that welfare facilities have developed at several locations with funding support from the Seafarers' Welfare Fund Society. He stated that the work at New Mangalore is already at an advanced stage and that the Board has personally visited the site during its visit. He stated that, based on the progress observed, the facility is expected to be completed and made operational within approximately five to six months, subject to completion of the remaining work. He further stated that the Port authorities have been requested to submit a formal proposal for funding so that the Seafarers' Welfare Fund Society could examine and support the facility. He also informed the stakeholders that, earlier the same day, the Board has discussed creation of similar seafarer welfare facilities at non-major ports with the Karnataka Maritime Board and indicated that funding support could be considered if appropriate proposals are received.

Action: New Mangalore Port Authority / DGMA / Seafarers' Welfare Fund Society / Secretary NSB

26.13. **Participation of Women in Shipping:**

26.13.1. **One of the stakeholders** sought clarification regarding the target for participation of women in the shipping sector. She referred to an existing target of 30 per cent women in the fleet of her client and asked whether a similar target is being considered at the national level. She further sought clarification as to whether any such target would apply only to officers or would also extend to ratings and other categories of seafarers.

26.13.2. **Captain Nitin Mukesh Secretary NSB** stated that the sector is working towards substantially increasing women's participation and referred to an indicative range of 25–30 per cent. He stated, however, that achieving such a level would take time and that various initiatives are already being undertaken to promote the participation of women in the maritime sector. He referred to schemes for promoting and supporting seafarers, including financial support in training under which candidates could receive training at substantially reduced fees. He also stated that DGMA and other maritime organisations are undertaking initiatives to encourage women to enter the seafaring profession. He stated that the number of women seafarers has increased substantially over a period of approximately five to six years, from a negligible level to around 7,000. When asked what percentage this represented, he stated that the current share is approximately 2 per cent.

26.13.3. **Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board**, stated that the broader ambition is to achieve substantially higher participation of women, with an eventual objective of 30 per cent or more. He observed that fixing a numerical target alone would not be sufficient and that an ecosystem has first to be created to enable women to enter, remain and progress in the maritime sector. He referred to the experience of the Armed Forces, where institutional systems and opportunities for women were developed progressively. He stated that a similar ecosystem would need to be developed for the maritime sector through appropriate training, employment opportunities, career progression and institutional support. He further stated that outreach is being expanded beyond the traditional coastal States from which seafarers were predominantly recruited in the past. He informed the stakeholders that outreach activities are being extended to Northeastern States, including Mizoram and Manipur, as well as non-coastal States such as Madhya Pradesh, Bihar, Himachal Pradesh and Uttarakhand. He stated that the Northeastern States offered significant potential for outreach and recruitment, particularly because of the

existing educational and English-language environment and the participation of women in professional activities. He stated that the maritime sector would seek to utilise such outreach opportunities to attract more women into seafaring and other maritime professions. He clarified that it would not be realistic to move immediately from the present level of approximately 2 per cent to 30 per cent. Accordingly, a rigid short-term numerical target has not been fixed. He nevertheless stated that achieving at least 30 per cent participation of women remained an important long-term ambition for the maritime sector. He further informed the stakeholders that a systematic exercise is being undertaken to increase outreach and identify suitable career and skill pathways within the maritime sector. He stated that the work included identification and categorisation of skills and roles across the maritime sector so that appropriate training and employment opportunities could be made available to women. He further stated that appropriate incentives are also being examined to encourage greater participation and retention of women. Discussions are being held with shipping lines and foreign shipping organisations to identify additional opportunities and understand international practices that could support greater participation of women in maritime activities.

Action: DGMA / NUSI / MUI

26.14. **Response of Deputy Chairperson, NMPA – Infrastructure Investment, Cargo Handling and Equipment Constraints:**

26.14.1. The Deputy Chairperson, NMPA, stated that she wished to clarify certain points raised during the stakeholder interaction, particularly regarding the availability of senior management and infrastructure investment at the Port. She stated that, from the Port's records, there were no pending representations or letters awaiting action with either the Chairperson or Deputy Chairperson. She stated that, during the preceding two years, significant capital investment has taken place at the Port, including development of a railway shed, paving/construction of PQC roads and provision of additional covered sheds. She stated that the Port has been given adequate administrative powers and that several infrastructure projects are being taken forward. With regard to cargo handling and stevedoring, she explained that stevedores were earlier required to achieve a threshold of approximately 50,000 tonnes for obtaining the relevant licence and that the Port has proactively reduced the threshold to approximately 10,000 tonnes. She stated that this has been done to facilitate participation by additional service providers. She nevertheless explained that the available berth

capacity and cargo-handling arrangements created operational constraints. She referred to situations involving smaller cargo parcels where manual operations could result in vessels waiting for completion of cargo handling, while simultaneously the Port could not readily divert such vessels to another berth. She further stated that proposals involving significant capital expenditure are subject to investment appraisal requirements and that projects above the applicable financial threshold required justification regarding the cargo volumes to be handled. She referred to the difficulties in obtaining approvals for investments where the Ministry sought justification regarding the availability of cargo. She stated that, notwithstanding such constraints, infrastructure and cargo-handling projects are being taken forward and that the Port is continuing to improve its facilities. Regarding the Seafarers' Club, she stated that the matter has remained pending for a considerable period but that the Port has taken it up and achieved the progress to the extent presently possible. She also responded to the concern regarding old cargo-handling equipment. She stated that the existing equipment are being used by terminal / service providers and that a tender has already been floated for a new crane. She explained, however, that the existing berth / load-bearing capacity-imposed limitations on the capacity of crane that could safely be installed. She stated that technical advice had been obtained on more than one occasion and that the technical agencies had not recommended installation of a higher-capacity crane under the existing structural conditions. She referred to an incident at Kandla where berth infrastructure had reportedly failed in circumstances involving heavy equipment and stated that the Port could not compromise structural safety merely for the purpose of increasing lifting capacity. She concluded that the Port is operating with the resources presently available and is simultaneously taking steps to augment and improve those resources.

Action: New Mangalore Port Authority

26.15. **Conclusion of Stakeholder Interaction Session:**

26.15.1. At the conclusion of the stakeholders' interaction, the Chairperson thanked all stakeholders for participating and for placing their operational and policy-related concerns before the Board. He stated that the issues raised would be examined by the National Shipping Board and taken up with the concerned authorities wherever necessary. The stakeholders were requested to remain in contact with the NSB Secretariat and to submit additional supporting documents, representations or specific details by email wherever required, so that the matters

raised during the interaction could be taken up with the appropriate Ministry, Directorate, Port Authority or other concerned organisation.

The session concluded at this stage.

27. Next Meeting:

27.1. The board agreed to hold the next meeting of the National Shipping Board during the **first fortnight of November 2026 at Paradip Port in Odisha**.

28. Vote of thanks:

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

The Meeting concluded at this stage.

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Annexure-I

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 20/07/2026	Status on 07/09/2026
1	1.2	**Opening of the Meeting:** Emphasizing the importance of recognizing the legacy of the National Shipping Board, which has been operational since 1958, the Board agreed to request the Secretary NSB to reconcile the numbering of the meeting from the old records and apprise the Board in the next meeting. Recognizing the importance of collating and making available the extensive data available with the members of the predecessor boards	Secretary NSB	Action is in process. Coordination with IT e-Governance department is underway, and the scanning vendor has been allocated. The DG Consultant visited Ballard Estate (Ballard Street) and identified a few old documents / records. Further scanning, compilation, reconciliation, and validation of the records are in progress.	**Action is in process. Coordination with IT e-Governance department is underway, and the scanning vendor has been allocated. The DG Consultant visited Ballard Estate (Ballard Street) and identified a few old documents / records. Further scanning, compilation, reconciliation, and validation of the records are in progress.**

2.	10.6	**Issues of Coastal Shipping:** The Board observed that if regulatory barriers are hindering progress— particularly in initiatives like Ro-Ro services—then the DG Shipping must clearly identify and recommend the specific regulatory changes required.	DG Shipping	The Ministry is examining the regulatory issues affecting coastal shipping, including Ro-Ro services, as part of the formulation of the Coastal Cargo Promotion Scheme (CCPS). Appropriate regulatory and policy interventions, wherever required, shall be identified and considered, as deemed appropriate.	**CCPS is already finalized. The Ro-Ro issue remains unresolved. DGMA is now examining.**

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. No one has given update neither GMB nor Andhra maritime nor SRIA. Only update from Vidyadhar Rane GS ASSRGWA has been received.	**Action is pending. The DGMA has assured to resolve the issue by having online meeting with Gujarat Maritime Board.**

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 has been initiated for providing the adequate secretarial assistance to the NSB Secretariat. One Data Entry Operator (DEO) and one Senior Consultant joined on13.04.2026. Recruitment /engagement of the remaining manpower is under process.	**The temporary staff (2 OSD / 2 Sr AA / 2 DEO) have been placed. The proposal to frame rules for permanent staff is under examination in DGMA.**

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	DG Shipping is actively exploring options to establish a permanent office in Delhi.	**DGMA is going to write letters to NBCC / EIL / PTI / NDMC to enquire about availability of the space.**

Annexure-II

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 20/07/2026	Status on 07/09/2026
1.	12.1	The office of the Chairperson NSB is running with just one outsourced DEO and one outsourced part time MTS The Board advised Secretary NSB & Director (MA) MoPSW to do the needfu immediately.	Secretary NSB & Director (MA) MoPSW	Action has been initiated for providing the adequate secretarial assistance to the NSB Secretariat. One Data Entry Operator (DEO) and one Sr. Consultant joined on 13.04. 2026. Recruitment / engagement of the remaining manpower, is under process.	**The temporary staff (2 OSD / 2 Sr AA / 2 DEO) have been placed. The proposal to frame rules for permanent staff is under examination in DGMA.**

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	DG Shipping is actively exploring options to establish a permanent office in Delhi.	**DGMA is going to write letters to NBCC / EIL / PTI / NDMC to enquire about availability of the space in New Delhi.**

Annexure III

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 20/07/2026	Status on 07/09/2026
1.	8.1	The Secretary NSB was advised to expedite the scanning process of NSB old records.	Secretary, NSB	Action is pending. Coordination with IT e-Governance department is underway, and the scanning vendor has been allocated. The DG Consultant visited Ballard Estate (Ballard Street) and identified a few old documents / records. Further scanning, compilation, reconciliation, and validation of the records are in progress.	**Action is pending. Coordination with IT e-Governance department is underway, and the scanning vendor has been allocated. The DG Consultant visited Ballard Estate (Ballard Street) and identified a few old documents / records. Further scanning, compilation, reconciliation, and validation of the records are in progress.**

Annexure IV

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 20/07/2026	Status on 07/09/2026
1.	13.20	Shri Sameer Kumar Khare, IAS (Retired), Chairperson urged that the relevant data (categorization of the coastal vessels & their recorded numbers) discussed should be formally shared with the National Shipping Board, so that the Board has a clear, evidence-based understanding of the ground realities while deliberating on policy matters.	Shri Rakesh Singh President ICCSA	Action is pending.	**Action is pending.**

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

Annexure-V

Minutes of the 30th Meeting of the 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 20/07/2026	Status on 07/09/2026
1.	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.	**The subcommittee report has been submitted. May be dropped.**

2.	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	Multiple requests for inputs were circulated through e-mail and WhatsApp to the concerned stakeholders. However, no substantive responses were received. Accordingly, the Sub-Committee independently prepared the draft report, which is now ready and is being handed over to the NSB Consultant for review and submission to the Board.	**The subcommittee report has been submitted. May be dropped.**

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

6.	38.5	The board advised that the issue be discussed in the forthcoming meeting of the NSB "Sub-committee on Reduction of Logistics Cost" and examined in detail, given its implications for coastal shipping promotion and logistics efficiency and submit a report to the board.	Shri Rahul Modi, President CCTA & Chair, Sub Committee on Logistics Costs Reduction	Action is pending.	**The subcommittee report has been submitted. May be dropped.**
7.	39.2	The board advised Ms. Sanjam to present the improved version in the next NSB meeting. (NSB Reel)	Ms. Sanjam Sahi Gupta Director Sitara Shipping	Action is pending.	**The reel has been professionally prepared instead by the vendor of IRS. May be dropped.**

Annexure VI

Minutes of the 32st Meeting of National Shipping Board (NSB) New Delhi Held on 16th April 2026 and 17th April 2026 at 09:30 Hrs in the Conference Hall of the Indian Register Of Shipping (IRS), Powai, at Mumbai.

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 20/07/2026	Status on 07/09/2026
1.	10.1	Chairperson NSB seconded his views. The board unanimously agreed to include NSB views on the amendments to NSB Rules in the Annual Report 2025-26.	Secretary, NSB	Pending	**The Annual Report 2025-26 has been submitted. May be dropped.**
2.	10.2	The board unanimously agreed to include NSB views on the permanent office of the board in the Annual Report 2025-26	Secretary, NSB	Pending	**The Annual Report 2025-26 has been submitted. May be dropped.**
3.	10.6.1	The board unanimously agreed to include NSB views on the need for permanent staff / cadre of the board in the Annual Report 2025-26.	Secretary, NSB	Pending	**The Annual Report 2025-26 has been submitted. May be dropped.**

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

7.	20.6	The Board resolved to reiterate its recommendation that the definition of 'large ship' under the Harmonized Master List be amended from the current threshold to cover all ships of 500 GRT or 24 meters in length. Members noted that this was the original proposal by the Ministry, INSA, and DGS. The board agreed to initiate the following steps	Shri Anil Laxman Devli CEO INSA	Pending	**Pending. DGMA is requested to submit formal proposal redefining the definition of "large Ship".**
8.	27.1	The board unanimously agreed that once the template is finalized and re-circulated, the NSB budget could be utilized for professional support in proof-reading, printing and presentation of these fifteen sub-committee reports.	NSB/All NSB Members	Pending	**The Subcommittees Reports 2025-26 have been submitted. May be dropped.**

9.	30.5	The FFFAI representative agreed to submit two separate notes covering the import cycle and export cycle respectively. They also expressed willingness to participate in consultative meetings, if convened, to clarify operational aspects and assist in resolution. It was observed that while the Ministry may have limited jurisdiction over commercial arrangements outside port premises, the issue could be appropriately pursued through engagement with shipping line associations. It was noted that the objective was not to regulate pricing, but to ensure process uniformity, billing transparency, and accountability, thereby reducing operational friction and cost uncertainty for exporters and freight forwarders.	FFFAI / Secretary NSB	Pending	**The FFFAI did not show any interest in further discussions despite repeated requests. May be dropped.**

10.	30.6	The FFFAI representatives indicated their willingness to participate in such consultations.	FFFAI / Secretary NSB	Pending	**The FFFAI did not show any interest in further discussions despite repeated requests. May be dropped.**
11.	30.10	The need for expanding the scope of multimodal transport beyond EXIM centric frameworks to include domestic multimodal movement under a single document and taxation regime was discussed. It was noted that relevant committees of the Board are already examining such issues, including harmonization of documents and ease of doing business within India.	FFFAI / Shri Rahul Modi President CCTA	Despite repeated follow-ups, no meaningful response or written representation was received from FFFAI. CCTA took the initiative to prepare a comprehensive proposal and submitted it to the Directorate General of Shipping (DGS) for examination and further action.	**The matter is under examination in DGMA.**

Annexure VII

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

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 20/07/2026	Status on 07/09/2026
1.	10.6.1	The board thanked him for his efforts for getting the old records scanned and advised him to get the wok completed on priority under his supervision	Shri Jitendra Jadhav, Assistant DG, National Shipping Board	Action is pending.	**Action is pending.**
2.	10.6.2	Captain Nitin Mukesh, Secretary, NSB, acknowledged the direction and confirmed that this work (locating old records) has been assigned to Ms. Shriya S. Khelurkar and Shri Shubham Jain, and that he would personally follow up.	Secretary NSB	Action is pending.	**Action is pending.**

3.	10.7.1	The Board noted that the issue may also involve international convention requirements and directed that these aspects be examined comprehensively.	Secretary NSB	Action is pending.	**The subcommittee report has been submitted. May be dropped.**
4.	10.8.2	The Board observed that the final recommendations of the Government's consultation committee, and where they were accepted or rejected, should be publicly available and traceable. The board noted that the NSB's own recommendations should similarly be on record.	Shri Anil Devil Chair sub-committee on Ship building & Repairs	Action is pending.	**The subcommittee report has been submitted. May be dropped.**
5.	10.8.3	The board advised that the current status of the Shipbuilding Mission also be examined, noting that another committee appears to be associated with that initiative and directed that the NSB's position in relation to it be clarified.	Shri Anil Devil Chair sub-committee on Ship building & Repairs	Action is pending.	**The subcommittee report has been submitted. May be dropped.**

6.	10.9.1	The Indian sail vessel operators are not opposed to modern technologies but instead are keen to upgrade their traditional skills in a manner that integrates contemporary technologies, and the sub-committee's report must meaningfully address this aspiration.	Shri Arun Sharma CMD IRS	Action is pending.	**The subcommittee report has been submitted. May be dropped.**
7.	15.5	The board agreed that the Board may proceed with the proposed meeting with infrastructure finance companies during the last week of May 2026, subject to the convenience of the members and the infrastructure companies.	Secretary NSB	Action is pending.	**The meeting is no more desired by the members. May be dropped.**
8.	17.1	The Board advised that in case, the board members are busy elsewhere officially or unofficially and are not in a position to prioritize board meetings over their other works, then they may seek withdrawal of their nomination from the board so that Government could nominate other willing candidates to the board.	All NSB Members	Action is pending.	**All the members have noted the advice for compliance. May be dropped.**

9.	19.3	The board further observed that the Board may proceed suitably on all such issues based on the formal submissions and recommendations received from the concerned stakeholders.	Shri Rahul Modi President CCTA & Chair Sub-committee on reduction of Logistics Costs	Action is pending.	**All the members have noted the advice for compliance. May be dropped.**
10.	20.1	The Board requested the Chairpersons of the concerned sub-committees to consolidate and submit their recommendations on suggested reform measures within fifteen days for further examination by the Board.	All NSB Members / All Chairs of the NSB sub-committees	Action is pending.	**Action is pending.**
11.	21.1	The board observed that there existed several ideas and possibilities for integrating maritime heritage with tourism, public outreach and cultural preservation, and requested the concerned Members to further examine and suggest measures that could practically be undertaken in coordination with Maritime Boards and other authorities for preservation of India's maritime legacy.	All NSB members	Action is pending.	**Action is pending.**

12.	22.1	He indicated that upon completion of all the fifteen reports, along with the Annual Report 2025-26, the Board intends to present them collectively to the Honourable Minister. PSW.	Secretary NSB / All NSB Members	Action is pending.	**All subcommittees reports & Annual report 2025-26 have been submitted. May be dropped.**
13.	22.2.1	IWAI would provide the necessary response and inputs without difficulty. He further confirmed his willingness to coordinate on the matter and furnish the required details expeditiously.	Shri Anil Laxman Devli, CEO INSA & Chair of this sub-committee / Shri Lakshmi Kant Rajak, Chief Engineer (Tech), IWAI	Action is pending.	**Required information has been provided. May be dropped.**
14.	22.2.2	Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai, confirmed that the required information from shipyards and ship repair facilities have largely been received and that the compiled documentation is now available with him for further examination and incorporation into the final report.	Shri Anil Laxman Devli	Action is pending.	**The subcommittee report has been submitted. May be dropped.**

15.	22.2.3	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, observed that preparation and finalization of the report is the responsibility of the concerned sub-committees and emphasized that the process should be completed within the prescribed timelines. He further noted that the report is required to be finalized expeditiously in view of the timelines already indicated by the Board.	Shri Rahul Modi, President, CCTA	Action is pending.	**The subcommittees reports have been submitted. May be dropped.**
16.	22.2.4	Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai & Chair of this sub-committee, informed the Board that work on Sub-Committee 4 is progressing and that a comprehensive proposal, along with a roadmap to achieve the stated objectives, is being prepared with inputs from all relevant stakeholders. He confirmed that the sub-committee's work is on track.	Shri Rakesh Singh, President, ICCSA	Action is pending.	**The subcommittee report has been submitted. May be dropped.**

17.	22.2.5	He stated that discussions regarding development-related issues and involvement of dedicated officers from Kerala Maritime Board are also being planned as part of the stakeholder consultations and future deliberations of his sub-committee.	Shri Rakesh Singh, President, ICCSA	Action is pending.	**The subcommittee report has been submitted. May be dropped.**
18.	22.2.7	He further stated that additional meetings would be organized to clearly identify the requirements, assess stakeholder interest and determine the extent of participation by the concerned organizations in the proposed activities and consultations.	Shri Rahul Modi, President, CCTA	Action is pending.	**The subcommittee report has been submitted. May be dropped.**
19.	22.2.8	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, further informed the Members that once the reports are finalized, they would be sent for printing and prototype copies would also be shared with the concerned Members for verification to ensure that all contents and formatting are in order before final printing. He emphasized that all Members should carefully review the prototype copies and provide confirmation before the reports are finalized for publication.	All NSB Members	Action is pending.	**The subcommittee reports have been submitted. May be dropped.**

20.	22.2.9	Shri Shantanu Kalita, Advisor IPA & Chair of this sub-committee informed the Board that work on Sub-Committee 9 is progressing and that a comprehensive proposal, along with a roadmap to achieve the stated objectives, is being prepared with inputs from all relevant stakeholders. He confirmed that the sub-committee's work is on track.	Shri Shantanu Kalita, Advisor IPA	Action is pending.	**Action is pending.**
21.	22.2.10	Captain Nitin Mukesh, Secretary, National Shipping Board & Chair of this sub-committee, informed the Board regarding the status of discussions connected with the Maritime Single Window and related coordination issues. It was observed that the matter would need to be taken forward in accordance with the decisions arrived at during the earlier discussions held in the morning session of the meeting	Captain Nitin Mukesh, Secretary, NSB	Action is pending.	**The subcommittee report has been submitted. May be dropped.**

22.	22.2.11	He informed that the draft report of Sub-Committee 11 would be circulated amongst Members within one to two weeks and that the work of the sub-committee is progressing as per the prescribed timeline for submission of the final report by 30th June 2026.	Shri Arun Sharma CMD IRS	Action is pending.	**The subcommittee report has been submitted. May be dropped.**
23.	22.2.12	Shri Shantanu Kalita, Advisor IPA & Chair of this sub-committee informed the Board that work on Sub-Committee 12 is progressing and that a comprehensive proposal, along with a roadmap to achieve the stated objectives, is being prepared with inputs from all relevant stakeholders. He confirmed that the sub-committee's work is on track.	Shri Shantanu Kalita, Advisor IPA	Action is pending.	**Action is pending.**
24.	22.2.13	Shri Santosh Patil assured the Board that both Sub-Committee 11 & 13 reports would be finalized and submitted well within the stipulated timeline of 30th June 2026.	Shri Arun Sharma CMD IRS	Action is pending.	**The subcommittee report has been submitted. May be dropped.**

25.	22.2.14	Shri Rahul Modi further informed the Board that despite repeated follow-ups and reminders, no response has been received from CONCOR regarding nomination of a representative for participation in the sub-committee deliberations. He requested that a formal communication may be issued to ensure their participation and submission of inputs before finalization of the report.	Shri Rahul Modi, President, CCTA	Action is pending.	**The subcommittee report has been submitted. May be dropped.**
45.	22.2.15	Shri Anil Devli CEO INSA & Chair of this sub-committee informed the Board that work on Sub-Committee 15 is progressing and that a comprehensive proposal, along with a roadmap to achieve the stated objectives, is being prepared with inputs from all relevant stakeholders. He confirmed that the sub-committee's work is on track.	Shri Anil Devli CEO INSA	Action is pending.	**The subcommittee report has been submitted. May be dropped.**
46.	23.1	He further informed the Members that the detailed program would be finalized subsequently after consultation with the concerned stakeholders and organizers.	Secretary NSB / All Members	Action is pending.	**The program was held on 25.08.2026. May be dropped.**

Annexure VIII

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

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 20/07/2026	Status on 07/09/2026
1.	14.5	The Board unanimously agreed to take up with MoPSW to requisition a dedicated office space of 3,000 square feet for the NSB Secretariat in New Delhi, on a rental basis.	Secretary NSB	Action is pending.	**Action is pending.**
2.	15.3	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi also advised the Secretary NSB / Shri Shubham Jain, Consultant, DGS, to examine the old office records for the period 2018 to 2020 to ascertain whether any meetings were held during this period, and to update the status in the next meeting.	Secretary NSB / Shri Anil Devli	Action is pending.	**Action is pending.**

3.	16.8	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, stated that he would take up the consolidated note (to be prepared by Secretary NSB) with IPA in the first instance, and would also raise the matter with the Secretary, Department of Revenue, whom he is scheduled to meet shortly, regarding the non-participation of Customs.1	Secretary NSB	Action is pending.	**The customs is now onboard. May be dropped.**
4.	18.5	The Board directed that an e-mail be sent by the Nautical Adviser-cum-Addl. DG (Nautical) office, with copies to the Secretariat and the concerned NSB members, so that the issue could be pursued further with the DG Shipping technical wing.	Secretary NSB / Capt. S.I. Abul Kalam Azad, Nautical Adviser / Shri Rakesh Singh President ICCSA	Action is pending	**Action is pending**
5.	19.1	The Chairperson advised that the entire correspondence with the Government of Gujarat be shared with him so that the matter could be taken up further.	Secretary NSB	Action is pending	**Action is pending.**

6.	20.3	He also clarified, in response to an earlier statement made at a meeting in Mumbai regarding the extension of infrastructure status to inland vessels, that on verification with IWAI it was confirmed that infrastructure status has not in fact been extended to smaller inland vessels, and that this should be taken up with the Govt accordingly.	Shri Rakesh Singh, President ICCSA	Action is pending	**Action is pending**
7.	25.9	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi, stated that the target of 30th June 2026 for submission of all sub-committee reports, together with the Annual Report 2025-26, would be maintained, and that, on receipt, he would review the reports for consistency before they are submitted to the Hon'ble Minister.	All Sub-Committee Chairs / Secretary NSB	Action is pending	**All subcommittee reports have been submitted. May be dropped.**

8.	26.3	The Board agreed that, once the security audit is completed, the website would be formally launched by the Hon'ble Minister as part of the proposed event in the second fortnight of July 2026.	Secretary NSB	Action is pending	**The website is audited by certified agency and launched for public view. May be dropped.**
9.	27.5	The Board agreed with the structure summarized above and agreed to commence preparatory work for the event with immediate effect.	Chairperson, NSB / Secretary NSB / All NSB Members	Action is pending	**The event was held on 25.08.2026. May be dropped.**
10.	28.5	The Board directed that the status of pending TA bills, along with any objections or shortfalls, be communicated to the members concerned within one week so that the bills can be processed without further delay.	Secretary NSB / Shri Jitendra Jadhav, ADG NSB	Action is pending	**Action is pending.**

11.	29.1	In response to a query from Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai, regarding accommodation of the proposed launch of the Lloyd's Register Foundation portraits by Hon'ble Minister PSW, which was earlier scheduled for 18th May 2026 but could not take place, the Chairperson advised her to share the details with his office.	Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai	Action is pending	**Action is pending.**

12.	29.4	Shri Shantanu Kalita Advisor IPA highlighted the need for engagement with foreign shipbuilders and stated that the NSB, working with organizations such as IRS that have wide international networks, should help the Government build relationships with foreign shipyards interested in setting up operations in India, citing the example of recent engagement with Korean, Japanese and other shipbuilding interests in the context of Tamil Nadu's maritime initiatives. The Board agreed to take this forward with assistance from the IRS.	Chairperson NSB / CMD IRS	Action is pending	**Action is pending.**
13.	29.5	Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi informed that Infrastructure Finance Companies (IFCs) have been contacted and they have agreed to engage with the NSB on financing of ship acquisition and shipbuilding.	Chairperson NSB	Action is pending	**This meeting is no more desired by the members. May be dropped.**

Annexure IX

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

S. No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 20/07/2026	Status as on 07/09/2026
1.	3(i)	(i) Coastal Shipping Seminar Committee will have Shri Rakesh Singh as Chair and Shri Rahul Modi & Shri Anil Laxman Devli as members.	Secretary NSB	Constitution of the Committee is under process. Action is pending.	**Committee was constituted & the event was held. May be dropped.**
2.	3(ii)	(ii) Seafarer Welfare Seminar Committee will have Shri Milind Kandalgaokar; as Chair and Shri Rakesh Singh & Capt. Savio Ramos (MUI) as members.	Secretary NSB	Constitution of the Committee is under process. Action is pending.	**Committee was constituted & the event was held. May be dropped.**

3.	3(iii)	(iii) Shipbuilding & Ship Repair Committee will have Shri Anil Laxman Devli as Chair & Shri Rahul Modi, Shri Rakesh Singh & Shri Santosh Patil (IRS) as members.	Secretary NSB	Constitution of the Committee is under process. Action is pending.	**Committee was constituted & the event was held. May be dropped.**
4.	3(iv)	(iv) Program Committee (overarching) will have Shri Rakesh Singh as Chair, Shri Milind Kandalgaokar as Co-Chair, Shri Anil Devli , Shri Shantanu, Shri K. K. Dhawan (IRS), Ms. Sanjam Sahi Gupta and Captain Nitin Mukesh as Member Convenor.	Secretary NSB	Constitution of the Committee is under process. Action is pending.	**Committee was constituted & the event was held. May be dropped.**

5.	3(v)	(v) All the committees will finalize the program finer details like Minute-to-Minute program, Invitee list, design /printing / distribution of invitation cards, finalization of the Chief Guests for each session, MOC, technical experts, time manager, event manager, component wise budget, finalization of venue, finalization of caterers / vendors, payment of bills, reception of guests, finalization & distribution of mementos etc. Finalization will be done in consultation with Shri Shantanu Kalita.	Secretary NSB	Constitution of the Committee is under process. Action is pending.	**Committee was constituted & the event was held. May be dropped.**
6.	3(vi)	(vi) Efforts will be made to seek sponsorship, if feasible.	Secretary NSB	Action is pending.	**Action completed. May be dropped.**
7.	3(vii)	(vii) wherever needed, NSB Budgetary provisions could be used.	Secretary NSB	Action is pending.	**Action completed. May be dropped.**
8.	3(viii)	(viii) The Chairperson will be available 24X7 for any clarification/ guidance.	Secretary NSB	Action is pending.	**Action completed. May be dropped.**

Narottam Morarjee Institute of Shipping

76 Jolly Maker Chambers No. 2, Nariman Point, Mumbai - 400 021 (India)
Tel. No. : +91-022-49606542 / 40114840 / 40141958
E-mail : admission@nmis.net | admin@nmis.net | Website : www.nmis.net
Trust Registration No. F-2472 (BOM)

MGC: 54 : 2026

29th May, 2026

The Member Secretary
National Shipping Board
C/o Directorate General of Shipping
9th Floor, Beta Bldg.,
I Think Park Techno Campus
Kanjurmarg (E)
Mumbai 400 042

Dear Sir,

Re: Nominee of the National Shipping Board (NSB) on the Governing Council of our Institute

As you are aware, the Governing Council of our Institute includes one representative of the National Shipping Board. Mr. Anil Devli, CEO, INSA and Member of the National Shipping Board is your present nominee.

Since the Governing Council is being re-constituted kindly let us know if there is any changes in your nominees.

An early response would be highly appreciated.

Thanking you

Yours Sincerely

For Narottam Morarjee Institute of Shipping

Dr. Surjit Singh Dhingra
Director,
NMIS

N. M. I. S. MUMBAI

F. No. NSB-13/13/2025-NSB
Government of India
Ministry of Ports, Shipping and Waterways
National Shipping Board New Delhi

I , Parliament Street,
Transport Bhawan,
New Delhi -110 001
Dated: 12.08.2026

To,
The Narottam Morarjee Institute of Shipping,
76 Jolly Maker Chambers No.2,
Nariman Point,
Mumbai – 400021
[Kind Attention : Dr. Surjit Singh Dhingra, Director, NMIS]

Subject:- National Shipping Board (NSB) Nominee in the Governing Council of NMIS-reg.

Sir,
I am directed to refer to your Office letter No. MGC:54:2026 dated 29th May, 2026 and this office letter of even number dated 18.7.25 on the above subject.

2. In this regard, it is informed that, the Board has decided that Shri Anil Devli (CEO, INSA) be continued as the NSB representative on the Governing Council of the Institute.

3. Accordingly, as per the directions of the NSB, the nomination is hereby conveyed for further necessary action at your end.

Yours faithfully,

(S BHOWMICK)
OSD-1 to Chairperson, NSB

Copy to:

1.Capt. Nitin Mukesh, Secretary, NSB and Deputy Nautical Adviser, Directorate General of Shipping, 9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E) / Mumbai - 400042

2. Shri Anil Devli (CEO, INSA)

National Shipping Board

(Ministry of Ports, Shipping and Waterways)

Sub Committee: 4

"To prepare roadmap for addressing issues faced by Indian seafarers and increasing share of Indian seafarers in the global market"

(July 2026)

Sub Committee -4

Sub-Committee 4			
	Members	**Designation**	**Organisation**
1	Rakesh Singh *	President	ICC Shipping Association
2	Anil Devli *	CEO	Indian National Shipowners Association
3	Milind Kandalgaonkar *	General Secretary	National Union of Seafarers of India
4	Capt Savio Ramos *	General Secretary	Maritime Union of India
5	Ms. Sanjam Gupta*	Director	Sitara Shipping Ltd
5	Capt Rajesh Tandon	CEO	FOSMA
6	Capt Shiv Halbe	CEO	MASSA
7	Capt M Yadav	Director	FOSMA Training
8	Capt P Prasad	Ex CEO	P and O

Terms of Reference

A. **Address issues faced by Indian seafarers and the grievances**
B. **Recommend measures to increase share of Indian seafarers in global market to 20% from current level of about 12% by 2030 in line with MIV.**

S/C Report- Key take aways

1	**India needs to create more employment opportunities for its youth.**
2	**The demographic advantage and robust education system shall result in to making India the leading seafarers supplying nation on a sustainable basis.**
3	**Address gender disparity in Indian maritime sector.**
4	**Prevent exploitation of Indian seafarers and promote welfare measures.**
5	**Create robust training and examination system to build capacity (quality and quantity) and cater to evolving technologies in the maritime sector.**

Current Indian share of seafarers in global market: 12%–13%

BIMCO / ICS 2026 Workforce Projections

The global merchant fleet employs **2.57 million seafarers** . A projected deficit of **39,100 officers** requires an annual workforce supply expansion of abt 2%.

89% Indians employed on foreign flag ships

Of ~3.2 lakh Indian seafarers in 2026, **2.8 lakh (89%)** serve on foreign-going vessels, while Indian-flagged ships employ only **40,000 (11%)**, generating foreign currency reserves but straining domestic coastal crewing.

Demographic Dividend: Median Age 29

With 18% of global population, English proficiency, , India holds natural competitive leverage over ageing supplier nations.

MIV-2030 target: **20 %** of Global Market Share

Countries	Percentage of seafarers against population (%)
Philippines	0.391
Russia federation	0.166
Indonesia	0.064
China	0.022
India	0.021

Address Grievances

Tactics adopted by rogue RPSL Agents and system inadequacy

a. Over 70% of abandoned seafarers globally are Indians.
b. It is not established how many of the above are recruited through rogue RPSL agent and how many by pass the system.
c. A seafarer “Signed on ashore” may not be “signed on ship”. (recruited but not placed)
d. RPSL agent can complete "sign on ashore" procedure, emigrate the seafarer through ICP, and immediately cancel e-migration in the DGMA system to exceed limits set in the financial Bank Guarantee.

Address Grievances

e. DGMA system is not able to retrieve and provide real time data on

i. The number of seafarers “signed on ashore” (e- migration generated)
ii. The seafarer actually migrated through ICP.
iii. The seafarer placed on board (signed on ship)

d. Similarly, the system at DGMA has no means of capturing the actual “sign off” from ship and subsequent “sign off ashore”

“Gaps in system gives opportunity to rogue agents to exploit the system”

Upgrade the systems

- *Upgrade and integrate ICP system with DGMA system fully covering entire cycle of sign on (ashore + Ship) and Sign off (ship and ashore) for each seafarer.*
- *Then 'sign off' (ashore) should be allowed only when the seafarer has entered into India through ICP system.*
- *Legal opinion shall be sought on invoking provisions of human traffic (sections 143 and 144 of BNS) for the violators as an effective deterrent.*

Other issues

- Often seafarers do not report "non- payment of wages" or other grievances in prescribed time limits for different reasons including fear of losing employment.
- A vigorous awareness campaign is required to be carried out regularly to make seafarers aware of their obligations of reporting in time.
- Enforce MHA notifications (20/11/2025 & 22/06/2026) uniformly across all seaports.
- Formulating SOPs for seamless crew embarkation/ disembarkation at anchorage and Outside Port Limits (OPL) can transform India into a competitive crew-change hub in the region.
- Provide dedicated seafarer reservation quotas in Indian Railways and domestic airlines

To align the maritime regulatory regime with international norms and remove unjustified restrictions

- Eliminate DGMA's restrictive “single-stream” mandate for GP ratings. Permit candidates to maintain dual Training Record Books (TRB) across deck and engine departments.
- To address anomaly with the issue of COCs to seafarers
  a. for service on smaller ships (below 500 GT/ below 750 KW),
  b. by restricting COC to serve on a specific type of ship.
- Accelerate online examination scheduling to minimize certification waiting queues for junior officers.

Decriminalization of seafarers

- The GOI shall move an international proposal to “decriminalize” (presumptive innocence) seafarers by proposing following measures:

a. The burden of proof shall lie with the agency alleging the crime.
b. Ensure that criminal proceedings are initiated only where there is clear evidence of willful misconduct or gross negligence.
c. Implement and strictly follow international guidelines on the fair treatment of seafarers.
d. Guarantee prompt access to legal representation, consular assistance, interpreters, and due process.
e. Promote cooperation among stakeholders to ensure fair and transparent investigations.
d. Strengthen training for maritime investigators, prosecutors, and judicial authorities on maritime law and international conventions.

Increase share of Indian seafarers in global market to 20% by 2030.

To address shortage of officers on Indian ships

1. Rationalise taxation issue.

A submission has been made to the MoPSW and CBDT to fix a slab rate of 5% as TDS for seafarers serving on Indian flag ships.

2. Increase supply of officers

a. Expand the list of recognized foreign CoCs and allow Indian nationals to serve on coastal ships with foreign CoCs.
b. More efforts are required to create more on-board training slots for trainees.
c. Increase frequency of examination where possible.

Sustained market outreach to increase India's share in the global market

i) Limited presence of Indian seafarers on vessels belonging to key maritime nations (Greece, USA, Norway, Singapore, etc.)
ii) Lack of institutional support to promote Indian seafarers.
Use Indian missions, ministerial visits, trade fairs to promote Indian seafarers abroad with focus on untapped market.
iii) Lack of incentives to performing RPSL companies.

Address Gender disparity

i) Total no of female seafarers: around 7000.
ii) In terms of percentage: around 2%

- *An aware campaign at national level is required to be launched reaching out to schools and colleges in tier 2 and 3 cities with the help of "role models"*
- *Shipping (merchant navy) as a profession needs to be included in the text books at standard VI to VIII with the help of organizations such as NCERT etc.*
- *Lack of adequate accommodation/sanitation facilities on board.*
- *Accommodation restrictions and adequate facilities on (coastal) ships.*
- *Future constructions of ships will have to factor these at the design stage. For exiting ships operating within ports/harbours, the government should explore possibility of providing facilities ashore.*

Specific Sector focus (cruise)

With 72 newbuilds on order through 2036 (200,000 new jobs), cruises account for 14% of officers and 22.5% of world ratings.

- *The cruise tourism has flourished in countries who have managed to convert their terminals in to "home port"*
- *A proposal of reduction of GST to 5 % on all purchases of cruise tickets is lying with CBIC.*
- *Start special training programs for those interested to serve in cruise sector whether as seafarers or as hotel staff. The program shall focus on social and interpersonal skills, hygiene, etiquettes, and demands of hospitality industry.*
- *North-East Talent Pipeline: Scale targeted recruitment across North-Eastern states, replicating successful hospitality pipelines established by national airlines.*

Thanks

National Shipping Board

(Ministry of Ports, Shipping and Waterways)

Sub Committee: 6

"To prepare a roadmap for Promotion of Coastal Shipping and Modal shift from rail/road to waterways"

(July 2026)

The Sub Committee-6

Members	Designation	Organisation	
Rakesh Singh *	President	ICC Shipping Association	
Anil Devli *	CEO	Indian National Shipowners Association	
Rahul Modi*	President	Coastal Container Transporters association (CCTA)	
A. K Bansal	Director	IWAI	
Mrs Archana Bharti	DGM	SCI	
Mr Haresh Lalwani	Gen. Secretary	AMTOI	
Mr Gautam Roy	Sr. Director	J M Baxi	

Terms of Reference

- Suggest measure to promote cargo visibility/assurance on the coast to make coastal shipping sustainable and spur investment in Indian tonnage
- Identify reasons for viability gap and suggest measures to plug the gap.
- Improve infrastructure associated with “coastal echo system”.
- Rationalize various regulatory regimes to facilitate ease of doing business.
- Suggest measures to increase regional connectivity.

Coastal Shipping: share in domestic transport

- Present: Around 6.0%
- MAKV 2047 12%

The Coast and below par performance

This is a below par performance considering

- 11000 KM of coastline
- 200 plus major and non-major ports
- around 28% of population residing along the coast

"peninsular coast line"

Cargo Owners perspective

1. Can the shipowners provide the reliable service on sustainable basis?
2. Will it be cost effective (or comparable) in terms of overall cost when compared to Rail/roadways?

The Shipowners' perspective:

1. Is there sufficient cargo available to ensure existing capacity utilization and encourage future addition of tonnages?
2. Inherent disadvantages associated with water borne transport including geographical.
3. Relatively higher compliance cost and overall viability of the business.

Neutral perspective

1. Modal shift will not happen for the sake of "shift/change".
2. Business has to viable to be sustainable.

Trade on Indian coast and ships

- No of Indian ships designated as “Coastal” around 1050
- Coastal ships = Ships carrying cargo/Pax + Service ships.
  A very large number of coastal ships are service ships.
- Licenses issued to foreign flag ships (2023-24) by DGMA
  Coastal: 932
  Offshore: 332

Lessons from previous initiatives

- Treating coastal shipping as a homogeneous sector, rather than adopting a type/region-specific approach. Adopting a one-size-fits-all approach and not factoring in disadvantage of peninsular coastline in coastal trade.
- Lack of focus on cargo visibility.
- Taking “top down” approach with limited consultation with operational stakeholders to factor ground realities.
- Unimplemented recommendations.
- Lack of institutional mechanism to measure and monitor the progress.

Key Take aways

1	**Lack of cargo visibility/assurance is an identified hurdle in sustainable growth of coastal shipping in India and capacity building in coastal sector.**
2	**Inherent disadvantage associated with "coastal mode" create viability gap.**
3	**Poor infrastructure support causes delays and adds to cost.**
4	**Regulatory overreach creates impediments in ease of doing business**
5	**Regional connectivity is essential to develop coastal shipping.**

Measure to promote cargo visibility to make coastal shipping sustainable and spur investment in Indian tonnage

Identification of the cargo movements along the coast with details of commodities, packaging, quantity, parcel size, etc.

Absence of granular data on coastal cargo movement and potential for modal shift to coastal from land-based modes. The data on the coastal cargo carried on foreign flag ships need to be collected and regularly reviewed for future planning.

Address disadvantage of a peninsular coast line

Lack of focus on "short sea shipping" and "Hub and spoke" model for transportation.

Limited participation of PSUs in coastal trade.

Focus is limited to certain bulk commodities. Add Agri products, fertilizers, steel, consumer goods to list.

Use coastal trade to spur investment in Indian flag ships.

Overall, the sustainability of coastal trade needs robust national coastal fleet.

Taxation regime and high cost of finance.

- Remove 5% IGST imposed on acquisition of ships by Indian companies.
- Extend infra-status to "smaller" ships i.e. ships above 500 GT or more than 24 meters in length.
- Make Indian registry mandatory for foreign flag ships operating under a SPL exceeding 6 months period with a provision to withdraw registry upon completion of the SPL.
- Introduce more liner container services along the coast to build capacity and shippers/customers confidence.
- Provide incentive to develop national Ro-Ro fleet and related infrastructure.

Reaffirm Free on Board (FOB) imports so that the opportunity to carry the last mile is also given to Indian coastal ships.

Imports of cargo by Indian companies under the CIF terms leads to a loss of business opportunity for Indian shipowners. Promote FOB imports.

Address viability gap to make coastal shipping competitive vis a vis rail and roadways

- *Need of handholding by the government in the form of incentives to Ship and Cargo owners until the business becomes self-sustainable. (CCPS)*
- *To improve the competitiveness of coastal shipping , LSHF-HSD supplied to coastal vessels be brought under the GST regime and taxed at a concessional rate of 5%.*
- *VRC and CRC for coastal shipping shall be delinked with USD and designated in INR.*

Address issues related to Infrastructure

Dedicated coastal eco system and participation of non-major ports in developing coastal shipping.

- *Establish and enforce clear and transparent coastal berth allocation policy.*
- *Incentivize non major ports to develop dedicated facilities for coastal trade.*
- *Identify key ports that can act as HUBs for cargo agglomeration/ complexes for freight movements to nearby ports.*
- *The entry and evacuation infrastructure to/from ports (roads and railways) need to be upgraded to facilitate quick turnaround of cargo/ship.*

Rationalize various regulatory regimes to facilitate ease of doing business

- Coastal berths and adjoining operational areas, should be de-notified from customs control.
- Customs procedures and practices should be standardized and implemented uniformly across all ports in India.
- Reform immigration procedures for Indian flag ships operating between two Indian ports/places.
- Address regulatory overreach (stick to IMO)
- Address shortage of officers on Indian ships and in particular coastal ships. (allow Indians with foreign CoC to work on coastal ships.
- Create domestic frame work of Domestic multi-modal document.

Promote regional connectivity (BIMSTEC)

- Absence of bilateral Coastal Shipping Agreements with Sri Lanka and Myanmar similar to one signed with Bangladesh restricts regional connectivity and trade in the region.

Thank You

National Shipping Board

(Ministry of Ports, Shipping and Waterways)

Sub Committee: 5

"To develop inland waterways of India as an alternative and eco-friendly mode of domestic transportation and improve regional connectivity"

(July 2026)

The Sub Committee-5

	Members	Designation	Organisation
1	Rakesh Singh *	President	ICC Shipping Association
2	Anil Devli *	CEO	Indian National Shipowners Association
3	Rahul Modi*	President	Coastal Container Transporters association
4	Shri A K Bansal*	Director	IWAI
5	Shri Shantanu Kalita*	Advisor	IPA
6	Smt Archana Bharti	DGM	SCI
7	Shri Mukul Singhi	M.D.	Eastern Navigation
8	Shri Sohel Kazmi	M.D.	Bharat Freight
9	Capt Swanand Patankar	V.P.	Ambuja Cement

Terms of Reference

1. **Review the various studies conducted on inland waterways and assess ongoing projects, to recommend the prioritized development of National Waterways based on their technical, economic, and operational viability and sustainability.**
2. **Identify the key challenges and constraints affecting the sustainability and viability of Inland Water Transport (IWT), and recommend appropriate policy, institutional, financial, technological, and operational measures to address them.**
3. **Review the existing regulatory framework governing Inland Water Transport and recommend measures for its periodic review and rationalization to facilitate efficient and sustainable sectoral development.**
4. **Recommend measures to promote regional connectivity through Inland waterways.**

IWT- Share in domestic transport

- Present: Around 1.5%
- MAKV 2047 5%

IWT-Policy Objective

The government's policy objectives are to develop and promote the use of Inland waterways (rivers and creeks) as an

efficient & alternative mode of transportation

strengthen hinterland connectivity, and

develop industrial corridors along the waterways.

Has the concept been put to test?

***The potential of most inland waterways as a viable, efficient, and sustainable mode of transportation has not yet been fully put to adequate test due to lack of consistent operating conditions* (LAD).**

Success stories

- **Amba River (**National Waterway-10), Maharashtra: handled 26.7 MMT of cargo during 2024–25
- **Tapti River** (National Waterway-100), Gujarat: handled 33.1 MMT of cargo during 2024–25.
- **Mondovi River (National Waterway-68), Zuari River (National Waterway-111), and Cumbarjua Canal (National Waterway-27)**, Goa: Collectively handled 3.43 MMT of cargo during 2024–25. Post lifting of the ban on the export of iron ore, the cargo traffic is expected to increase multifold.

Replicate Success stories

National Waterway-1 (Haldia–Prayagraj stretch of the Ganga–Bhagirathi–Hooghly river system),

National Waterway-2 (Dhubri–Sadiya stretch on the Brahmaputra River) with connectivity to the Indo-Bangladesh Protocol Route,

National Waterway-3 (West Coast Canal, Kerala), and

National Waterway-5 (East Coast Canal, Brahmani River, and Mahanadi Delta system), among others.

Report-Key Take aways

1	**Development of inland waterways are integral to achieving a more balanced modal mix and reducing overall logistics cost.**
2	**A feasibility-based approach should be adopted in identifying and developing the waterways.**
3	**Priority should be accorded to the development of essential waterway infrastructure, with the maintenance of the required Least Available Depth (LAD) being of paramount.** ***(Jalmarg needs Jal)***
4	**The size and type of vessels should be appropriately aligned with the available Least Available Depth (LAD), navigational facilities, and projected cargo volumes to ensure viable and sustainable operations.**
5	**Inland waterways have the potential to facilitate the development of industrial and economic corridors by enhancing hinterland connectivity and improving multimodal transport.**
6	**Development of inland waterways is of strategic and economic importance for north east and regional connectivity.**

General recommendations

<u>The suggestions, inter alia, include the following</u>:

i) Waterways with adequate LAD and channel width to facilitate the movement of reasonably sized inland vessels;

ii) Navigation aids and River Information Services (RIS) to enable safe navigation during both day and night;

iii) Adoption of a sectoral approach for the selection of viable routes along with suitable matching of vessels to the characteristics and requirements of such routes;

iv) Development of terminals equipped with basic facilities for berthing of vessels with adequate road and rail connectivity; and

v) Development of industrial corridors and warehouses along the waterways to facilitate efficient movement, storage, and distribution of cargo.

Focus on development of inland waterways based on viability and sustainability

Identify waterways that offer transport efficiency comparable to adjoining modes of transport while requiring the least resource allocation.

i) The longer chainage (route length) of waterways compared with roads and railways can be a disadvantage.

ii) Identify waterways with low to moderate siltation.

iii) Identify and promote Ro-Ro/Ro-Pax routes to decongest road traffic in densely populated areas.

Focus on infrastructure development

i) A realistic determination and maintenance of LAD.
ii) Need for appropriately sized vessels for stretches with lesser LAD.
ii) Shortage of Shallow-Draft Barges and Tug Combinations
iv) Lack of decent size shallow draft container vessels
v) Limited Availability of 24/7 Navigation on Inland Waterways
vi) Design and construction of berths under PPP
vii) Overhead clearances, temporary (pipe) bridges, and high-tension cables

Creating cargo hubs and economic corridors along the waterways

Create logistics centers, cargo hubs along the waterways and promote industrial corridors connecting smaller towns to waterways.

i) Address poor connect between the hinterland production centers and IWT systems

ii) Failure to convert key terminals in to Cargo Hubs (Haldia, Ramnagar)

Incentives, regulatory reforms, business process reengineering

- Tonnage Tax regime
- Infra status to all inland vessels
- Removal of GST on Acquisition of Inland Vessels
- Incentives for Vessel owners and Cargo owners
- Introduction of CNG as a Fuel for Inland Vessels
- Customs, Immigration and Border Security
- Creation of a committee to review regulatory regime
- Use of 2nd hand (recycled) equipment
- Creation of Domestic multi-modal document.

North east and regional connectivity

- Under developed stretch of IBPR (Brahmaputra/Jamuna)
- Unrestricted transit of cargo from Bhutan to Bangladesh using NW-2 and IBPR
- Fast track development of Indo-Myanmar Kaladan multimodal transit transport project

Thank You

पत्तन, पोत परिवहन एवं जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

Sailing towards Viksit Mangalore, Viksit Bharat
EMPOWERING LIVES FOR TODAY, TOMORROW & FOREVER

नव मंगलूर पत्तन प्राधिकरण

New Mangalore Port Authority

An ISO 9001, 14001, 45001 & ISPS Compliant 100% Solar Powered, Clean, Green, Lean Port



Welcomes

Shri Sameer Kumar Khare IAS

Chairperson, National Shipping Board



NMPA

01 ISO 9001:2015

02 ISO 14001:2015

03 ISO 45001:2018

04 ISPS Compliant

05 100% Solar Powered

06 Clean, Green, Lean

PORT

पत्तन, पोत परिवहन एवं जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
सत्यमेव जयते

Port Layout

Sailing towards Viksit Mangalore, Viksit Bharat
EMPOWERING LIVES FOR TODAY, TOMORROW & FOREVER

Capacity

105 MTPA

16 Berths + 1 SPM



Port area

Land:	1985.78 Acres
Water front:	391.42 Acres
Total:	2377.20 Acres
Custom Bonded Area:	577.25 Acres

Entry channel 7.5 KM

Turning Circle 570 Mtrs

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Berth Details

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B No	Cargo handled	Operated by	Length (m)	Draft (m)	Capacity (MTPA)	Traffic (MMT)	Type
1		ICG	125	7.00	0.50	-	Captive
2	Clean Cargo/General Cargo	Port	198	10.50	3.0	0.82	Port
3	Clean Cargo/General Cargo		198	10.30	3.4	1.00	
4	Cruise/ Edible oil/ Chemicals		198	9.50	2.0	0.26	
5	General Cargo/Edible Oil/ Cement		198	9.50	1.9	0.70	
6	General Cargo/ Edible Oil		198	9.50	1.7	0.52	
7	General Cargo/Bitumen		198	9.50	2.5	1.07	
8	General Cargo/ IOP/IOF(Mech)	KIOCL	300	13.0	6.0	4.76	Captive
9	LPG/Edible Oil/Bitumen/POL	Port	330	10.50	3.2	0.83	Port
10	Crude Oil/ POL	MRPL	320	14.00	13.3	6.93	Captive
11	Crude Oil/ POL		320	14.00	12.4	6.39	
12	LPG/POL/Edible Oil/Bitumen	Port	320	12.50	3.3	2.24	Port
13	LPG/Petrochemicals		350	14.00	4.0	2.85	
14	Container/Other clean cargo	JSW MCTPL	350	14.00	8.3	2.48	PPP
15	Coal-APL (Mech)/Edible oil/Bitumen	APL	350	14.00	13.8	2.67	Captive
16	Coal/Other bulk – (PPP)	MCTPL	325	14.00	6.73	6.27	PPP
SPM	Crude	MRPL	-	21.00	19.1	9.58	Captive

Port : 9 Captive: 6 PPP: 2

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Overview of Achievements during 2025-26

Sailing towards Viksit Mangalore, Viksit Bharat
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Completed 50 years of Operation in FY 2025-26

Record cargo handling of 5.34 MMT in Dec 2025

Record cargo handling of 50.04 MMT

Awarded Samudri Paryavaran Sanrakshan Trophy 2025

Landmark 40,000th Vessel on 26th Mar 2025









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Ongoing/Completed Projects

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EPC	• Target - Rs. 109.03 Cr Achieved Rs. 41.15 Cr. (Apr-Aug 26)
PPP	• Target - Rs. 153.98 Cr Achieved Completely

Total 6 projects worth Rs. 313 Cr | Total Capacity addition – 1.80 MTPA*

Sl No.	PROJECT NAME	Project Cost (in Cr)	Capacity (MTPA)	Mode (EPC/PPP)	Current Status
1	Mechanization of Berth No.14 for handling Containers and other cargo on DBFOT basis- Phase II	153.23	6.02*	PPP	**Completed**
2	Providing Pavement Quality Concrete for development of MDL yard inside wharf area	7.79	0	EPC	**Completed**
3	Development of Truck Parking Area by providing Pre-cast blocks near Tannirbhavi road at NMPA	5.25	0	EPC	**Completed**
4	Electronic interlocking of Panambur yard along with interlocking at NMPA	56.23	0	EPC	Work in Progress Completion Date: 26.06.2027
5	Construction of a Shed at Platform No.1&2 at NMPA Marshalling Yard	82.33	0	EPC	Work in Progress Physical Progress: 55% Financial Progress: 40% Completion Date: 31.12.2026
6	Construction of new covered storage shed inside wharf	8.65	0	EPC	Physical Progress:52% Financial Progress: 16% Completion by 31.12.2026
TOTAL		313.48	6.02		

* Final Capacity of the berth on completion of the Phase II Mechanization | Capacity addition on account of Phase II Mechanization is 1.80 MTPA*

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Projects for Award in FY 2026-27

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SI No.	PROJECT NAME	Project Cost (in Cr)	Capacity (MTPA)	Mode (EPC/PPP)	Current Status
1	Redevelopment of Berth No.9 on PPP mode	438.29	10.90	PPP	**On-Time** NIT published on 02.04.2026 Bid due date 22.06.2026 Technical bid opening date 24.06.2026 Target Date of Letter of Award: 30.11.2026
2	Construction of deep draft new Berth No 17 for handling general cargo	150.36	6.14	EPC	Target Date of Letter of Award: 31.01.2027
3	Concessioning of Berth No.13 for handling Liquid Bulk/ LPG / POL Products / Chemicals on Captive mode	69.92	4.00 (Existing)	Captive	Due Date for Bidding: 28.09.2026 The last date was extended due to ongoing west Asia Crisis
4	Construction of new covered storage shed inside wharf	39.85	0	EPC	Completion by 31.08.2027 Tender to be invited by December 2026

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Port Capacity Expansion

Sailing towards Viksit Mangalore, Viksit Bharat
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105.13 MMT Current Cargo Handling Capacity

50.04 MMT Present Cargo Handling (FY 2025-26)

253.62 MMT Projected Cargo Handling Capacity by FY 47

115 MMT Projected Cargo Handling (FY 2046-47)

Capacity Projection (in MMT)

CATEGORY	2025-26	2030	2035	2047
DRY BULK	41.53	51.15	73.97	97.57
LIQUID BULK	55.30	64	90.48	126.48
CONTAINER	8.30	9.30	9.30	29.30
TOTAL	**105.13**	**124.45**	**173.75**	**253.35**

Traffic Projection (in MMT)

CATEGORY	2025-26	2030	2035	2047
DRY BULK	17.27	20.30	21.82	41.15
LIQUID BULK	30.29	38.55	41.10	60.63
CONTAINER	2.48	4.96	7.19	13.22
TOTAL	**50.04**	**63.81**	**70.11**	**115**

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Berthing Infrastructure Plan -2030

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19.32	2017	838	13.77	126.03
Capacity Addition in MMT	EPC Capex (in INR Cr)	PPP Capex (in INR Cr)	Projected Traffic Addition in MMT	Land Addition (in Acres)

2030 berthing facilities with respect to type of cargo

Sl. No	Berth type	No. of berths		No. of deep draft berths (>15m)		Combined capacity of berths (MTPA)		Projected Cargo Handling (MMT)	% utilization of all berth combined in the year 2030
		Additional	Total as of 2030	Additional	Total as of 2030	Additional	Total as of 2030		
1	Liquid Bulk including SPM	1	7	1	2	8.70	64.00	38.55	60.23
2	Dry Bulk	1	11	1	3	9.62	51.15	20.30	39.69
3	Container	-	1	-	1	1.00	9.30	4.96	53.33
	TOTAL	**2**	**19**	**2**	**6**	**19.32**	**124.45**	**63.81**	**51.27**

Berth Development

Reconstruction of Berth No 9
Development of Deep Draft General Cargo Berth 17

Dredging

Deepening of inner harbour berth to handle 16m vessels along with deepening of entrance channel

Connectivity

Remodeling of railway yard including signaling
Integration with National Waterway 43 (Gurupura River)

Storage Infrastructure

Construction of covered storage shed

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Berthing Infrastructure Plan -2035

Sailing towards Viksit Mangalore, Viksit Bharat
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49.3	1693	5970	6.3	974.85
Capacity Addition in MMT	EPC Capex (in INR Cr)	PPP Capex (in INR Cr)	Projected Traffic Addition in MMT	Land Addition (in Acres)

2035 berthing facilities with respect to type of cargo

Sl. No	Berth type	No. of berths		No. of deep draft berths (>15m)		Combined capacity of berths (MTPA)		Projected Cargo Handling (MMT)	% utilization of all berth combined in the year 2035
		Additional	Total as of 2035	Additional	Total as of 2035	Additional	Total as of 2035		
1	Liquid Bulk including SPM	3	10	3	5	26.48	90.48	41.10	45.42
2	Dry Bulk	2	13	2	5	22.82	73.97	21.82	29.50
3	Container	-	1	-	1	-	9.30	7.19	77.31
	TOTAL	**5**	**24**	**5**	**11**	**49.30**	**173.75**	**70.11**	**40.35**

Berth Development

Development of Satellite Port – Phase I
Development of General Cargo Berth No 18
Development of General Cargo Berth No 19
Liquid berth at North and South breakwater

Dredging

Deepening the inner harbour berths to handle 18m draft vessels along with deepening of the entrance channel

Connectivity

Development of Dry Port near Mysore
Integration with National Waterway 74 (Netravati River)

Storage Infrastructure

Reclamation bund at southern side of southern breakwater and northern side of northern breakwater.

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Berthing Infrastructure Plan -2047

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79.6	7800	46135	44.80	194.69
Capacity Addition in MMT	EPC Capex (in INR Cr)	PPP Capex (in INR Cr)	Projected Traffic Addition in MMT	Land Addition (in Acres)

2047 berthing facilities with respect to type of cargo

Sl. No	Berth type	No. of berths		No. of deep draft berths (>15m)		Combined capacity of berths (MTPA)		Projected Cargo Handling (MMT)	% utilization of all berth combined in the year 2047
		Additional	Total as of 2047	Additional	Total as of 2047	Additional	Total as of 2047		
1	Liquid Bulk including SPM	4	14	4	9	36.00	126.48	60.63	47.94
2	Dry Bulk	-	13	-	5	23.60	97.57	41.15	42.17
3	Container	2	3	2	3	20.00	29.3	13.22	45.12
	TOTAL	**6**	**30**	**6**	**17**	**79.60**	**253.35**	**115.0**	**45.39**



Berth Development

Development of Mega container terminal
Additional SPM by MRPL
Development of Satellite Port – Phase II
Oil to Products berth and LNG Berth



Dredging

Widening and deepening of the Outer harbour area, entrance channel, Approach Channel and Turning Circles 21m draft vessels
Deepening the inner harbour berths ED-1 to ED-4 to 18m



Connectivity between Port and National Highway Network including elevated evacuation corridor



Development of storage sheds and tank farms

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Port Led Industrialization Projects

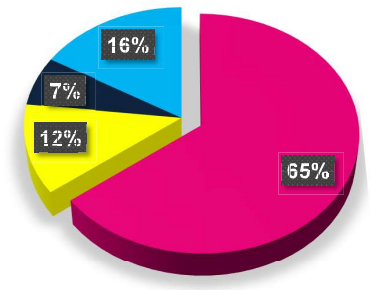
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Sl No.	PROJECT	AGENCY	PROJECT COST(Cr)	PROJECTED COMPLETION	STATUS
1	An extent of 2 acres for construction of Tanks farms for liquid cargo storage facility	Agarwal Industries (Formerly PHPC)	47	03.05.2026	**100% Completed**
2	15 acres for Setting up of Rail loading gantry, along with ancillary facilities including LPG storage in form of bullet	Aegis Vopak	70	Jan 2027	LoI issued on 10-01-2025
3	2 acres for Setting up of storage facilities and handling of base oil, edible oil and chemicals etc	Aegis Logistics	70	Jan 2027	LoI issued on 10-01-2025
4	2.65 acres for Setting up of tank farms for import/export of bitumen, edible oil, palm oil, styrene	MK Agrotech .	30	Jan 2027	LoI issued on 10-01-2025
5	23 acres for Setting up of refinery & tank farms of edible oils, bio diesel, edible storage tanks.	MK Agrotech	250	August 2027	LoI issued on 06-08-2025
6	2.9 Acres for Setting up of storage facilities and handling of base oil, edible oil and chemicals etc	Aegis Vopak	80	December 2027	LOI issued on 18-12-2025

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Port Land Details

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- Panambur village, Baikampady, Tannirbhavi including custom bond area.
- Kudupu village
- Bondel village
- Water Spread

Location	Land in Acres
Panambur village, Baikampady, Tannirbhavi, Kulai including custom bond area.	1538.3
Kudupu village (Quarry)	159.4
Bondel village (Quarry)	288.1
Water Spread	391.4
Total	2377.2

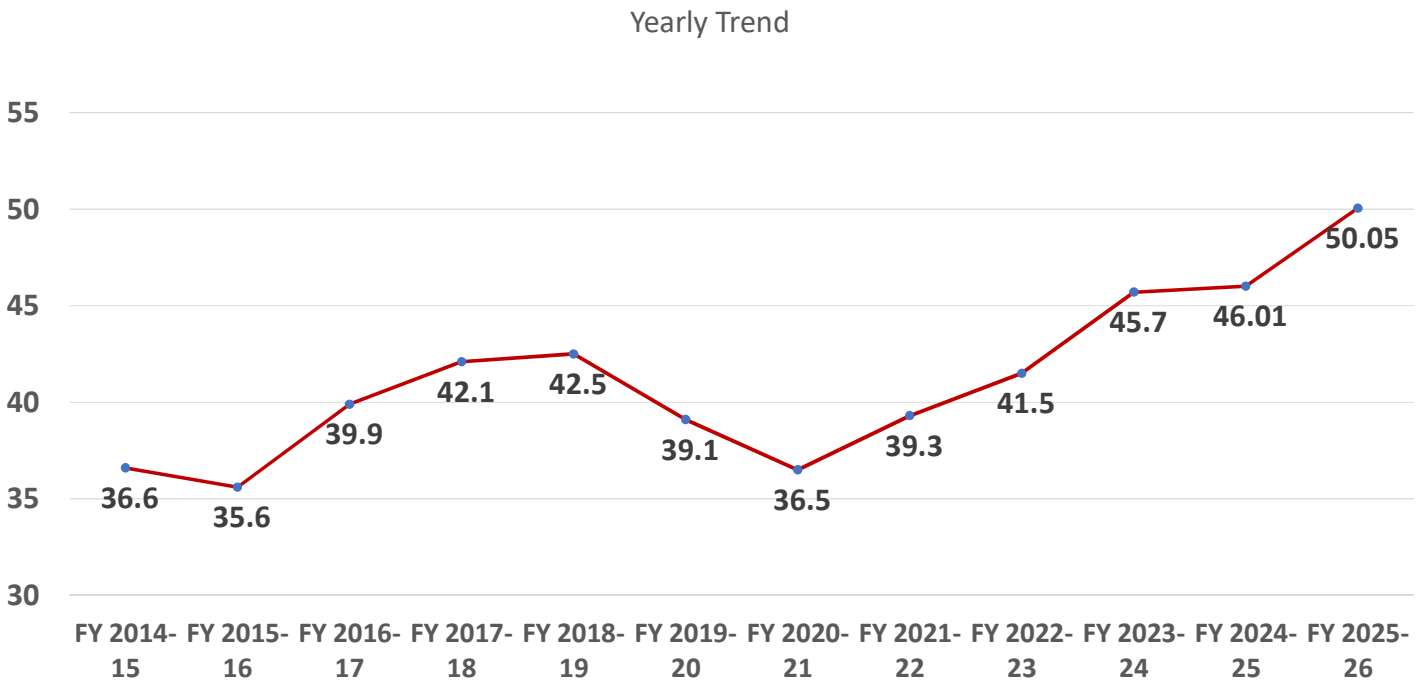
Description	Area (Acres)
Total area in hectares available with NMPA	2377.2
Salt land available	Nil
Land allotment for Green Hydrogen	Nil
Land asset related to PPP	88.71
Leased out land	476.51
Land lying vacant	46.80
Office building and admin buildings	1.4
Guest houses/hostels	0.27
Township buildings and others	149

Financial Year	FY 2022–23	FY 2023–24	FY 2024–25	FY 2025–26
Amount (Cr.)	₹116.35	₹121.05	₹130.73	₹140.64
Newly allotted (in Acres)	42.69	4.90	40.62	42.10
Total allotment (in Acres)	519.2	524.1	564.72	606.82

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Total Traffic Handled (in MMT)

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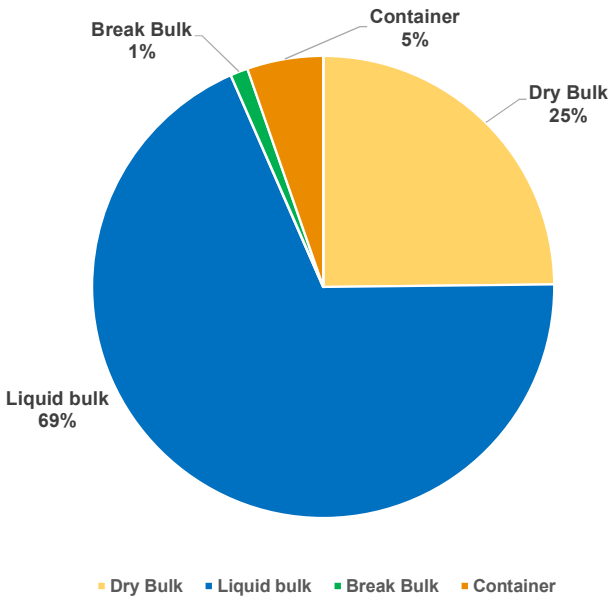
Principal Commodities Handled

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Cargo Type	FY 24-25	FY 25-26	FY26-27	FY 25-26
			(Upto Aug)	(Upto Aug)
Dry Bulk Cargo	**11.43**	**16.72**	**6.33**	**5.71**
Coal	6.79	7.36	2.94	2.98
Iron Ore & Pellets	2.09	6.85	2.31	2.23
Fertilizer	0.61	0.81	0.37	0.2
Others (Dry Bulk)	1.94	1.7	0.71	0.3
Liquid Cargo	**31.56**	**30.26**	**12.12**	**11.34**
Crude & POL	25.68	24.83	10.14	9.13
LPG	2.88	3.12	1.08	1.35
Edible Oil	1.06	0.94	0.44	0.4
Others(Liq. Bulk)	1.94	1.37	0.46	0.46
Break Bulk (Steel, Project Mat.)	0.57	0.59	0.13	0.02
Containers	2.45	2.48	1.07	1.07
Total	**46.01**	**50.05**	**19.65**	**18.14**

MoPSW target for FY 26-27 is 53 MMT

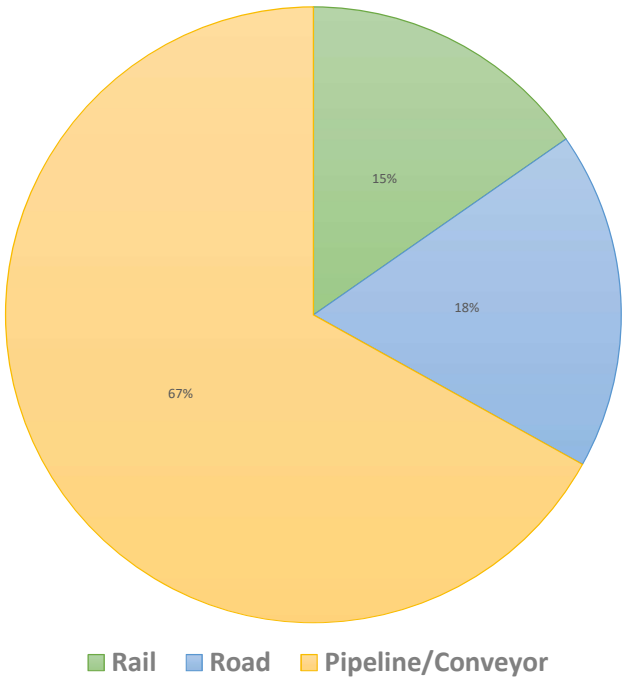
Cargo Type share for FY2025-26

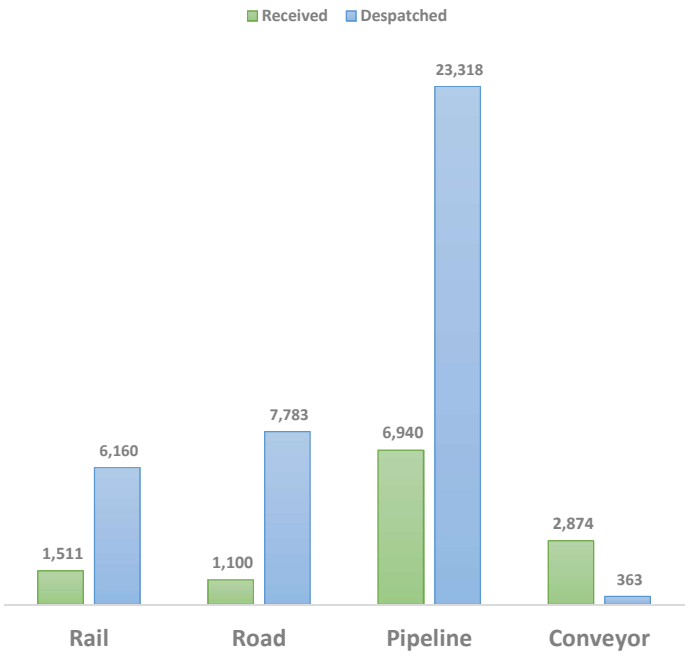


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Cargo Evacuation Profile

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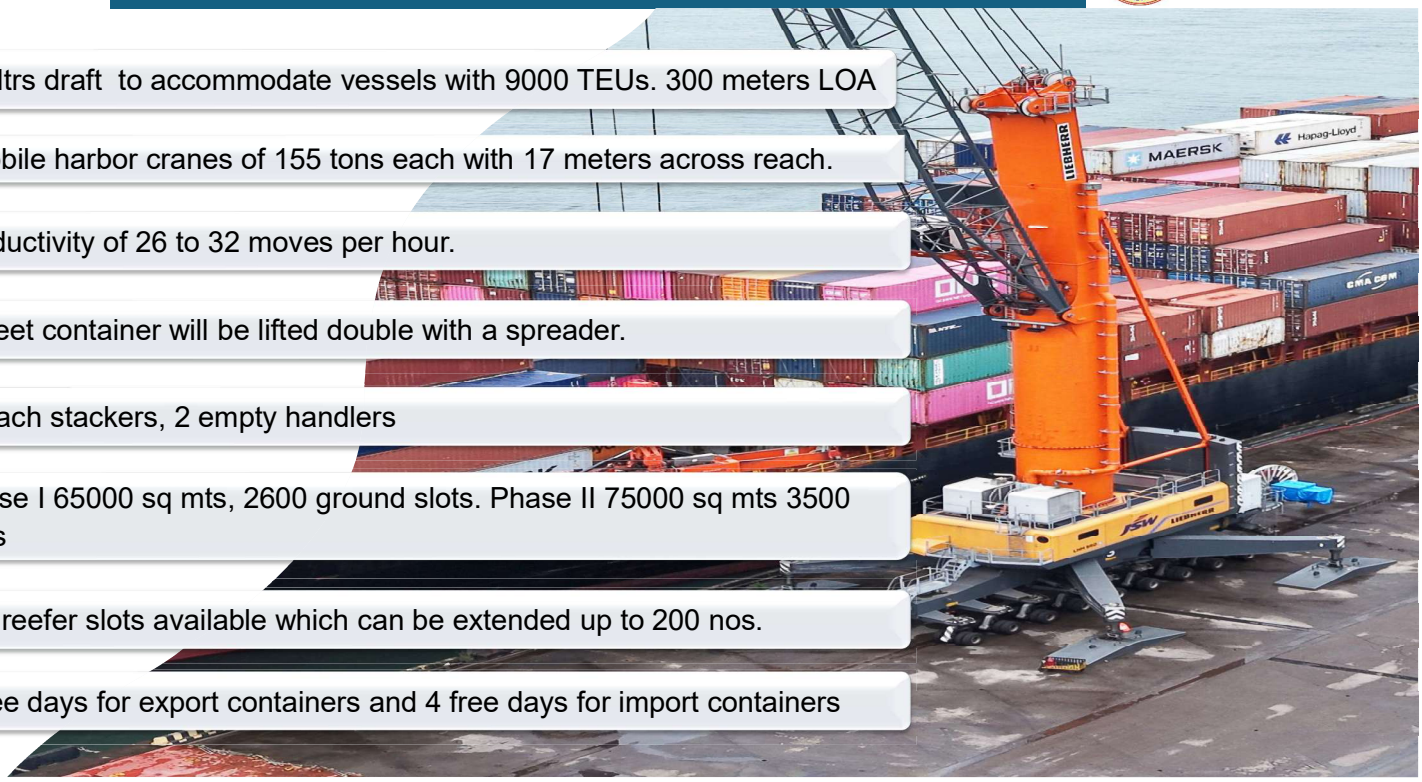


Handling in '000 Tonnes

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JSW Mangalore Container Terminal Pvt Ltd

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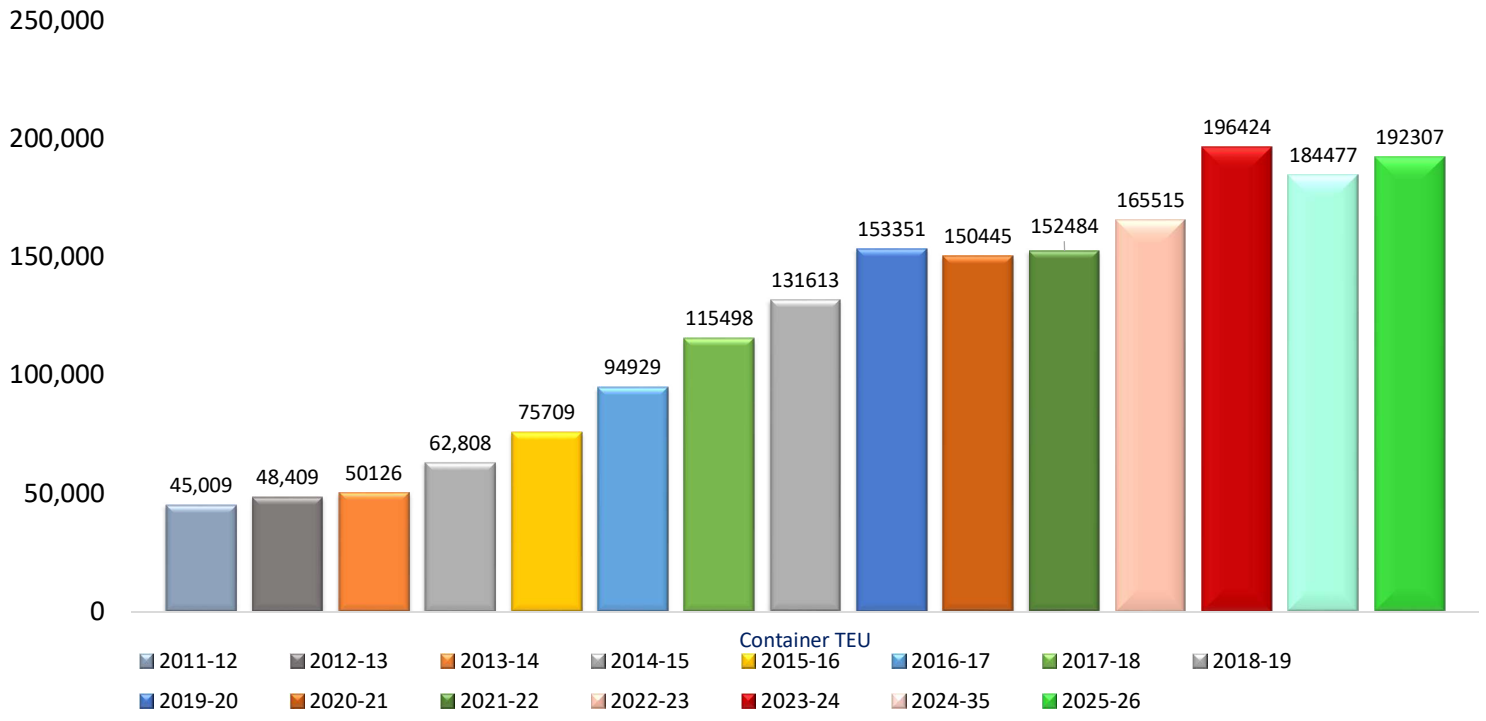


- 14 Mtrs draft to accommodate vessels with 9000 TEUs. 300 meters LOA
- 3 mobile harbor cranes of 155 tons each with 17 meters across reach.
- Productivity of 26 to 32 moves per hour.
- 20 feet container will be lifted double with a spreader.
- 6 reach stackers, 2 empty handlers
- Phase I 65000 sq mts, 2600 ground slots. Phase II 75000 sq mts 3500 slots
- 150 reefer slots available which can be extended up to 200 nos.
- 5 free days for export containers and 4 free days for import containers

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Container Traffic Handled (in TEU)



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Liners Calling at the Port

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Mainliners

- MSC
- CMA CGM
- Maersk
- ONE
- Hapag Llyod
- Feeder: Avana, Sima Marine, TCI

Highlights

- Six vessel Calls per week
- Connectivity to Mundra JNPA, DAP and Colombo
- Direct Connectivity to Jabel Ali discontinued and expected to start after ease in West Asia Crisis

Promotional Measures

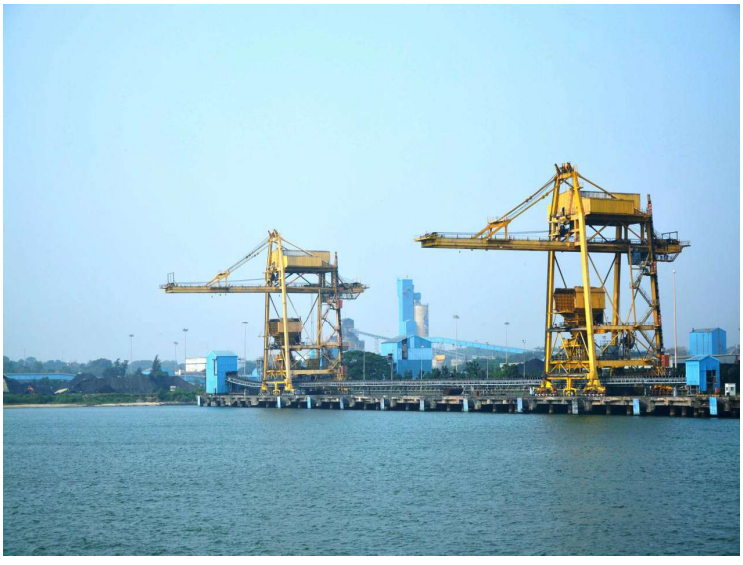
- **25% rebate** on Berth hire and Port Dues for feeder
- **25% rebate** on Berth hire, Port Dues and Pilotage for MLO
- **Additional 15%** for new service for 1st year

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Operational KPI Performance – FY 2025-26

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- **Traffic**
  - 50.05*
  - 46.01^
- **Coastal**
  - 12.75*
  - 8.69^
- **Vessels**
  - 1467*
  - 1421^



*2025-26 ^2024-25

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Additional Infrastructure Existing/Planned

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CFS

- Small CFS operated by CWC at present
- A tripartite MoU was signed between NMPA, CWC and SDCL did not materialize
- Concor is approached for setting up of CFS

MMLP

- Port is having 150 acres area at Kudupu adjacent to NH and with railway connectivity
- Agri processing zone is under planning
- Expected to boost containerized cargo volumes

Parking Plaza

4 Parking plazas in the vicinity of the Port

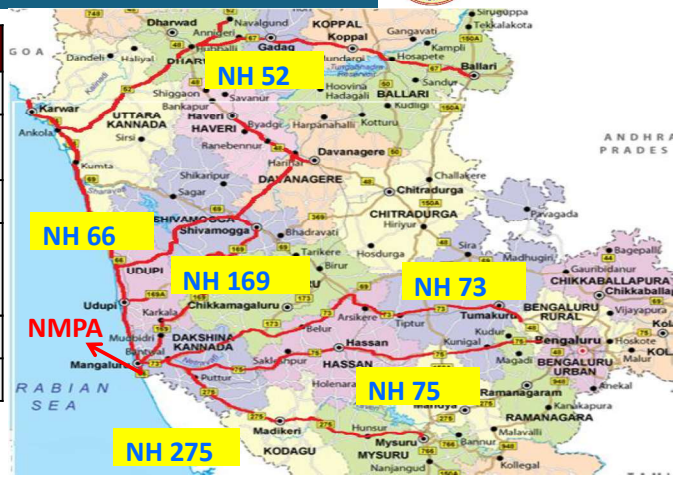
- KK Gate, 32000 Sq mtr, 300 Nos
- TannirBhavi, 8000 Sq mtr, 90 Nos
- Adjacent to Customs, 20000 Sq mtr, 200 Nos
- Baikampady, 6500 Sq mtr, 50 Nos

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Connectivity Infrastructure Expansion Plan [ROAD]

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NH	Cities/ Towns Connected
NH 52	Mangalore to Ballari via Ankola - Yellapur - Hubli
NH 66	Mangalore to Mumbai (North) Mangalore to Cochin (South)
NH 73	Mangalore to Bengaluru via Charmadi Ghats
NH 75	Mangalore to Bengaluru via Shiradi Ghats (Main NH Connecting NMPA to Bengaluru, major cargo movement from NMPA happens though this NH)
NH 169	Mangalore to Shimoga
NH 275	Mangaluru to Mysore via Sampaje Ghats



Expansion of NH-66 to potentially six lane shall boost southbound cargo flow, while NH-75 upgrade to a 60-meter wide, four-lane highway shall enhance transportation efficiency for eastern and southern Karnataka

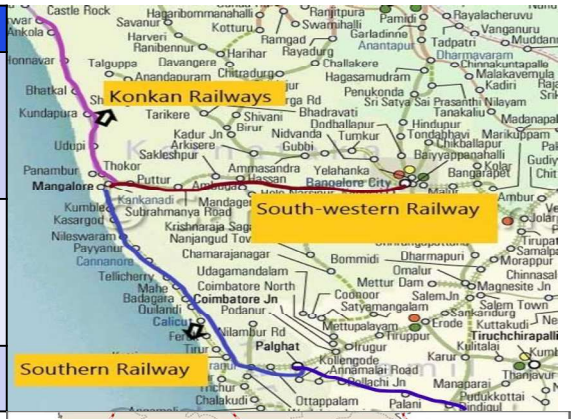
NH	2026	2030	2035	2047
NH 66	4 laning of NH 66	Upgradation from 4- lane to 6 lane	-	Elevated Road for connectivity between Port and NH 66
NH 75	4 laning of NH 75		-	-
NH 169	-	Upgradation to 4-lane	-	-
NH 275	-	Upgradation to 4-lane	-	-

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Connectivity Infrastructure Expansion Plan [RAIL]

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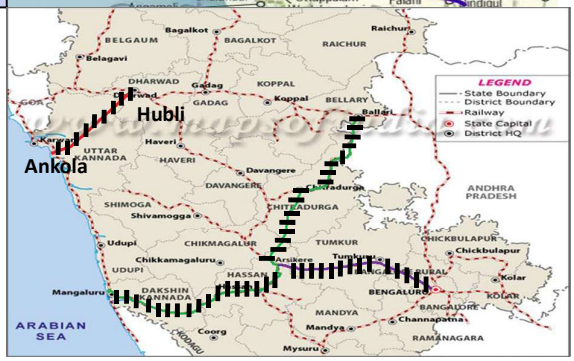
Railway Zone	Cities/ Towns Connected
Southern Railway	**Kerala Sector:** Kasargod – Kozhikode-Shoranur, Thrissur – Ernakulam – Alappuzha - Thiruvananthapuram. **Tamil Nadu Sector**: Chennai – Coimbatore –Salem – Tirunelveli - Nagercoil. **Karnataka/Other Sectors**: Hassan – Mysore - Bengaluru.
South-Western Railway	**Main Line (Hassan Route):** Mangalore - Thokur - Subrahmanya Road – Sakleshpur - Hassan. **Coastal Line (towards Goa/North):** From Thokur, the line connects northward towards Konkan Railway limits, passing Mulki – Udupi – Kundapura – Bhatkal -Karwar.
Konkan Railway	Mangalore – Udupi – Kundapura – Bhatkal - Karwar - Madgaon (Goa) – Ratnagiri – Chiplun - Roha



Railway Development Projects being taken up with MoR

Ankola-Hubli Connectivity

Distance to industrial hinterland (Hospet - Ballari) is longer due to a circuitous route, hence the Hubli & Ankola shall reduce cost transit time to Ballari



Doubling of railway line

Closure of rail lines during monsoon and non availability of double lane track poses huge operational risk. Hence Doubling of line from Hassan to Mangalore including tunnel of 55 km (Sakleshpur–Subramanya) is required.

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Connectivity Infrastructure Expansion Plan [RAIL]

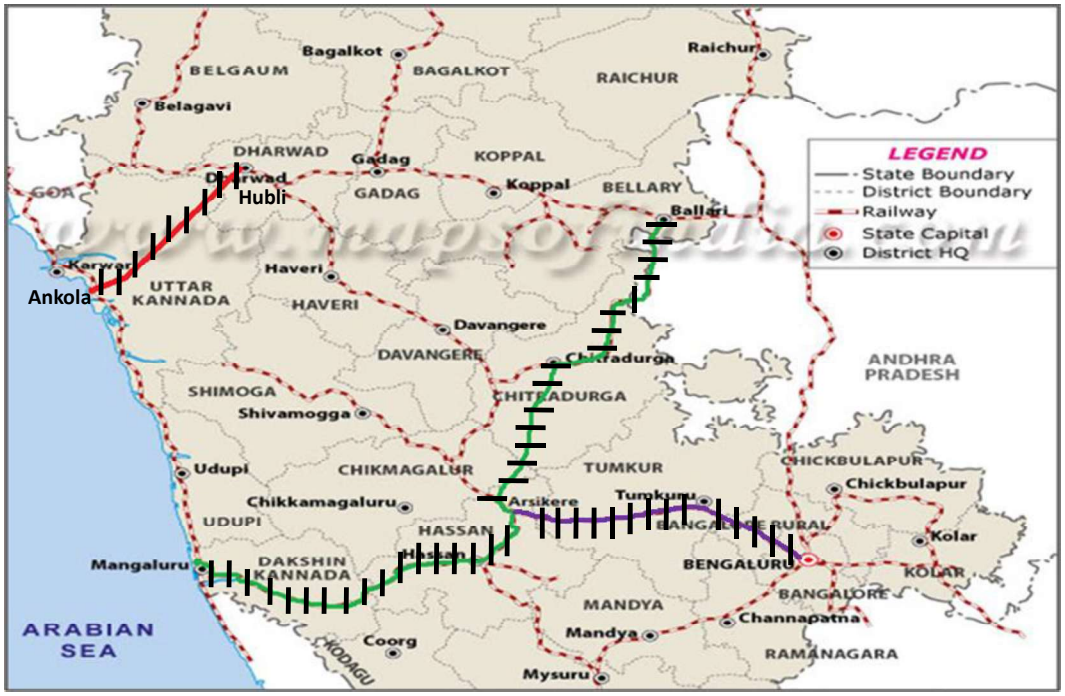
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Present Route

NMPA - Ballari
Total - 646 km

Proposed Route

NMPA- Ankola (220 km)
Ankola - Hubli (140 km)
Hubli - Ballari (200 km)
Total - 560 km



Note: *Ballari is the major local hub for steel production*

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Cruise Tourism

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- Most of the visiting tourists are residents of Europe (Germany, UK, Italy etc) Australia, USA
- Initiatives Undertaken
  - Traditional Welcome
  - Guided Meditation
  - Cultural Performances
  - Tourist Information Center
  - Prepaid Taxi Counter
  - Selfie stand by MoT, GoI



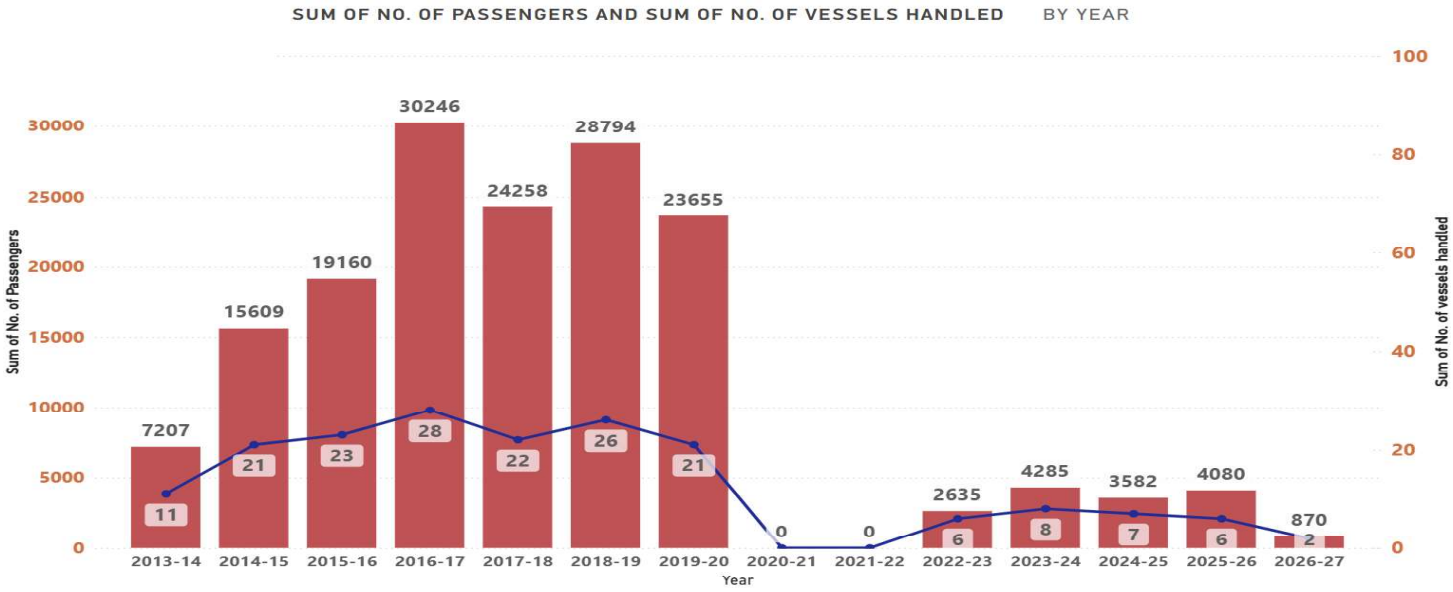
Ancient Temples | Ecotourism Centre at Pilikula | Vibrant Fish Markets

Historic Churches | Cashew Processing Centres | Exotic Beaches

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Cruise Tourism (Domestic and International)

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Major Existing Cruise Liners

Oceania Cruises | Regent Seven Seas Cruises | Norwegian Cruise Line

Nearest International Ports in Existing Circuit

Abu Dhabi | Colombo | Dubai | Male

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Green Initiatives

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50,150 Tonnes of carbon reduction & Rs. 39 crores EB savings

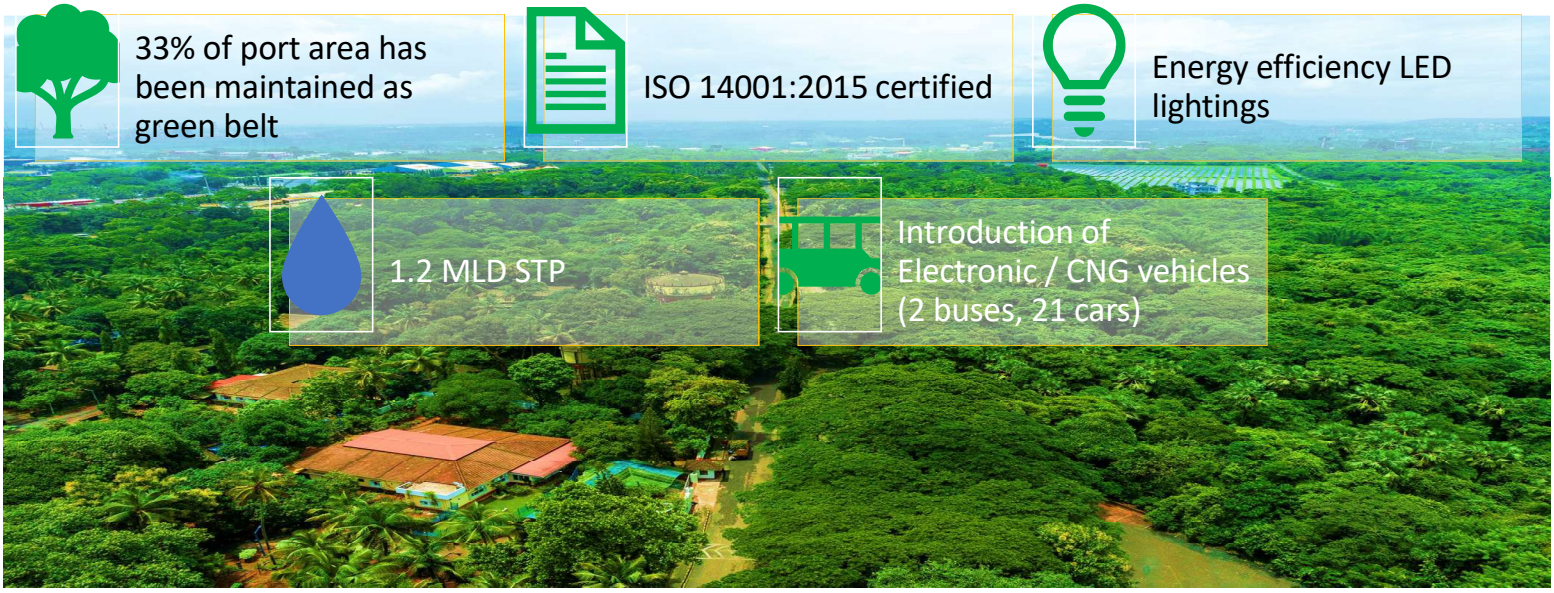
Self sufficiency through rain water harvesting

Solid waste through Vermi-composting

33% of port area has been maintained as green belt

ISO 14001:2015 certified

Energy efficiency LED lightings



1.2 MLD STP

Introduction of Electronic / CNG vehicles (2 buses, 21 cars)

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Digital Initiatives

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- **POS**: Integrated Port Operating System (IPOS) offering Ease of Doing Business.
- GIS based Land Allotment System: End to End land allotment process
- RFID based Gate admittance system with Online cart ticketing for paperless operation
- Face recognition system for regulating attendance of employees
- ANPR based entry/exit to Adm office/Port colony
- Drone Surveillance in operational areas
- NMPA Chikitsamitra App for medical beneficiaries
- **Pension Portal** for easy access to retired Employees for getting various services
- **ERP**: Enterprise Resource Planning for reducing redundancy of data entry
- Automated Weighbridge inside custom bound area integrated with Port Gates
- CAAQMS for air quality monitoring system
- RFID/FRS based berth attendance system for private dock workers.
- 360° UVS System under implementation
- Online training for employees using iGOT Karmayogi Portal

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Awards for Excellence

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Second Rank among major Ports in handling container cargo during FY 2024-25 (in handling less than 0.5 Million TEUS per annum category





Conferred at the 12th Edition of the Asia Pacific HRM Congress on 19-9-2025

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Awards and Accolades

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2018	2014	2013	2014
 KSPCB Trophy	 Aranyamitra Award	 KSPCB Award	 KSPCB Award
2018 & 2019	**2018 & 2025**	**2016**	**2016-2025**
 Swachha Surveksha Award	 Samudra Paryavaran Award	 Aranyamithra award	 Greentech Award

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Seafarers' Welfare Centre

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Executive Summary

- Location: 1st floor of existing Business Development Center building, NMPA.
- Total Area: Spreading approximately 13,000 sq ft.
- Objective: Transform a bare under-construction structure into a fully operational, world-class Seafarers' Welfare Centre.

Rs.12 Cr



Regulatory & Strategic Alignment

- Strict Compliance: Fully aligned with the Maritime Labour Convention (MLC), 2006.
- Framework: Follows D.G. Shipping Circular No. 10 of 2024 directives.
- Impact: Serves thousands of Indian and international seafarers visiting New Mangalore Port annually, boosting well-being.

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Core Infrastructure & Facilities

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Reception & Information
- 24x7 reception desk
- Waiting lounge
- Digital info displays
- Forex & banking support

Accommodation Facilities
- Fully furnished guest rooms
- Crew dormitory
- Accessible rooms (for PwD)
- Dedicated laundry facilities

Digital Communication
- High-speed Wi-Fi infrastructure
- Computer workstations
- Dedicated video calling units
- Seamless connectivity hubs

Admin, Safety & Eco
- Multi-faith prayer rooms
- Crew change office
- Integrated CCTV & access control
- Energy-efficient LED/solar

Health & Wellness
- First-aid & medical room
- Consultation facilities
- Mental health clinic
- Gymnasium & yoga areas

Recreation, Leisure & Dining
- Television lounge & AV room
- Indoor games room
- Maritime library
- Cafeteria and coffee shop

Funding Specifics & Scope

- **Funding Source**: Formally requested from the Shipping Welfare Fund Society (SWFS).
- **Scope of Assistance**: Complete interior setup, furnishing, and specialized equipment outfitting.
- **Post-Execution Operations**: The completed facility will fall under the scope of Operations & Maintenance (O&M).
- **Strategic Value**: Serves as a national benchmark for maritime welfare infrastructure and reinforces India's global seafarer-friendly status.

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Green Tug

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AWARD

Underwater Services Company Limited - J M Baxi Greenship Pvt Ltd Consortium on 30.06.2026

Delivery: 24 months

COST

Total Project Cost: ₹315 Cr

Excludes GST

Daily Charter Hire Rate₹5.75/Day

Total Duration: 5,479 Days (15 Years)

SNAPSHOT

Manning, operation, and comprehensive maintenance

Technical management of 60T New Battery Electric Tug



Aptitude, Standards & Supervision: Make in India Framework, Approved Class Supervision, Technical Goal

