

# ANNUAL REPORT

## 2025-26



सत्यमेव जयते

MINISTRY OF PORTS, SHIPPING & WATERWAYS  
GOVERNMENT OF INDIA



**MINISTRY OF PORTS, SHIPPING & WATERWAYS**  
**GOVERNMENT OF INDIA**

# CONTENT

## WHAT'S INSIDE

ANNUAL REPORT 2025-26

01

Introduction

04

Year at a Glance

21

Sagarmala Programme

31

Ports

54

Shipping

66

Organizations

120

Inland Waterways Transport

131

Transport Research & Development Wing

133

International Cooperation

144

Administration and Finance

150

Official Language

153

List of Annexure

## INTRODUCTION



*Hon'ble Prime Minister Narendra Modi addressed the Maritime Leaders Conclave and chaired the Global Maritime CEO Forum at IMW 2025 held between 27th-31st October 2025 in Mumbai, Maharashtra*

- 1.1 The Ministry of Shipping was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries. Thereafter, the name of the Ministry was changed to Ministry of Ports, Shipping and Waterways (PS&W) on 9th November, 2020.
- 1.2 The Ministry of PS&W encompasses within its fold port and shipping sectors which also include major ports, shipbuilding and ship repair, and inland water transport. The Ministry has been entrusted with the responsibility to formulate policies and programmes on these sectors and their implementation.
- 1.3 Comprehensive policy package is necessary to address the diverse issues facing the maritime sector. The capacity of the ports in terms of their berths and cargo handling equipment needs to keep pace with the growing requirements of overseas trade.
- 1.4 Historically, investments in the maritime sector, particularly in the ports, have been made by the State, mainly because of the large resources required, long gestation period, uncertain returns and a number of externalities associated with this infrastructure sector. However, the growing resource requirements and the concern for managerial efficiency and consumer responsiveness have led to the active involvement of the private sector in infrastructure in recent times. To encourage private sector participation, the Ministry of PS&W has laid down comprehensive policy guidelines for private sector participation in the Major ports.

### Functions

- 1.5 The subjects allocated to the Ministry of PS&W are listed at ANNEXURE-I.

## Organizational set-up

- 1.6 Shri Sarbananda Sonowal is the Minister for Ports, Shipping and Waterways. Shri Shantanu Thakur is the Minister of State for Ports, Shipping and Waterways (PS&W).
- 1.7 Secretary (PS&W) is assisted by Special Secretary (Shipping), Sr. Economic Adviser, Additional Secretary (SM, DGLL, Development), Joint Secretary (Shipping, Shipbuilding & PPP), Joint Secretary (Admin & PHRD), Joint Secretary (Ports, IT & e-Gov), Joint Secretary (Coord. & Parliament), Adviser (Statistics), officers at the level of Directors, Deputy Secretaries, Under Secretaries and other Secretariat/Technical Officers
- 1.8 The Finance Wing is headed by Additional Secretary and Financial Adviser who assists in formulating and processing of all policies and other proposals having financial implications.
- 1.9 The Accounts Wing is headed by a Pr. Chief Controller of Accounts who is inter-alia, responsible for accounting, payment, budget, internal audit and cash management.
- 1.10 Adviser (Statistics) renders necessary data support to various Wings of the Ministry for policy planning, transport coordination, economic and statistical analysis on various modes of transport with which the Ministry is concerned.
- 1.11 The following Subordinate offices, Autonomous Organisations, Public Sector Undertakings and Societies/ Associations etc. are functioning under the administrative control of the Ministry of PS&W:-

### Subordinate Offices:

1. Directorate General of Shipping, Mumbai.
2. Andaman and Lakshadweep Harbour Works, Port Blair.
3. Directorate General of Lighthouses and Lightships, Noida.

### Autonomous Bodies:

1. Syama Prasad Mookerjee Port Authority
2. Paradip Port Authority
3. Visakhapatnam Port Authority
4. Chennai Port Authority
5. V.O. Chidambaranar Port Authority
6. Cochin Port Authority
7. New Mangalore Port Authority
8. Mormugao Port Authority
9. Mumbai Port Authority
10. Jawaharlal Nehru Port Authority
11. Deendayal Port Authority
12. Inland Waterways Authority of India



13. Indian Maritime University
14. Adjudicatory Board for Major Ports
15. Seamen's Provident Fund Organisation

### **Public Sector Undertakings:**

1. The Shipping Corporation of India Ltd., Mumbai.
2. Shipping Corporation of India Land and Assets Limited., Mumbai
3. Inland and Coastal Shipping Limited, Kolkata (Subsidiary of SCI)
4. SCI Bharat IFSC Limited, Gujarat (Subsidiary of SCI)
5. Cochin Shipyard Limited, Kochi.
6. Hooghly Cochin Shipyard Limited, Howrah
7. Udupi Cochin Shipyard Limited, Malpe
8. Sagarmala Finance Corporation Limited, New Delhi
9. India Port Global Private Limited, Mumbai.

### **SPV & Others:**

1. Kamarajar Port Limited (Company of Chennai Port Authority)
2. Indian Port Rail and Ropeway Corporation Limited (IPRCL), Mumbai
3. Dredging Corporation of India Limited, Visakhapatnam
4. Sethusamudram Corporation Limited, Chennai

### **Societies / Associations:**

1. Indian Ports Association, New Delhi
2. Seafarers Welfare Fund Society, Mumbai.

### **Centre of Excellence**

- National Technology Centre for Ports, Waterways and Coasts, IIT Madras
- Centre of Excellence in Maritime and Shipbuilding, Visakhapatnam
- Centre for Inland and Coastal Maritime Technology, IIT Kharagpur
- Centre for Maritime Economy and Connectivity, RIS, New Delhi
- National Centre of Excellence in Green Ports & Shipping, TERI, New Delhi

- 1.12 The Organization Chart of the Ministry of PS&W is given at **ANNEXURE - II.**

## YEAR AT A GLANCE

### Background

- 2.1 India has a long coastline of 11098 km, spread on the western and eastern shelves of the mainland and also along the Islands. It is an important natural resource for the country's trade.
- 2.2 The Maritime Sector in India comprises ports, shipping and inland water transport systems. In India, there are a total of 12 Central Government owned major ports and approximately 217 other than major and intermediate ports. The Shipping Industry over the years has played a crucial role in the maritime sector of India's economy. Approximately 95% of the country's trade by volume and 68% by value is moved through Maritime transport. Therefore, shipping and ocean resources, ship design and construction, ports and harbours, issues relating to human resource development, finance, ancillaries and new technologies need to be developed in the light of the emerging scenario. Shipping continues to remain unchallenged as the world's most efficient means of transportation and we need to do all we can to recognize, reward and promote quality within industry.

### Gross Budgetary Support (GBS) & Internal and Extra Budgetary Resources (IEBR) Outlay for 2025-26

- 2.3 The Budget Estimate of Gross Budgetary Support (GBS) for FY 2025-26 was Rs. 3470.58 crore for the Ministry. However, at the stage of Revised Estimate (RE), this has been restricted to Rs. 2899.11 crore. Against the RE allocation of Rs. 2899.11 crore, actual expenditure as on 31st December, 2025 was Rs. 2057.11 crore. Budget Estimate under Internal & Extra Budgetary Resources (IEBR) (including PPP) for 2025-26 was Rs. 7123.46 Cr. which has gone up to Rs. 13899.64 Cr. at RE 2025-26. Summary of GBS and IEBR outlay for 2025-26 is given below:

(Rs. In crore)

Sector	BE 2025-26		RE 2025-26		Actual Expenditure (as on 31.12.2025)	
	GBS	IEBR	GBS	IEBR	GBS (2025-26)	IEBR (2025-26)
Ports & Light-houses	1322.71	6624.18	1245.19	12232.18	665.18	6508.05
Shipping	300.62	499.28	300.71	1591.90	201.07	1615.97
Indian Waterways	1767.31	0	1226.5	0	1158.69	0
Others	79.94	0	126.71	75.56	32.17	0.44
<b>Total</b>	<b>3470.58</b>	<b>7123.46</b>	<b>2899.11</b>	<b>13899.64</b>	<b>2057.11</b>	<b>8124.46</b>



## Outlay for 2025-26

2.4 The details of total GBS and IEER outlay details for 2026-2027 are given below: -

Sector	2026-27 (BE) (Rs. in crores on Net Basis)	
	GBS	IEER
Ports & Light-houses	841.74	11944.07
Shipping	2406.32	664.19
Indian Waterways	1841.50	0
Others	75.24	94.68
<b>Total</b>	<b>5164.80</b>	<b>12702.94</b>

\*The funding under SBFAS, SbDS and MDF shall be considered under Shipping sector from 2026-27 onwards unlike Ports sector in previous years.

\*\*The funding under SMPA shall be considered under Ports & Light-houses sector from 2026-27 onwards unlike Others sector in previous years.

## Projects

2.5 Sagarmala Programme envisages 839 projects with a total estimated investment of about Rs. 5.79 lakh crore by 2035. Of these, 277 projects worth approximately Rs. 1.41 lakh crore have been completed, while 209 projects worth around Rs. 1.62 lakh crore are under implementation. Another 353 projects, with an investment worth Rs. 2.75 lakh crore are in planning stage.

These projects are being implemented by central ministries, state governments, and major ports, and are regularly monitored through a Management Information System (MIS) with input from the ministries and agencies concerned.

2.6 **Mega Transshipment Port at Great Nicobar Island:** The Ministry of Ports, Shipping and Waterways (MoPSW) is developing an International Container Transshipment Port (ICTP) at Galathea Bay as part of the Holistic Development of Great Nicobar Island. The project received Environmental Clearance in November 2022, 'in-principle' approval from the Department of Expenditure in August 2023, and the project was recommended in the 77th Network Planning Group (NPG) meeting in August 2024. The ICTP will be India's first dedicated container transshipment port, designed to handle the largest container vessels. It will be developed in two stages (stage 1 - Phase 1 & 2; stage 2 - Phase 03 & 04) with a total capacity of 20.4 million TEUs and at an estimated cost of Rs. 99,000 cr. over a period of 35 years. In the initial stage, development of the first two phases is proposed, keeping in view the projected traffic growth, financial viability, and phased capacity augmentation requirements. For the consideration of the proposal of ICTP, Galathea Bay by Public Private Partnership Appraisal Committee (PPPAC), a proposal has been forwarded to the Department of Economic Affairs on 31st December 2025 for convening the PPPAC meeting.

2.7 Unique feature of ICTP is its natural water depth, suitable for large container ships without extensive dredging. Positioned near the Malacca Strait, ICTP aims to serve as a regional hub, connecting Bay of Bengal ports and neighbouring countries. The central government has de-notified South Bay Port limit under the union territory of Andaman & Nicobar Island and the Notification of Galathea Bay as Major Port published on 4th September 2024. The ICTP project is proposed to be developed under a Joint Venture model.



*Master Plan of proposed ICTP*

- 2.8 **Vadhvan Port Project Limited (VPPL):** The Union Cabinet approved the establishment of a new Major Port at Vadhvan near Dahanu in Maharashtra on 19th June 2024, at an estimated cost of Rs. 76,220 crore. The project will be implemented by Vadhvan Port Project Limited (VPPL), a Special Purpose Vehicle formed by the Jawaharlal Nehru Port Authority (JNPA) and the Maharashtra Maritime Board (MMB), with equity participation of 74% and 26%, respectively. The Vadhvan Port is proposed to be developed as an all-weather Greenfield deep-draft major port at Vadhvan in Palghar District, Maharashtra. The Hon'ble Prime Minister, Shri Narendra Modi, inaugurated and laid the foundation stone for multiple development projects in Palghar District, Maharashtra, including the Vadhvan Port Project, on 30th August 2024.

Land acquisition for road and rail connectivity covering 24 villages is at the final stage through NHAI. The forest clearance for the quarry and connectivity works is under the approval stage at the level of Govt. of Maharashtra. Pre-construction activities for nearshore works have commenced, breakwater tender awaits security clearance, and offshore reclamation bids close on 17th February 2026.

- 2.9 **Maritime Development Fund:** The Union Budget 2025–26 announced the establishment of the Maritime Development Fund (MDF), a landmark initiative to catalyze investments, enhance infrastructure, and position India as a global maritime leader, with Cabinet approval on 24th September 2025 paving the way for its operationalization.

MoPSW envisions establishing a MDF with a corpus of Rs.25,000 crore with the primary aim to enhance the Indian maritime sector by providing long term equity and interest incentivisation, to boost India's tonnage, shipbuilding, ports, coastal/inland shipping, among others. MDF comprises two components:

- i. Maritime Investment Fund (MIF) is to be set up as an Alternate Investment Fund with a Rs. 20,000 crore corpus and with 49% equity investment from Central Government and the remainder from other investors including Major Ports, financial institutions, private investors, sovereign funds, among others. The fund shall enable access to competitive and long-term financing to various areas of the maritime industry through equity investments in the following maritime sub-sectors.
  - a. Shipping companies, shipyards, ports, and maritime infrastructure for new projects and expansion.
  - b. Maritime ventures for green transitions and sustainability.
  - c. Port-led industrialization, logistics parks, and connectivity infrastructure.
  - d. Other maritime sector use cases aligned with those in MAKV 2047 and MIV 2030.



- ii. Interest Incentivization Fund (IIF): Rs. 5,000 crore fund to support India's shipbuilding sector by offering up to 3% interest incentive on loans from RBI-regulated banks and institutions. The support will be provided as government-funded grants, capped at the corpus, and implemented through Sagarmala Finance Corporation Limited (SMFCL).

- 2.10 **Shipbuilding Financial Assistance Scheme (SBFAS) and Shipbuilding Development Scheme (SbDS):** Union Cabinet, in its meeting held on 24th September 2025, approved the two schemes of Ministry of Ports, Shipping and Waterways (MOPSW) to promote shipbuilding in India namely (a) Shipbuilding Financial Assistance Scheme (SBFAS) and National Shipbuilding Mission Scheme (NSbM) and (b) Scheme for Capacity & Capability to development and Credit Risk Coverage for Shipping in India – Shipbuilding Development Scheme (SbDS).

The Shipbuilding Financial Assistance Scheme (SBFAS) aims to provide targeted capital assistance to shipyards for each vessel constructed, reducing cost burdens and enhancing competitiveness. Additionally, the scheme establishes the National Shipbuilding Mission (NSbM) to coordinate and steer shipbuilding initiatives across the country. SBFAS has a budgetary outlay of Rs. 24,736 Crore up to 31st March, 2036.

The Shipbuilding Development Scheme is aimed at creating world-class shipbuilding infrastructure in India. It focuses on three major components: brownfield capacity expansion, greenfield cluster development[AP1] and credit risk coverage. With the creation of modern infrastructure and a skilled workforce, India's commercial shipbuilding capacity is projected to rise to about 4.5 million gross tonnage per annum by 2047. SbDS with a budgetary outlay of Rs. 19,989 crore up to 31st March, 2036 focuses on long-term capacity and capability creation. The scheme provides for the development of greenfield shipbuilding clusters, expansion and modernisation of existing brownfield shipyards, and the establishment of an India Ship Technology Centre under the Indian Maritime University to support research, design, innovation and skills development. Under SbDS, greenfield shipbuilding clusters will receive 100% capital support for common maritime and internal infrastructure through a 50:50 Centre–State special purpose vehicle, while existing shipyards will be eligible for 25% capital assistance for brownfield expansion of critical infrastructure such as dry docks, shiplifts, fabrication facilities and automation systems. Disbursements will be milestone-based and monitored by independent evaluation agencies. The scheme also includes a Credit Risk Coverage Framework, offering government-backed insurance for pre-shipment, post-shipment and vendor-default risks to improve project bankability and financial resilience.

In order to implement above schemes the following approved guidelines were released by MoPSW on 26th December 2025. The guidelines are also available on MoPSW website:-

1. Guidelines for implementation of Shipbuilding Financial Assistance Scheme (SBFAS).
  2. Guidelines for Shipbuilding Risk Coverage under Shipbuilding Development Scheme (SbDS).
  3. Guidelines for Greenfield Shipbuilding Cluster development under Shipbuilding Development Scheme (SbDS).
  4. Guidelines for Brownfield Capacity Expansion under Shipbuilding Development Scheme (SbDS)
- 2.11 **Public Private Partnership Projects:** This Ministry is promoting port-led industrialisation to make ports not just cargo-handling points, but engines of economic growth. The main aim is to reduce logistics costs, improve ease of doing business, and support industries by locating them closer to ports.

In recent years (FY 2019–20 onwards), the Government has approved 49 PPP projects with an aggregate investment of Rs. 51,093 crore, of which 25 projects valued at Rs. 13,355 crore have been successfully awarded. In FY 2025–26 alone, nine (09) PPP projects amounting to Rs. 23,784 crore have received approval, and two (02) projects worth Rs. 1,260 crore have been awarded. At present, 57 PPP projects with a total value of RS. 42,235 crore are operational, contributing an additional capacity of approximately 660 MTPA

at Major Ports, while the remaining projects are at various stages of implementation. Looking ahead, PPP and captive operators are projected to handle nearly 80% of total cargo at Major Ports by 2030. Further, a pipeline of 48 PPP projects with an estimated investment of about RS. 23,000 crore (excluding the Vadhan Port project) has been identified for implementation during FY 2025–26 to 2030–31, aimed at further enhancing port capacity, efficiency, and competitiveness.

In essence, by improving connectivity, and encouraging private participation, the ministry is turning ports into growth hubs that generate employment, boost trade, and support regional and national economic development.

- 2.12 **Development of National Waterways:** India's inland water transport network has expanded rapidly, with 32 National Waterways (NWs) operational by December 2025. Cargo movement on India's National Waterways has grown sharply from 18.07 MMT in 2013-14 to 146 MMT in 2024-25, with 160.8 MMT already moved by December, 2025 during 2025-26. Of the 32 operational waterways, 29 carry cargo, with nearly 85% of the traffic concentrated on five key NWs—NW-100, NW-91, NW-10, NW-1, and NW-97—which handle major commodities such as coal, iron ore, cement, steel, fly ash, and petroleum products.

Passenger traffic has also surged from Rs. 1.61 crore in 2023-24 to over Rs. 7 crore in 2024-25. River cruise tourism is growing steadily with 443 voyages in 2024-25 with 17 operational cruise circuits, and new cruise terminals planned at Varanasi, Patna, Guwahati, and Kolkata, alongside emerging cruise projects on the Yamuna, Chenab, Jhelum, and Mahanadi rivers.

- 2.13 **Jalvahak Scheme:** The Jalvahak (Cargo Promotion) Scheme, launched in December 2024, is further boosting modal shift to waterways by offering incentives of up to 35% of operating costs on select routes. By December 2025, the scheme had supported 20 scheduled movements and facilitated 17.29 million TKM of cargo, strengthening the shift toward cost-effective and sustainable inland water transport.

- 2.14 **MoU of IWAI with Rhenus Logistics:** A recent MoU with Rhenus Logistics will enable the phased deployment of 100 cargo vessels and pusher tugs across NW-1, NW-2, NW-16 and the IBP routes, with 20 barges and 6 pusher tugs planned in the first phase. In parallel, India's river cruise sector is set for major expansion, with Viking Cruises preparing to launch luxury services on the Brahmaputra and Royal Caribbean proposing two premium vessels for Indian waterways, bringing global-standard cruising experiences to the country.

- 2.15 **Jal Marg Vikas Project (JMVP) on NW-1:** The Jal Marg Vikas Project (JMVP), approved in 2018 with World Bank support, aims to modernize and enhance National Waterway-1 across Uttar Pradesh, Bihar, Jharkhand, and West Bengal. In November, 2025, its cost revised to Rs. 4,600.58 crore with revised timeline for completion of project as 30th June 2026. The project focuses on developing multimodal and intermodal terminals, navigational locks, fairways, and community jetties to strengthen inland water transport. Key infrastructure completed includes MMTs at Varanasi, Sahibganj, and Haldia, an IMT at Kalughat, a new navigational lock at Farakka, and 58 community jetties, significantly improving regional connectivity, trade, and passenger movement.

Significant fairway development is underway along the 1,390 km stretch of National Waterway-1 under JMVP, with work progressing across 11 segments from Haldia to Varanasi. Dredging and depth maintenance are being carried out to ensure required Least Available Depth and enable smooth, uninterrupted cargo vessel movement.

- 2.16 **Development of NWs in NER:** The Northeastern Region is being developed as a major inland waterway hub with an investment of Rs. 1,665 crore across 20 National Waterways, including the key NW-2 on the Brahmaputra. Infrastructure upgrades include four permanent terminals, 13 floating terminals, and a ship repair facility at Pandu. Fairway development and dredging across key stretches are ensuring 2.5 m depth, while LAD from Pandu to Dibrugarh is maintained using departmental dredgers, significantly improving



navigation and connectivity in the region.

- 2.17 **Quick Pontoon Opening Mechanism (QPOMs):** QPOMs have been introduced to enable near-instant vessel passage, reducing waiting times from 1–2 days to under 10 minutes, while also doubling as RO-RO passenger ferries. Two QPOMs are already operational at Majhaua (Bihar) and Nauranga (UP) on NW-1, and this model is now being expanded across other National Waterways, with four QPOMs each planned in Uttar Pradesh and Bihar.
- 2.18 **Cargo Traffic at Indian Ports:** During 2024-25, major and non-major ports in India handled a total cargo throughput of around 1602.56 Million Metric Tonnes (MMT) and 1542.88 MMT during 2023-24. The traffic increased by 3.87% over the corresponding period of the previous year. The 12 Major Ports handled traffic of 672.98 MMT during April-December 2025 representing an increase of about 8.22% against 621.87 MMT during the corresponding period of previous year. DPA and PPA handled 116.24 MMT and 115.25 MMT respectively during April-December 2025, setting a new record for efficiency in cargo handling, and registering a 6.92% and 5.24% YoY growth rates respectively
- 2.19 **Commodity-wise Cargo Traffic at Major Ports:** Commodities, viz. POL, Iron Ore, Coal, F&FRM, Coal, and Containers are showing steady growth. The composition of the cargo is given below:

(In Million Tonnes)

Year	POL	Iron Ore	F&FRM	Coal	Container (In Million TEUs)	Other Cargo	Total
2017-18	224.82	41.17	15.05	141.23	133.73 (9.14)	123.37	679.37
2018-19	233.70	38.81	15.41	163.67	145.52 (9.88)	101.99	699.10
2019-20	234.86	55.68	16.15	149.04	146.86 (8.79)	102.34	704.93
2020-21	206.77	64.28	17.67	126.75	143.77 (9.61)	113.44	672.68
2021-22	221.27	51.71	15.93	146.80	166.90 (11.22)	117.44	720.05
2022-23	234.17	46.51	16.68	188.24	170.29 (11.45)	128.42	784.31
2023-24	245.96	61.50	17.30	148.33	181.57 (12.31)	164.63	819.29
2024-25	254.51	50.18	19.73	150.13	193.52 (13.54)	186.79	854.86
2025-26*	203.06	37.24	19.29	144.41	157.65 (11.01)	111.34	672.99

Source: Update on Indian Port Sector and Port Data Management Portal

POL includes POL Crude, Products and LPG/LNG

Iron Ore includes Fine and Pellets

F&FRM (Dry) includes Fertilizers, Fertilizers Raw Material (Dry and Liquid)

Coal includes Thermal, Coking and other Coal (\*) Upto April- December, 2025

- 2.20 **Footfall at Lighthouses:** Directorate General of Lighthouses and Lightships (DGLL) has developed 75 lighthouses for tourism purposes, which were dedicated to the Nation by the Hon'ble Prime Minister on 28th February, 2024. The recorded footfall at lighthouses was 16.19 lakh visitors during FY 2023–24 and 18.64 lakh visitors during FY 2024–25. As of December 2025, the cumulative footfall for FY 2025–26 has reached 13.00 lakh visitors.
- 2.21 **Subordinate Legislation:** Marine Aids to Navigation (Training and Certification) Rules, 2025 has been framed under the provisions of Marine Aids to Navigation Act, 2021 and published on 18th June, 2025. These rules prescribe the framework for training and certification of personnel to be engaged for operation and maintenance of aids to navigation and vessel traffic services.
- 2.22 **MoU of DGLL with IWAI:** DGLL signed an MoU with Inland Waterways Authority of India (IWAI) on 8th

April, 2025 for Development of River Lighthouses at Bogibeel, Silghat, Bishvanath Ghat and Pandu in National waterways 2, Assam. This collaboration aims to enhance river navigation, safety and promote tourism.

- 2.23 **MoU of DGLL with IPRCL:** DGLL signed an MoU with Indian Port Rail & Ropeway Corporation Limited (IPRCL) on 23rd July, 2025 for Construction of Lighthouse Museum at National Maritime Heritage Complex, Lothal, Gujarat at an estimated cost of Rs. 266.11 crore. This iconic Lighthouse Museum will celebrate India's maritime legacy through architecture, technology, storytelling and heritage, offering an unforgettable journey for visitors of all ages.
- 2.24 **MoU of DGLL with VPA:** DGLL signed an MoU with Vishakhapatnam Port Authority (VPA) on 10th January, 2026 for Development of Lighthouse Museum at the Old Lighthouse area of Visakhapatnam Port. This will be the first lighthouse museum in Andhra Pradesh and aims to showcase India's maritime heritage, evolution of lighthouse technology, and the history of marine navigation, while promoting public awareness and lighthouse tourism.

### **Institutional Reforms/New Policies/Acts/Guidelines/Rules**

- 2.25 **Merchant Shipping Act, 2025:** The Merchant Shipping Act, 2025 represents the most comprehensive reform of India's maritime law in over six decades, replacing and modernising the Merchant Shipping Act, 1958 in line with Maritime India Vision 2030 and global best practices. The Act reduces statutory provisions from 560 to 325 sections, simplifies compliance, promotes ease of doing business, boosts Indian tonnage, strengthens maritime safety and emergency preparedness, and enables regulatory oversight of port and vessel security in line with the IMO ISPS Code, including provision for constitution of an oversight body. Key institutional reforms include transformation of the Directorate General of Shipping (DGS) into the Directorate General of Maritime Administration (DGMA). The Act aligns seafarer welfare with the Maritime Labour Convention, 2006, extends protection to fisheries workers, recognizes Shipping Master awards as decrees of a Civil Court, incorporates measures to address abandoned seafarers, promotes digital maritime governance, and decriminalizes minor offences under the Jan Vishwas initiative, with most penalties adjudicated by the Principal Officer, MMD, while serious offences remain under court jurisdiction.
- 2.26 **Coastal Shipping Act, 2025:** The Coastal Shipping Act, 2025 is a major reform aimed at strengthening India's domestic maritime transport and promoting sustainable logistics. The Act removes the licensing requirement for coastal trade for Indian-flag vessels, eliminating regulatory barriers and enabling rapid expansion of the coastal fleet, while also permitting engagement of vessels for services in the EEZ, which were not clearly covered earlier. It promotes integration of coastal and inland waterways to enable seamless multimodal transport, reduce logistics costs and lower carbon emissions. Strategic licensing for foreign vessels ensures priority to Indian-flag ships, employment of Indian seafarers and promotion of shipbuilding in India. The Act further provides for a National Database of Coastal Shipping and a National Strategic Plan for Coastal Shipping, creating a transparent, efficient and investor-friendly framework to support greener and modernized logistics.
- 2.27 **The Bills of Lading Act, 2025:** The Bills of Lading Act, 2025 replaces the pre-Independence Bills of Lading Act, 1856, marking a key reform to modernize India's maritime trade law. The Act brings clarity and legal certainty to the rights and obligations of bona fide holders of Bills of Lading, aligning the framework with international best practices. By simplifying and updating the law, it supports ease of doing business, reduces the risk of litigation between carriers and shippers, and strengthens India's position as a reliable and transparent maritime trading nation.

- 2.28 Carriage of Goods Act, 2025:** The Carriage of Goods by Sea Act, 2025 modernizes India's maritime trade by replacing the pre-independence 1925 Act. The new Act uses simpler language, provides legal certainty, and reduces disputes between shippers and carriers. Key features include the Central Government's power to issue directions, amend rules via notifications, and address operational issues during the transition. By ensuring clarity in transport documents, bills of lading, and cargo responsibilities, the Act creates a transparent, predictable framework that boosts confidence for both domestic and international stakeholders.
- 2.29 Indian Ports Act, 2025 -** Indian Ports Act, 2025 is to modernize and streamline the regulatory framework governing India's port sector by replacing the outdated Indian Ports Act, 1908, strengthening coordination between the Centre and coastal states through the Maritime State Development Council, clearly defining the roles and responsibilities of Port Officers and State Maritime Boards, enhancing transparency in tariff-setting, establishing efficient dispute-resolution mechanisms, and mandating globally aligned safety, environmental, and disaster-preparedness standards to ensure sustainable, secure, and efficient port operations across the country.
- 2.30 IWAI Rules:** Key reforms under the Inland Vessels Act, 2021 include new Design & Construction Rules and Central Database Rules notified in 2024 to standardize vessel design, improve safety, and support digital systems. In 2025, seven rules were amended to harmonize state regulations and ease processes. Additionally, the National Waterways (Construction of Jetties/Terminals) Regulations, 2025 were introduced to encourage private participation and strengthen waterway infrastructure.
- 2.31 Indian Maritime Centre (IMC):** The Indian Maritime Centre (IMC) was set up in September 2024 with mandate from Government of India under the patronage of Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W aimed at pursuing the objectives set out in the Maritime India Vision 2030 and Maritime Amrit Kal Vision 2047 to transform India as a formidable Global Maritime Leader.
- The IMC is envisioned as a unified platform to integrate & coordinate efforts across a broad spectrum of maritime stakeholders. It will provide a platform to share a vast array of knowledge and experiences from its members and global partnerships with various think tanks, research institutes and centres of excellence, so that Indian maritime industry can strive to reach a leading position internationally.
- IMC is enabling members to have a collective voice in decision- making. The platform also provides conferences, seminars, and promotes participation in international forums, raising Indian Maritime Sector's profile internationally.
- As an Apex Maritime Body representing all maritime interests of India, IMC will act as a catalyst for policy formulation and policy advocacy by coordinating as a link between the Industry and the Government. IMC will support the maritime sector by providing latest information and developments in technologies, laws and practices that help in creating state of the art technology and international benchmarks in maritime sector.
- 2.32 India International Maritime Dispute Resolution Centre (IIMDRC):** Ministry of Ports, Shipping and Waterways (MoPSW), in collaboration with India International Arbitration Centre (IIAC), is in the process of establishing India International Maritime Dispute Resolution Centre (IIMDRC) in Mumbai.

Given India's significant role in global maritime trade, the establishment of a specialized maritime arbitration institution presents a strategic opportunity. The creation of IIMDRC aims to strengthen India's capabilities in maritime dispute resolution by offering a credible, efficient, and sector-focused platform. This initiative is expected to elevate India's standing as a competitive hub for international maritime arbitration and unlock substantial economic and strategic benefits.

- 2.33 **Development of waterway cruise:** India is advancing inland water transport and river-cruise infrastructure along key northern waterways, with major progress on Yamuna (NW-110) and the Jhelum (NW-49). Along NW-110, jetties, dredging, and supporting facilities are being developed across Mathura–Vrindavan, Agra, Delhi, and Prayagraj, enabling emerging passenger and tourism services. On the Jhelum, a modern cruise system is taking shape along the 76 km Pantha Chowk–Wular Lake stretch, supported by seven floating jetties, navigational aids, and joint fairway to be maintained by IWAI and the J&K Government. Proposed procurement of hybrid-electric boats will enable safe, sustainable passenger and cruise operations in Jhelum river.

## Green Initiatives

- 2.34 **Green Port Performance Index (GPPI):** Under the Harit Sagar-Green port Guidelines, the Ministry of Ports, shipping and Waterways launched the Green Port Performance Index (GPPI) Framework, titled "Measuring Progress, Powering Green Transformation," in October 2025. This framework serves as the official mechanism for evaluating and tracking environmental sustainability and progress across the Indian port.
- 2.35 **Green Tug Transition Programme (GTTP):** MoPSW advanced the Green Tug Transition Program (GTTP) for all Major Ports, proposing a centralized and aggregated framework for the deployment of green harbor tugs. The programme envisages to support programme management, technical standardization, procurement coordination, financial structuring, and operational oversight. A phased procurement strategy has been proposed for deployment of 16 green harbor tugs under phase-I. The proposed framework is intended to ensure economies of scale, reduction of cost, promote shipbuilding in India and boost "Atmanirbhar Bharat" initiative, while supporting the objectives of Maritime India Vision 2030 and the Harit Sagar – Green Port Guidelines.
- 2.36 **Green Crafts Transition Programme (GCTP):** During the year, MoPSW initiated the Green Crafts Transition Program (GCTP) for all Indian Ports and IWAI, drawing on the approach adopted under the Green Tug Transition Program (GTTP) in phased manner. A Standard Operating Procedure (SoP) for GCTP has been prepared, and under finalization. Following its finalization, model tender documents for various categories of port crafts shall be developed, incorporating standardized general and technical specifications for different craft types. The programme is intended to support a structured, uniform, and phased transition of port crafts towards greener propulsion technologies across all Indian Ports and IWAI.
- 2.37 **Green Power Procurement Plan:** During the year, MoPSW advanced a Green Power Procurement Strategy for all Major Ports, envisaging the development of a CTU-connected 275 MW Solar PV project integrated with 1,000 MWh of Battery Energy Storage System (BESS) to provide reliable, dispatchable, and affordable green power through a captive model implemented via port-specific Special Purpose Vehicles (SPVs). Financial and technical assessments indicate potential tariff reductions compared to prevailing DISCOM tariffs, while ensuring long-term tariff certainty and renewable energy security for ports. The proposal is under approval for adoption of the centralized Solar + BESS model and the formation of port-specific SPVs. The initiative represents a strategic, scalable, and financially prudent pathway to decarbonize port operations, enhance energy resilience, and improve the overall competitiveness of Major Ports.



- 2.38 **Rationalization of Minimum Inventory Standards (MIS):** Ministry of Ports, Shipping and Waterways advanced the formulation of the Proposed Minimum Inventory Standards for Port Facilities, 2025 during the year. A draft report has been prepared and under finalization, presenting the proposed 2025 risk categorization of ports developed in consultation with the Minimum Inventory Standards Review Committee. Based on this risk framework, port-wise Oil Spill Response (OSR) equipment requirements have been proposed to ensure risk-appropriate preparedness and uniform implementation across port facilities.
- 2.39 **Outer Harbour Development at Tuticorin:** In February 2024, the Hon'ble Prime Minister of India laid the foundation stone for the ambitious Outer Harbour Development project at Tuticorin. This significant initiative aims to augment the port's capacity by an impressive 4 million TEUs through the construction of two cutting-edge terminals, each boasting a quay length of 1,000 meters. The Outer Harbour was initially proposed to be executed through PPP mode and after obtaining approval with a VGF of Rs 1950 crores, tender was called on two occasions and no response / responsive bid received. Thereafter, in consultation with the Ministry, it has been decided to restructure the Outer Harbour proposal by proposing to execute the common infrastructure through HAM and Mechanization through DBFOT. Accordingly, the estimate has been revised for an amount of Rs 14,690.76 Crores, with HAM component being Rs 10,742.53 crores and DBFOT being Rs 3,948.23 Crores and the Restructured proposal has been submitted to the Ministry for approval. Based on the request of the Port, to save time, MoPSW granted permission to go for tender subject to opening of price bid only after obtaining approval from the Competent Authority. Subsequently, the tender for the HAM components floated on 26th December 2025 and the pre bid meeting held on 08th January 2026.
- 2.40 **Green Hydrogen Hubs:** Three Major Ports i.e. Deendayal, Paradip, and VOC Ports have been recognized by Ministry of New and Renewable as Green Hydrogen Hubs in the country for green hydrogen production, storage, and export, aligning with India's National Green Hydrogen Mission. Deendayal Port allotted 3,400 acres land to major green hydrogen developers, with green hydrogen

production capacity of 5 MMTPA by 2031. The port has achieved a Port Readiness Level (PRL) of 7 for green methanol bunkering, as assessed by DNV, reflecting advanced preparedness for alternative marine fuels. A DSITC facility with a 5 TPD bio-methanol plant is under development. An indigenously developed 1 MW green hydrogen production plant commissioned at Kandla in July 2025, which is scalable up to 10 MW. The port also launched the SOP and Manual for methanol bunkering. To support future demand, development of a 50 MLD desalination plant is under process, with scalability up to 300 MLD. The port is also facilitating the development of robust renewable power infrastructure of about 3 GW. In terms of common infrastructure for handling Green Ammonia, Oil Jetty-8 with a capacity of 3.5 MMTPA is ready for operation, while Oil Jetty-9, Oil Jetty-10 and Oil Jetty-11, with a combined capacity of 10.5 MMTPA, are under development. Paradip Port is developing a dedicated jetty and allied facilities for handling green hydrogen, ammonia, and liquid cargo on PPP mode with an investment of around Rs. 800 crore, along with 40 acres of backup area. Further, VOC Port allotted 226 acres of land to major developers targeting a green hydrogen production capacity of 2 MMTPA by 2031 and having commissioned a 10 cum/hr pilot green hydrogen production project in April 2025 for technology demonstration. VoCPA is also developing 750 cum Green Methanol Bunkering and refueling facility under National Green hydrogen Mission pilot project and likely to be completed by March 2026.

- 2.41 **Green IWT vessels:** MoPSW is promoting low-carbon transport by deploying green vessels built by Hooghly Cochin Shipyard Limited. Four electric catamarans are already operating in Varanasi, Ayodhya, Patna and Kolkata, with four more planned. Inland Coastal and Shipping Limited, a subsidiary of SCI, manages their operations, supporting cleaner and sustainable public mobility.

India launched its first indigenous hydrogen fuel-cell passenger vessel in Varanasi on 11 December 2025, flagged off by Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W. The zero-emission vessel, which produces only water as a byproduct, began commercial operations on the Ganga from Namohat, marking a major milestone in green inland waterway transport.

## Digitalization

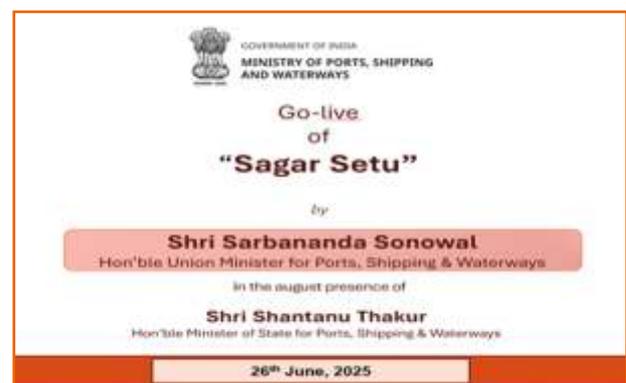
- 2.42 **MSW-Sagar Setu:** MSW-Sagar Setu is India's centralised digital message exchange platform serving as a single-window interface for maritime stakeholders, enabling seamless secure and standardised exchange of information across ports, terminals, trade, and regulatory agencies. The platform is a key enabler of maritime digitalisation, supporting ease of doing business, transparency, and operational efficiency in the port and shipping ecosystem. MSW-Sagar Setu was declared Contractual Go-Live on 23rd May 2025. Subsequently, the platform was formally inaugurated by the Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W on 26th June 2025, marking a significant milestone in the implementation of a nationwide, integrated Maritime Single Window for India.

MSW-Sagar Setu functions as a robust message exchange platform integrated with Port and Terminal Operating Systems and key trade and regulatory bodies, including Customs (ICEGATE), Port Health Organisation (PHO), Freight Operations Information System (FOIS), Unified Logistics Interface Platform (ULIP), Directorate General of Lighthouses and Lightships (DGLL), and Directorate General of Shipping. The platform enables single-window digital submission of information to all relevant authorities, supported by automated workflows and standardised formats aligned with international conventions such as FAL (Convention on Facilitation of International Maritime Traffic) and SOLAS (International Convention for the Safety of Life at Sea).

During 2025, MSW-Sagar Setu achieved substantial operational adoption and impact. The platform is currently being used by all 12 Major Ports and 54 Non-Major Ports. To ensure uninterrupted and reliable

operations, 24×7 user support has been operationalized through a dedicated toll-free helpdesk (1800-270-5260). This platform is also integrated with the MAITRI (Master Application for International Trade & Regulatory Interface) platform, laying the foundation for global data exchange and enhanced cross-border interoperability. Collectively, these achievements have contributed to reduced vessel waiting times, improved coordination among authorities, and increased predictability in port operations.

Technically, the system is built on an enterprise-grade, highly secure cloud infrastructure and implemented using microservices architecture, allowing independent development, deployment, and scaling of services without downtime. These capabilities support paperless, cost-effective administrative processes, real-time tracking, and transparent approval workflows.



**2.43 Enterprise Business System:** To create a modern port ecosystem, five key ports (including Chennai, Mumbai, Deendayal, Paradip, and Syama Prasad Mookerjee Port – Kolkata & Haldia) are implementing an Enterprise Business System (EBS) for around Rs. 328 Cr. This system shall include Port Operations System (POS), ERP implementation (SAP-S4/HANA) and ancillary applications (Hospital Management System and e-Office) implementation on a central infrastructure to improve port operations efficiency, enhance transparency, reduce paperwork and leap towards digitisation of processes at ports. The central infrastructure is also supported by port-specific infrastructure, including Port-specific Network, End User Computing devices, and Port Operations Centre. The system incorporates the best practices used internationally, while still being adapted to fit the existing needs of each port. The system aims to reduce the number of processes from 1800+ (approx.) to just 160+ (approx.). This signifies a major step towards a more efficient and digital future for Indian ports.

The port-specific infrastructure was commissioned, and the Operations and Maintenance phase commenced at all five ports on 1st September 2024. The EBS applications were declared Go-Live at Chennai Port Authority and Mumbai Port Authority on 15th September 2025. Paradip Port Authority declared Go-Live of Phase 1 Port Operations System and other ERP and ancillary applications on 24th December 2025. Deendayal Port Authority also declared Go-Live of the EBS project on 1st January 2026.

- 2.44 **Digitalization in IWT Sector:** The Ministry has introduced several digital initiatives to modernize inland water transport, including the “Jalyan & Navic” centralized vessel and crew registration system with over 8,600 vessels registered on the portal and 16 states onboarded, and the Jal Samridhhi Portal for streamlining NoC applications and encouraging private investment. Key technological platforms such as Naudarshika (a national river traffic and navigation system), CarD (cargo and cruise data portal), PANI (integrated asset and navigation information system), and the LADIS portal (real-time depth information) are enhancing safety, transparency, planning, and operational efficiency across National Waterways.

## HR Initiatives

- 2.45 Under the Sagarmala–Deen Dayal Upadhyaya Grameen Kaushal Yojana (DDU-GKY) convergence scheme, a total of 7,423 candidates have been trained. Of these, approximately 3,072 candidates have been placed in the logistics, ship-breaking, tourism, and hospitality sectors as part of Phase 2 of the programme, which began in 2019 following the successful completion of Phase 1.

Multi-Skill Development Centres (MSDCs) for the maritime and logistics sector are being established across major ports in India under the Ministry of Ports, Shipping and Waterways in collaboration with the Ministry of Skill Development and Entrepreneurship. The MSDC linked to Jawaharlal Nehru Port Authority (JNPA), developed in partnership with CIDCO and Allcargo Logistics, is fully operational and continues to impart skill training in port operations, maritime logistics, warehousing, and allied services, with regular placement support for trained candidates.

Safety Training and Labour Welfare Institute at the Alang–Sosiya Ship Recycling Yard, operated by the Gujarat Maritime Board with support under the Sagarmala scheme, has trained more than 1.5 lakh workers cumulatively in occupational safety, hazardous material handling, and emergency response, in line with National Skill Qualification Framework (NSQF) norms and international maritime safety standards.

## Events

### 2.46 India Maritime Week 2025

India Maritime Week (IMW) 2025, which was held at the NESCO Bombay Exhibition Centre, Goregaon from 27th – 31st October 2025, marked a pivotal milestone in the country’s maritime sector, uniting global and domestic industry stakeholders for a transformative week of discussions, partnerships, and progress. The event witnessed robust international and national participation, a surge of investments through MoUs, and major launches and initiatives targeting the modernization and self-reliance of India’s maritime ecosystem. The event featured the Global Maritime India Summit 2025, complemented by 12 concurrent events, 4 dedicated Country Sessions by Denmark, Norway, the Netherlands, and Sweden, as well as 9 State and Union Territory sessions hosted by Assam, Odisha, Gujarat, Andhra Pradesh, Maharashtra, Goa, Tamil Nadu, Karnataka, and the Andaman & Nicobar Islands.

## Scale and International Engagement



- IMW 2025 featured 5 partner countries, representation from 93 countries, and participation from 11 Indian states.
- The event attracted 678 speakers and boasted 518 exhibitors, with 27 international companies spanning 15 nations.
- Footfall exceeded 105,000, underscoring the event's global stature and India's maritime appeal.
- The Global CEO Forum, chaired by the Hon'ble Prime Minister, brought together 11 CEOs from global maritime giants and top Indian industry leaders, deepening strategic industry ties.

### High-Level Participation

- The event was graced by 8 Hon'ble Union Ministers, 16 Ministers and dignitaries from Indian states, and leaders from 11 countries, such as Sri Lanka, Mauritius, Saudi Arabia, Netherlands, Norway, Italy, Liberia, Myanmar, Singapore, Antigua & Barbuda and Maldives.
- Key sessions focused on industry transformation, blue economy, investment opportunities, sustainability, and skill development, reflecting a holistic approach to maritime sector growth.

### Business Development and Investment

- A major highlight was the signing of 522 MoUs worth Rs.12.05 lakh crore, spanning port development, modernization, shipbuilding, green initiatives, trade, and knowledge exchange.
- Of this, port development and modernization accounted for 27% of MoU value, sustainability 16%, shipping and shipbuilding 17%, port-led industrialization 13%, and trade/business 17%.

### Sectoral and Policy Initiatives

- Industry launches included shipbuilding reforms (Rs. 70,000 crore investment), policy and tax reforms, and financing assistance to catalyze shipbuilding clusters and ancillary ecosystems.
- Notable partnerships included collaborations with CMA CGM (LNG container vessels), Korean shipyards, Mazagaon Dock (acquisition of Colombo Dockyard), and multiple public-private initiatives in green shipping, tug development, and dredging.
- Emphasis was placed on fleet expansion, green technologies, human capital development, and leveraging international best practices.

### Conferences and Media Outreach

- IMW 2025 featured over 151 sessions and conferences, including discussions on smart ports, shipbuilding, the blue economy, supply chains, inland waterways, cruise tourism, marine talent, and digital innovation.
- Notable conferences included the Global Maritime CEO Forum, Women in Maritime, Green Maritime Day, and a Blue Economy Finance Forum.
- The event achieved widespread media traction: 200 TV channels, over 400 print and online articles, 100+ million digital impressions, and robust multilingual, regional, and national coverage.

India Maritime Week 2025 stands out as a landmark event, fostering global partnerships, catalyzing billion-dollar investments, and positioning India as a rising leader in the international maritime sector. The collaborative spirit, visionary policy launches, and actionable business outcomes reaffirm the nation's commitment to sustainable, innovative, and inclusive maritime growth.





- 2.47 Singapore Maritime Week 2025:** The Ministry of Ports, Shipping and Waterways participated in Singapore Maritime Week 2025, held from 24th to 28th March 2025 at the Suntec Singapore Convention & Exhibition Centre. Recognized as one of Asia's foremost maritime gatherings, the event attracted over 20,000 global attendees and served as a strategic platform for international maritime policy discourse. Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W led the Indian delegation and engaged in high-level dialogues on 'Navigating Global Maritime Trends in 2025 and Beyond', conducting bilateral discussions with ministerial counterparts from Singapore and the Netherlands. The India Pavilion showcased six leading maritime organizations: Cochin Shipyard Limited, Garden Reach Shipbuilders & Engineers Limited, Indian Maritime University, Shipyard Association of India, Swan Defense, and Chowgule SBD. Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W was accompanied by senior officials from the Ministry and IPA and key stakeholders from India's maritime sector. India's participation reinforced bilateral maritime partnerships, facilitated exploration of sustainable shipping initiatives and decarbonisation technologies, and enhanced the global visibility of Indian maritime capabilities, thereby creating opportunities for strategic collaborations and investments in India's expanding maritime infrastructure.
- 2.48 Nor-Shipping 2025:** The Ministry of Ports, Shipping and Waterways achieved a significant milestone through India's inaugural participation at Nor-Shipping 2025, conducted from 2nd to 6th June 2025 at NOVA Spektrum, Lillestrøm, Norway. As one of the world's most prestigious maritime exhibitions attracting over 60,000 visitors, Nor-Shipping represents the global maritime and ocean industries' premier convergence platform. Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W jointly inaugurated the India Pavilion with His Royal Highness Crown Prince Haakon of Norway, demonstrating India's maritime excellence through thirteen distinguished entities: Shoft Shipyard, Marine Electricals, Yeoman Marine Services Pvt.Ltd., Larsen & Toubro Shipbuilding, Goa Shipyard Limited, Varyatech, Buoyancy Consultants & Engineering LLP, SEDS, Synergy Shipbuilders, Chowgule & Company Private Limited, Swan Defense, Garden Reach Shipbuilders & Engineers Limited, and Mandovi Dry Docks. Other entities who made their presence include National Maritime Heritage Centre and Indian Ports Association. The ministerial delegation comprised senior officials from the Ministry and representatives from India's maritime industry. Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W paid homage to 86 Indian sailors at the Minnehallen Memorial in Stavern and secured Norwegian cooperation for the National Maritime Heritage Centre at Lothal, Gujarat. This historic participation elevated India's standing in global maritime innovation, established substantive European partnerships, and underscored India's commitment to sustainable maritime development and technological advancement.
- 2.49 ASEAN-India Cruise Dialogue (AICD) 2025:** The ASEAN-India Cruise Dialogue (AICD) 2025 was held from 30th June and 1st July 2025 in Mamallapuram, Chennai, organized by the Ministry of Ports, Shipping and Waterways. The event brought together International ASEAN members and Delegates, who participated in discussions on ASEAN Cruise collaboration and shared key insights and perspectives. AICD 2025 commenced with a formal opening ceremony aboard the Cordelia Cruise, in auspices presence of Hon'ble Union Minister Shri Sarbananda Sonowal, and Hon'ble Minister of State, Shri Shantanu Thakur. The ceremony featured welcome remarks by Shri Sunil Paliwal, Chairman, CBM & IPA, a recorded message from H.E. Dr. Kao Kim Hourn, Secretary-General, ASEAN, and a keynote address by Shri T. K. Ramachandran, Secretary, MoPSW. Distinguished speakers from ASEAN countries, including Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, Thailand, and Vietnam, shared their perspectives on strengthening regional cooperation in cruise tourism.

On the second day, the dialogue continued with focused conference sessions, including a presentation

on India Maritime Week 2025 by Shri Vikas Narwal, Managing Director, IPA. Senior officials and industry representatives from ASEAN nations and India delivered insightful presentations, followed by closing remarks by Shri Venkatesapathy S., Joint Secretary (Shipping), MoPSW.

The event also featured two panel discussions on Indo-ASEAN Cooperation Fund (Trade & Investment) and Indo-ASEAN Cruise Tourist Circuits (Cruise Tourism), moderated by senior officials from MoPSW and CBM & IPA. Panelists from Thailand, Indonesia, Malaysia, the Philippines, and India actively contributed to discussions on enhancing regional cruise connectivity and tourism circuits.

In addition to conference sessions, delegates participated in a Cruise Familiarization Tour and a local site visit, showcasing India's maritime capabilities and rich cultural heritage. It was a privilege to host AICD 2025 in Mamallapuram, a UNESCO World Heritage Site, renowned for its ancient rock-cut temples, scenic coastline, and cultural legacy, which added a unique and memorable dimension to the dialogue.

**2.50 Maritime Heritage Day at India Maritime Week:** As part of India Maritime Week (IMW) 2025 held between 27th-31st October 2025 in Mumbai, the MoPSW organized Maritime Heritage Day to celebrate India's glorious maritime legacy and its enduring connections with the wider world. The event was conceptualized to highlight the theme "India's Maritime Connections and Shared Civilizational Legacy. The celebration served as a platform to reflect upon India's ancient seafaring traditions, trade routes, and cultural exchanges, while showcasing ongoing efforts in the National Maritime Heritage Complex (NMHC), Lothal.

Maritime Heritage Day witnessed 700 participants and representation from 7 countries. The representatives included Senior government officials, domain experts of archaeology and history, academicians, maritime professionals, and students.

Maritime Heritage Day strengthened International partnerships among maritime heritage experts, archaeologists, and cultural institutions from six countries- Indonesia, Egypt, Sri Lanka, Republic of Korea, Portugal, and Thailand. The deliberations reaffirmed India's historical position as a central maritime civilization connecting diverse regions through trade, navigation, and culture.



*Launch of Coffee table book for India Maritime Heritage Conclave*

## Recognition

**2.51 Container Port Performance Index 2024:** According to the Container Port Performance Index (CPPI) 2024 published by the World Bank, India has strengthened its presence in global port rankings, with Jawaharlal Nehru Port Authority (JNPA) securing the 23rd position and Mundra Port placed at 25th among the world's top 30 container ports. Beyond these, five additional Indian ports—Pipavav (32), Cochin (56), Visakhapatnam (70), Hazira (76), and Kamarajar (94)—also feature within the top 100, reflecting India's growing competitiveness, operational efficiency, and rising prominence in the global maritime logistics landscape.

# SAGARMALA PROGRAMME

## Introduction

- 3.1 Sagarmala Programme, launched in March 2015, is a flagship initiative of Ministry of Ports, Shipping and Waterways aimed at promoting port-led development in India. With a coastline of about 11,098 km, potentially navigable waterways of 14,500, and a strategic location along major global trade routes, India has significant potential for maritime-led economic growth. The programme seeks to enhance logistics efficiency, reduce transportation costs, and boost trade by promoting greater use of coastal shipping and inland waterways over traditional road and rail transport. Sagarmala focuses on port modernization, new port development, port-linked industrialization, coastal community development, port rail and road connectivity, and skill development, while leveraging public and private investment.
- 3.2 The Programme is aligned with the Maritime Amrit Kaal Vision 2047 (MAKV), which aims to position India as a global maritime leader. MAKV envisages achieving about 4 million gross tonnage (GT) of shipbuilding capacity and handling nearly 10 billion metric tonnes of cargo annually at ports, with the goal of placing India among the top five shipbuilding nations by 2047. Formulated through extensive stakeholder consultations and global benchmarking, MAKV outlines around 300 initiatives to develop world-class ports, expand coastal shipping and inland waterways, and promote the blue economy. Sagarmala Programme supports these objectives by enhancing port infrastructure, improving logistics efficiency, and strengthening coastal and maritime connectivity, thereby contributing to India's maritime growth by 2047.
- 3.3 The vision of Sagarmala Programme is to reduce logistics costs for both domestic and EXIM cargo through optimal and efficient infrastructure development. Studies undertaken under Sagarmala have identified significant opportunities to lower overall logistics costs, thereby enhancing economic efficiency and improving the global competitiveness of Indian exports.

## Projects under Sagarmala Programme

- 3.4 Sagarmala Programme envisages 839 projects with a total estimated investment of about Rs. 5.79 lakh crore by 2035. Of these, 288 projects worth approximately Rs. 1.45 lakh crore have been completed, while 203 projects worth around Rs. 1.59 lakh crore are under implementation. Another 348 projects, with an investment of about Rs. 2.75 lakh crore are in planning stage.
- 3.5 These projects are being implemented by central ministries, state governments, and major ports, and are regularly monitored through a Management Information System (MIS) with inputs from the ministries and agencies concerned. The projects are organized under following five pillars:

Sl. No.	Pillars	Total		Completed		Under Implementation		Under Development	
		# of Project	Cost (Rs. crore)	# of Project	Cost (Rs. crore)	# of Project	Cost (Rs. crore)	# of Project	Cost (Rs. crore)
1	Port Modernization	234	291279	106	35423	53	71956	75	183900
2	Port Connectivity	279	206373	96	58628	52	67378	131	80366
3	Port led Industrialization	14	55737	9	45865	3	9247	2	625
4	Coastal Community Development	81	11573	23	1997	32	5875	26	3701
5	Coastal Shipping and IWT	231	14601	54	3137	63	4768	114	6695
<b>Total</b>		<b>839</b>	<b>5,79,562</b>	<b>288</b>	<b>1,45,050</b>	<b>203</b>	<b>1,59,225</b>	<b>348</b>	<b>2,75,287</b>

- 3.6 Over the last decade, the Government has undertaken several modernization, mechanization, and digital transformation measures to reduce costs and time in international trade and to improve the ease of doing business. The ministry is planning to expand port capacity through the implementation of well-conceived infrastructure development projects, enhance the efficiency of port operations by adopting a package of measures to reduce time and costs, digitalize processes to minimize and eventually eliminate human interface, and proactively address environmental concerns.

### Port Modernization under Sagarmala

- 3.7 With focus on port modernization, total 234 projects with an estimated investment of about Rs. 2.91 lakh crore are planned for completion by 2035. Of these, 106 projects worth Rs. 35,423 crore have been completed, 53 projects worth about Rs. 71,956 crore are under implementation, and 75 projects worth around Rs. 1,83,900 crore are at various stages of planning. The port modernization projects are categorized into five groups: New Ports, Major Port Modernization, Non-Major Port Modernization, Port Capacity Addition and Ship Repair.



*Mumbai International Cruise Terminal, Mumbai*

- 3.8 At major ports of India, 170 projects with a total estimated investment of approximately Rs. 1,62,418 crore are being implemented. Of the total, 98 projects worth about Rs. 27,130 crore have been completed, 30 projects valued at approximately Rs. 20,104 crore are under implementation, and the remaining 42 projects, with an estimated cost of about Rs. 1,15,148 crore, are at planning stage.



*Rehabilitation of 7NSD old berth in Syama Prasad Mookerjee Port Kolkata*

- 3.9 At non-major ports of India, 64 projects with an estimated investment of approximately Rs. 1.29 lakh crore have been identified for implementation. Of these, 8 projects worth Rs. 8,292 crore have been completed, 23 projects worth about Rs. 51,852 crore are currently under implementation, and the remaining 33 projects, with an estimated cost of approximately Rs. 1.40 lakh crore, are at various stages of planning.

- 3.10 Additionally, the ministry is providing financial support for several initiatives at non-major ports to enhance capacity and operational efficiency. Notably, the project for improving infrastructure at Kakinada Anchorage Port in the East Godavari district of Andhra Pradesh has been successfully completed.



*Third Chemical Berth at Pir Pau, Mumbai Port Authority*

## Port Connectivity under Sagarmala

- 3.11 Port connectivity with domestic production and consumption centers is being strengthened through rail, road, pipelines, and multi-modal logistics parks (MMLPs) under dedicated Port Connectivity pillar. This pillar comprises 279 projects with an estimated cost of approximately Rs. 2.06 lakh crore, being implemented by various agencies.
- 3.12 Of these, 96 projects worth Rs. 58,628 crore have been completed, while 52 projects valued at Rs. 67,378 crore are under implementation. Remaining 131 projects, with an estimated cost of Rs. 80,366 crore are at various stages of planning.
- 3.13 These initiatives also include new infrastructure gap projects identified under the Comprehensive Port Connectivity Plan (CPCP), prepared as part of the PM Gati Shakti National Master Plan, in consultation with the Ministry of Ports, Shipping and Waterways (MoPSW), Ministry of Railways (MoR), Ministry of Road Transport and Highways (MoRTH), and State Maritime Boards.



*Construction of balance portion of 4-lane ports connectivity, Mormugao Port Authority*

## Port Led Industrialization under Sagarmala

3.14 Port-led industrialization focuses on reducing logistics costs by situating industries close to ports. Under Sagarmala programme, 14 projects worth Rs. 55,737 crore have been identified. Of which 9 projects worth Rs. 45,865 crore have been completed, and 5 projects worth Rs. 9,872 crore are at various stages of implementation and planning.

## Coastal Community Development under Sagarmala

3.15 The coastal communities are considered one of the key stakeholders of Sagarmala Programme ensuring their socio-economic well-being is a major objective. 81 projects with a total cost of Rs. 11,573 crore have been undertaken for implementation, of which 23 projects worth Rs. 1,997 crore have been completed, and 58 projects worth Rs. 9,575 crore are at various stages of implementation and planning.

3.16 The Ministry of Rural Development (MoRD) and the Ministry of Ports, Shipping and Waterways (MoPSW) have undertaken DDU-GKY skill development convergence program. Under this initiative, more than 7,000+ candidates have been trained, and over 3,000+ candidates have been placed.

3.17 The Multi-Skill Development Center (MSDC) is operational at Jawaharlal Nehru Port (JNP). More than 2,800 candidates have been trained at this centre.

3.18 Centre of Excellence in Maritime and Shipbuilding (CEMS), the first of its kind in Asia, has two campuses with a total of 30 laboratories (6 laboratories at IRS Mumbai and 24 at the Indian Maritime University campus in Vishakhapatnam). The institute offers approximately 50 courses for engineering, polytechnic, and graduate students and has trained more than 15,000 candidates.



*Centre of Excellence in Maritime & Shipbuilding (CEMS)*

3.19 A total of 37 fishing harbour projects worth Rs. 6,583 crores are taken under Sagarmala Programme. 12 projects worth Rs. 1,078 cores are completed, 25 projects worth Rs. 5,506 cores are under various stages of implementation and planning.

3.20 Additionally, 5 fishing harbours adjacent to Major ports namely Kochi, Chennai, Visakhapatnam, Paradip, and Mallet Bunder have been sanctioned for modernization and up-gradation.



*Karanja Fishing Harbour, Maharashtra*

- 3.21 National Maritime Heritage Museum (NMHC), Lothal: India, has a rich maritime heritage, and its earliest evidence of maritime activity dates back to nearly 5,000 years. Archaeological excavations have uncovered the world's oldest known man-made dockyard—over 5,000 years old at Lothal in Gujarat and was one of the prominent cities of the Harappan civilization, dating to around 2400 BCE
- 3.22 The Lothal dockyard is considered one of the earliest known docks globally. It connected the city to an ancient trade route linking Harappan settlements in Sindh with the Saurashtra peninsula, at a time when the Kachchh region was part of the Arabian Sea.
- 3.23 In order to showcase India's rich and diverse maritime heritage, the ministry has envisioned to develop a National Maritime Heritage Complex (NMHC) at Lothal near Ahmedabad. NMHC aims at-
- i. Preserving and showcasing India's Maritime Heritage
  - ii. Becoming a leading global tourist destination
  - iii. Collaborating with Coastal States & UTs
  - iv. Becoming a centre for international maritime fairs and exhibitions
  - v. Establishing international collaboration and exchange programs
  - vi. Establishing as a maritime training and research centre
- 3.24 The 375-acre Masterplan of NMHC is guided by Harappan Town Planning Principles. The Citadel, situated at the highest elevated point of the site houses NMHC Museum and Maritime Research Institute. The Middle Town includes the Central Bagicha, Coastal States Pavilion and a living heritage city and the Lower Town consists of Recreational Theme Parks, Eco resorts and Hotels / Museotel. NMHC is being developed in a phase wise manner with the first phase is nearing completion, targeted to be completed by March 2026.

The foundation stone of the project was laid by Hon'ble Prime Minister in March 2019 and was also reviewed onsite by Hon'ble Prime Minister in September 2025.



*Briefing by OSD, MoPSW to Hon'ble Prime Minister during inspection of site*



*NMHC – Actual Site*

- 3.25 To highlight India's ancient maritime connections with the world, collaborations have been proposed with more than 30 countries. Memorandums of Understanding (MoUs) have already been signed with Portugal, the United Arab Emirates (UAE), Vietnam, Thailand, Denmark, the Netherlands, Oman, and Germany
- 3.26 As part of India Maritime Week (IMW) 2025, Maritime Heritage Day was organized by the Ministry of Ports, Shipping and Waterways (MoPSW) to celebrate India's glorious maritime legacy and its enduring connections with the wider world. It witnessed 700 participants and representation from 7 countries. Maritime heritage experts, archaeologists, and cultural institutions from six countries- Indonesia, Egypt, Sri Lanka, Republic of Korea, Portugal, and Thailand attended the various sessions on India's maritime legacy and its connection with the wider world.

### **Coastal Shipping and Inland Water Transport**

- 3.27 The ministry, under Sagarmala, aims to promote an ecosystem for urban waterway passenger transportation (Ro-Pax/Passenger ferry services) in the country. This mode of transport has demonstrated multiple advantages over conventional modes, including improved cargo movement and reduced passenger travel time, lower risk of accidents, enhanced operational efficiency, low transportation costs, reduced fuel consumption, and decreased congestion on roads and railways. It also contributes to lower air, noise, and land pollution while providing seamless travel for passengers and vehicles.



*Krishnapatnam Port: Coal Import Handling Infrastructure*

3.28 Under Sagarmala, 38 projects worth Rs. 1,458 crores have been identified out of which 18 projects worth Rs. 638 crores at 09 locations have been completed and operational at locations namely, Hazira in the state of Gujarat and Mandwa, Kanhoji Angre Island and Belapur in the state of Maharashtra. The operational terminals in the state of Maharashtra have also enabled routes to Elephanta Islands, Navi Mumbai, JNPA and DCT Mumbai.



Alibaug Ro-Ro Ferry Service, Mumbai

3.29 Indian International Maritime Dispute Resolution Centre (IIMDRC) marks a significant milestone after its launch in September 2024. This specialized platform will offer merit-based and industry-governed solutions to resolve maritime disputes efficiently, addressing the multi-modal, multi-contract, multi-jurisdictional, and multi-national nature of maritime transactions. IIMDRC positions India as a global hub for arbitration, aligning with the "Resolve in India" initiative.

3.30 Indian Maritime Centre (IMC), a Policy Think Tank designed to bring together maritime stakeholders currently operating in silos. IMC will foster innovation, knowledge sharing, and strategic planning, driving growth and development across India's maritime sector.

### Projects under Sagarmala Scheme

3.31 Under Sagarmala scheme, 128 projects costing Rs. 8,912 crore have been sanctioned, with GBS of ministry of Rs. 3,274 crore. Of these, 77 projects worth Rs. 5,234 crore are completed, while 51 projects worth Rs. 3,678 crore are under implementation. These projects cover port capacity expansion, improved connectivity, Ro-Ro and Ro-Pax services, tourism jetties, urban water transport, fishing harbours, and skill development for coastal communities. The 128 projects also include two projects implemented by the ALHW wing of the ministry for the Andaman and Nicobar Islands.

Sl. No.	Pillar	Total			Completed			Under Implementation		
		# of Project	Project Cost (Rs. crore)	MoPSW Share (Rs. crore)	# of Project	Project Cost (Rs. crore)	MoPSW Share (Rs. crore)	# of Project	Project Cost (Rs. crore)	MoPSW Share (Rs. crore)
1	Port Modernization	24	1033	642	17	852	544	7	181	98
2	Port Connectivity	19	1497	366	17	1413	324	2	84	42
3	Coastal Community Development	45	4378	1365	21	2230	523	24	2148	842
4	Coastal Shipping and IWT	40	2004	937	22	739	354	18	1265	582
<b>Grand Total</b>		<b>128</b>	<b>8912</b>	<b>3309</b>	<b>77</b>	<b>5234</b>	<b>1745</b>	<b>51</b>	<b>3678</b>	<b>1564</b>

- 3.32 The Ministry has played a key enabling role, contributing Rs. 3,274 crore toward these projects. With Rs. 2,875 crore already released, reflecting 87% fund utilization. Physical progress of 15 under implementation projects is more than 80% and physical progress for 31 under implementation projects is between 50% to 80%. The committed liability for ongoing projects under Sagarmala scheme amounts to Rs. 461 crore, with completion anticipated for some of the projects by March 2026 and for remaining during FY 2026-27.
- 3.33 Following are few notable projects completed with funding from Sagarmala scheme-
- i. 11 modern fishing harbour projects successfully completed, directly benefiting over 30,000 fishermen through improved berthing, hygiene, auctioning areas, and cold-chain support. These interventions have strengthened coastal livelihoods and enhanced post-harvest value realization.
  - ii. 5 rail connectivity projects worth Rs. 197 crore and 12 road connectivity projects worth Rs. 1,216 crore are completed with MoPSW share of Rs. 323.69 crore while 2 projects worth Rs. 83.75 crore with MoPSW share of Rs. 41.88 crore are under various stages of implementation
  - iii. 6 Coastal Berth projects have been completed, enabling a net capacity addition of 6.35 MTPA, thereby facilitating smoother coastal cargo movement, reducing logistics costs, and easing pressure on road and rail networks.
  - iv. 16 Ro-Pax and Passenger Ferry projects have been completed, dramatically improving passenger mobility and regional connectivity. These services have benefited-
    - a) 35+ lakh passengers, offering safer, faster, and more affordable travel options
    - b) Reduced travel time:
      - Mumbai-Mandwa: from 3 hours to just 45 minutes
      - Ghogha-Hazira: from 9 hours to around 4 hours
      - Raigad-Ratnagiri by 60 km and saving 2 hours
  - v. Enabled movement of over 1 lakh cargo trucks, enhancing freight efficiency and saving more than 2 crore litres of fuel, thereby reducing emissions and supporting environmental sustainability
  - vi. Under Deen Dayal Upadhyaya Grameen Kaushalya Yojana (DDU-GKY), 7,000+ candidates have been trained for port-led economic activities, with 3000+ candidates successfully placed, ensuring skill development translates into meaningful livelihood opportunities.
  - vii. Construction of 3rd Chemical Berth at Pirpau, Mumbai port enhanced capacity by 2 million tonnes per annum (MTPA) and generated 100 direct and 500 indirect jobs.
  - viii. Installation of SCADA and PLC automation system at Marine Oil Terminal at Mumbai Port has enhanced safe operations and compliance with statutory requirements, creating 5 direct and 20 indirect jobs.
  - ix. Development of RORO facilities for handling propylene and other cargo at Cochin Port has added 0.60 MTPA to cargo handling capacity.
  - x. Rehabilitation of Old Berth no. at N.S. Dock of Kolkata Dock System (KDS) has resulted into enhanced stacking capacity and handling more container cargo. The project increases capacity by 1.40 million TEUs per annum, greatly enhancing the productivity of the berth compared to the previous handling throughput of 75,000 TEUs per annum.



*SCADA and PLC automation system at Marine Oil Terminal at Mumbai Port*



*Coastal cargo berth at Visakhapatnam Port, Andhra Pradesh*



*Fishing Harbour in Juvvaladinne in SPSR Nellore District*

### **PM Gati Shakti National Master Plan under MoPSW**

3.34 Under the PM Gati Shakti, MoPSW has identified 101 projects worth Rs. 64,496 crore for implementation by 2026. Out of these, 41 projects worth Rs. 19,348 crore have been completed, 23 projects worth Rs. 32,794 crore are under implementation stage and the remaining 37 projects worth Rs. 12,354 crore are under various stages of planning. Of the 101 MoPSW Gati Shakti projects, 52 projects belong to Major ports and 44 projects to States and 5 projects to Inland Waterways. These projects have supported faster and efficient movement of cargo, leading to an overall reduction in logistics cost.



*Snapshot of JNPA Port*

## State Maritime & Waterways Transport Committees (SMWTC)

- 3.35 SMWTC is a platform to interact and deliberate on issues and devise solutions. SMWTCs to coordinate the implementation of the wide array of initiatives and schemes in the Maritime/ Waterways sector in the respective States.
- 3.36 The committee aims to ensure comprehensive development of maritime and waterways transport across India. The committees in states will focus on the preparation of state-specific Maritime and Waterways Transport Master Plans, formulation of Maritime Sector Policies, Green Initiatives, Waterways Development, Cruise Tourism, Urban Water Transportation, and the Development of Lighthouses. So far 24 SMWTCs are constituted in States/UTs (Andaman & Nicobar, Andhra Pradesh, Arunachal Pradesh, Assam, Bihar, Goa, Himachal Pradesh, Jammu & Kashmir, Kerala, Lakshadweep, Madhya Pradesh, Maharashtra, Mizoram, Nagaland, Puducherry, Rajasthan, Karnataka, Jharkhand, Meghalaya, DNH & Diu, Chattisgarh, Odisha, Tamil Nadu and Uttar Pradesh).

## S2i2 (Sagarmala Startup Innovation and Initiative)

- 3.37 S2i2 is an innovation challenge focused on the maritime sector in India. Maritime start-ups have traditionally operated in silos, often duplicating efforts and missing potential synergies. Recognizing the need for a collaborative approach to address these challenges, strengthen partnerships, and accelerate growth, S2i2 was launched by Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W during the National Sagarmala Apex Committee (NSAC) meeting held in 2025. This initiative aims to foster cooperation among maritime innovators by facilitating alliances, sharing resources, and providing mutual support to expand the ecosystem and drive collective success.
- 3.38 The Maritime India Foundation (erstwhile NMC), in association with National Technology Centre for Ports, Waterways and Coasts (NTCPWC), IIT Madras, organized a workshop titled "MAR-a-thon: India's Maritime Hackathon 2025" on 25th August 2025. As part of the workshop, applications were invited for around 50 problem statements across six themes, namely: Port Infrastructure; Smart and Integrated Port Operations; Integrated Logistics and Multimodal Connectivity; Green and Sustainable Maritime Sector; Advanced Safety, Security and Regulatory Compliance; and Shipbuilding and Lifecycle Management.
- 3.39 As part of initiative, the Ministry organized maritime hackathon named MAR-a-THON 2025 conducted on 16th–17th October 2025 at the IIT Madras. Over 300 applications were received from start-ups and innovators across the country. Shortlisting of proposals given by start-ups was carried and a total of 40 pilot projects were awarded to 36 start-ups on 30th October 2025.
- 3.40 Among the selected projects, 26 projects were shortlisted at the Proof of Concept (PoC) stage, 8 projects at the Minimum Viable Product (MVP) stage, and 6 projects at the commercialization stage. Four Maritime Innovation Hubs IIT Madras, IIT Bombay, IIT Kharagpur, and the Indian Maritime University will provide mentorship to these onboarded start-ups.



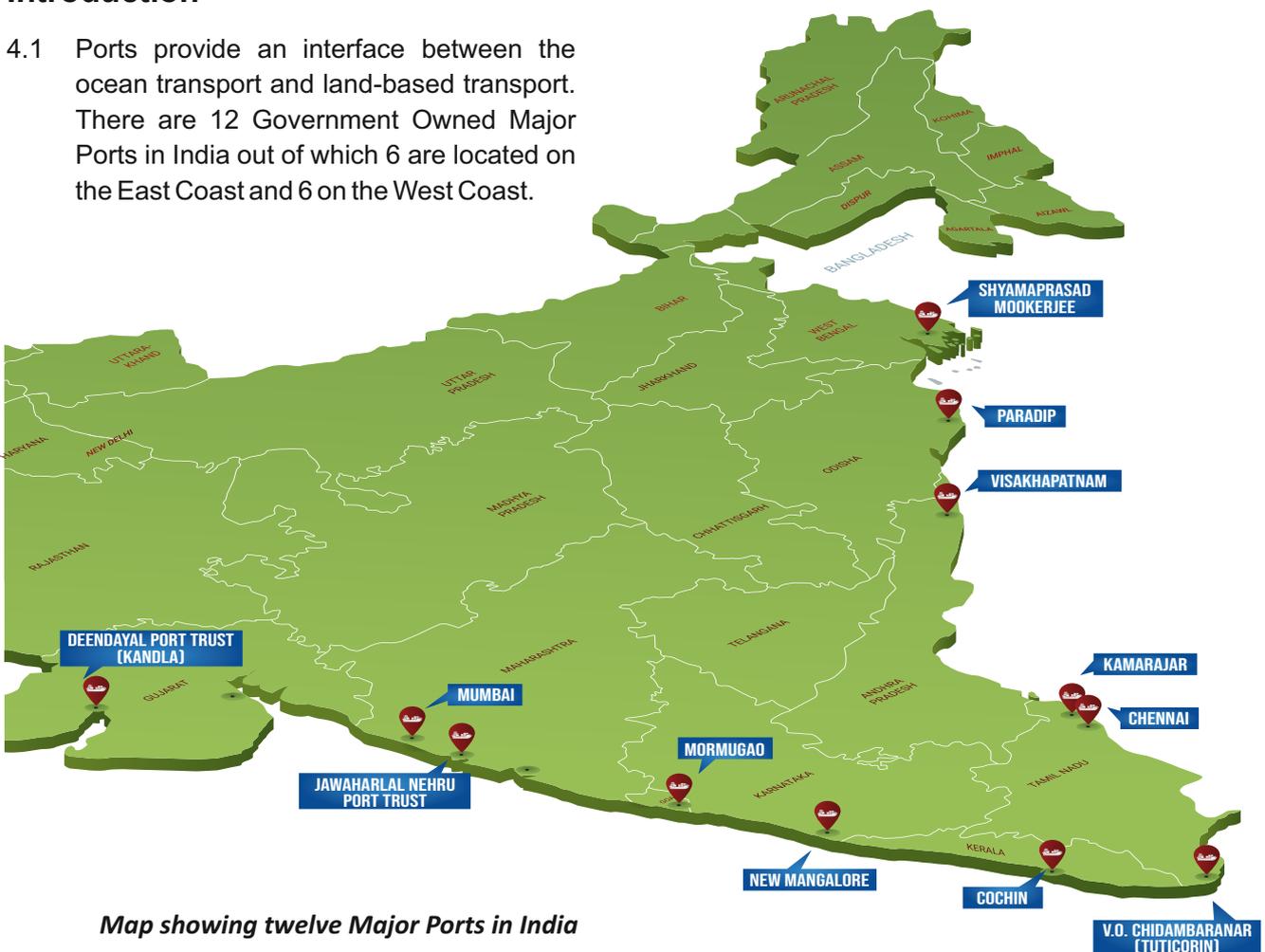
# PORTS



Jawaharlal Nehru Port

## Introduction

4.1 Ports provide an interface between the ocean transport and land-based transport. There are 12 Government Owned Major Ports in India out of which 6 are located on the East Coast and 6 on the West Coast.



Map showing twelve Major Ports in India

## MAJOR PORTS IN INDIA

### Deendayal Port Authority (Kandla)

- 4.2 In the year 1950, the Union Government formally took over the minor Port of Kandla for its development as a Major Port of India. The foundation for the New Major Port of Kandla was laid by the Late Pandit Jawaharlal Nehru, the then Prime Minister of India, on 10th January, 1952. The Kandla Port was declared as Major Port of India on 8th April, 1955 by the then Transport Minister, Late Shri Lal Bahadur Shastri. The Government of India re-named it as Deendayal Port with effect from 25th September, 2017.
- 4.3 The history of Port would be incomplete without a mention of the Off-Shore Oil Terminal at Vadinar situated in the Dev Bhumi Dwarka District about 300 kms from Kandla by road and 50 nautical miles by Sea.
- 4.4 Deendayal Port is a multi-cargo port. It has 16 dry cargo berths (including 2 berths at Container terminal), with a total length of 3.718 (approx.) Km in a straight line, 7 oil jetties for handling of POL and chemicals at Kandla and Iffco Barge jetty and Bunder Area (barge handling point). There are 4 berths at AKBTPL at Tuna tekra for handling only Dry bulk cargoes. At Vadinar, there are three Single buoy Moorings which can handle Very Large Crude Oil tankers & 2 POL product jetties. Port handled traffic of 150.16 MMT during 2024-2025 and 116.2 MMT during the year 2025-26 (upto December, 2025).

### Notable achievements during the year

- Deendayal Port Authority (DPA) awarded the project for a 1 MW Green Hydrogen Demonstration Plant to M/s LCT Energy Green Tech Ltd. at Kandla, Gujarat. The project has been successfully completed and was inaugurated by Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W.



- Construction of Oil Jetty No. 8 at Old Kandla, through internal resources has been completed and was inaugurated by the Hon'ble Prime Minister on 26th May 2025.

- Development Dome Shape and Transit Storage Godowns inside Cargo Jetty Area, Kandla has been completed and was inaugurated by the Hon'ble Prime Minister on 26th May 2025.



- Construction Additional Road connectivity from Adipur to Cargo berth 16 to NH 141 has been completed and was inaugurated by the Hon'ble Prime Minister on 26th May 2025.



- Expansion of Port Area for storage of EXIM Cargo, Kandla has been completed and was inaugurated by the Hon'ble Prime Minister on 26th May 2025.

- Construction of Common Connectivity to container Terminal at Tuna-Tekra has been completed and was inaugurated by the Hon'ble Prime Minister on 26th May 2025.



- Construction of D type quarters at Port Colony, Gopalpuri, total 24 nos. of quarters, has been completed and was inaugurated by the Hon'ble Prime Minister on 26th May 2025.

## Mumbai Port Authority

4.5 Mumbai port is the second oldest Major Port in India after Kolkata. The port has long been the principal gateway of India. Strategic location is one factor in its special favour. It lies midway along the West Coast of India and is gifted with a natural deep-water harbour of 400 Sq. Kms. protected by mainland of Konkan on its east and island of Mumbai on its west. The deep waters in the harbour provide secure and ample shelter for shipping throughout the year.



4.6 Originally a general cargo port, today Mumbai port is multi-purpose port, handling all types of cargo viz. break bulk, dry bulk, liquid bulk and containers. The port has extensive wet and dry dock accommodation to meet the normal needs of ships using the port. The port provides services/facilities from pilotage to berthing, storage to delivery of cargo and ancillary services of running Container Freight Station (CFS), Port Railways as also maintenance of crafts, equipment and building.

4.7 The port has 32 berths (including OCT) with an effective rated capacity of 86.50 MMTPA. The port handled traffic of 68.63 MMT during 2024-25 and 56.3 MMT during 2025-26 (upto December, 2025).

### Notable achievements during the year:

- Mumbai Port achieved the highest ever cargo throughput during 2024-25 of 68.63 million tonnes, surpassing the previous high of 67.26 million tonnes in 2023-24.
- The SCADA (Supervisory Control and Data Acquisition) and PLC (Programmable Logic Controller)

automation system at Mumbai Port's Marine Oil Terminal was inaugurated on August 23, 2024. This system aims to enhance operational efficiency and safety by automating critical infrastructure such as oil pipelines and valves.

## Jawaharlal Nehru Port Authority

4.8 Constructed in the mid 1980's and commissioned on 26th May, 1989, Jawaharlal Nehru port has come a long way by becoming a world-class international container handling port. It is situated in between 18 56'43" North and 72 56'24" East along the eastern shore of Mumbai harbour off Elephanta Island. It is a trend setter in port development in India through new initiatives like private section participation and Ease of Doing Business. JNPA is a first 100% landlord port amongst Major Ports of India.



- 4.9 JNPA is an all-weather tidal Port having 17 berths with a capacity of 145.87 MTPA. The port handled traffic of 92.12 MMT during 2024-2025 and 75.429 MMT during the year 2025-26 (upto December 2025). Currently, 5 fully automated Container Terminals with a total container handling capacity of 10.4 Million TEUs operate at JNPA. These Container Terminals are operating in PPP mode in partnership with major global terminal operators, namely, DP World (2 terminals), AP Mollar Terminals (APM terminals), Port of Singapore Authority (PSA) and M/s. JM Baxi Ports & Logistics (NSFT). Bharat Mumbai Container Terminal Pvt. Ltd. (BMCTPL), SPV of Port of Singapore (PSA) with a total project capacity of 60 MMT (4.8 million TEUs) commenced operations under Phase -1 (2.4 million TEUS) on 18th February, 2018. Phase-II (2.4 million TEUs) was virtually inaugurated by India's PM Narendra Modi and Singapore's PM Lawrence Wong on September 4, 2025, making it India's largest container terminal with 4.8 million TEU capacity, featuring DFC-compatible rail links and sustainable infrastructure to boost maritime trade.
- 4.10 The foundation stone for Vadhvan Port was laid by the Hon'ble Prime Minister of India on 30th August 2024. The work for near-shore reclamation and shore protection has commenced, and the tendering process for construction of the breakwater is underway.

### Notable achievements during the year

- JNPA achieved 23rd rank globally and 1st rank in India in the Container Port Performance Index (CPPI) 2020-2024 and 10th rank amongst Top 20 Ports Improvement in CPPI 2020-2024 published by the World Bank and S&P Global Market Intelligence.
- Jawaharlal Nehru Port Authority (JNPA) registered its highest ever throughput of 92.12 million Tonnes of total cargo in financial year 2024-25. The port achieved the highest-ever container throughput of 7.94 million TEUs, a 12.64% increase over the 7.05 million TEUs in 2024. In the CY 2025 the overall cargo throughput reached 99.17 MMT, a 9.86% rise over 90.27 MMT in 2024. In December 2025 the port also recorded its highest-ever monthly container throughput of 711,412 TEUs, surpassing the August 2025 record of 695,968 TEUs.
- In February 2025 JNPA was awarded the Sagar Aankalan Certificate for 1st Rank in Overall Performance in handling Container Cargo > 0.5 Million TEUs in the year 2023-24.

- On 24th February 2025 JNPA was honored with the Build India Infra Award 2025 in the category of Ports Sustainability.
- On 5th April 2025 JNPA was awarded the Certificate of Recognition for being one of the Outstanding Indian Ports at the Sagar Samman Awards on National Maritime Day 2025.
- On 13th May 2025 JNPA was ranked among the Top 5 'Logistics Champion Best Ports' at the 7th India Logistics Strategy Summit 2025.
- On 18th June 2025 JNPA was honored with a Letter of Appreciation for Leadership in Sustainability and Port Decarbonisation Initiatives from IAPH.
- On 20th June 2025 JNPA received a Special Felicitation to achieve a capacity of 10 million+ TEUs, making it India's Largest Container Port, at the 9th India Maritime Awards.
- On 20th June 2025 JNPA was honoured with the Best Container Port Award, recognising its excellence and unwavering dedication to the maritime sector at the 9th India Maritime Awards.
- On 23rd June 2025 JNPA received "National second Award for excellent in Cost Management in the category of Transportation and Logistics from Institute of Cost and Management Accountants of India.
- On 19th July 2025 JNPA was honoured with the Envirocare Green Awards 2025 under the Municipal/Government Organisation category, recognising its valuable contribution to environmental protection and sustainable development.
- On 11th September 2025 JNPA was honoured with the prestigious Port of the Year award at the 2nd Edition of the Maritime Excellence Awards.
- On 19th September 2025 JNPA was honoured with the 'Most Admired Central Entity Promoting PPP – Ports 2025' award at the ET Now Infra Focus Summit & Awards 10th Edition.
- On 30th October 2025 JNPA was honoured with the Maritime Excellence Achievers 2025 award at the India Maritime Week 2025.
- On 10th November 2025 JNPA Ashore Unit was conferred the SAR (Search And Rescue) Award 2024-25 by Indian Coast Guard (ICG) at Gandhinagar for saving 57 lives during Elephanta passenger Ferry boat accident near Mumbai port tanker berth JD 5.

## Mormugao Port Authority

4.11 Mormugao Port Authority, MPA, on India's west coast, is the third oldest Port in the country commencing operation on 15th April 1885. Officially recognized as the seventh major port of India in 1963, MPA spans over 546 acres and boasts of a natural deep-water harbour capable of accommodating vessels up to 125,000 DWT, and operates round-the-clock with advanced facilities including storage yards, warehouses, tank farms along with modern mechanized cargo handling systems. The Port also handles cruise



vessels and has a dedicated cruise berth and terminal and is developing a state of the art International & Domestic terminals with allied Ro-Ro, Ro Pax and ferry services

- 4.12 The port presently handles a diverse variety dry bulk, break-bulk, Containerised cargo and liquid bulk cargoes such as Iron ore, Limestone, Gypsum, HBI, Bauxite, Coal / Cole, Steel Coils, Pig iron, Granite as well as petroleum products, phosphoric acid, ammonia, and caustic soda. The cargo handling berths 5, 6, 7, 10 and 11 are operated under Public-Private Partnerships on long-term contracts, while Berth 8 is dedicated to liquid cargo under port management, and Berth 9 is currently being redeveloped to further enhance general cargo capacity.
- 4.13 MPA embraces cutting-edge technology to streamline operations and enhance security. Systems like SAP-ERP integrated with NLP-M and RFID-based gate access to ensure seamless, efficient business transactions. MPA's commitment to quality and environmental responsibility is reflected in the ISO 9001 and ISO 14001 certifications, as well as full compliance with the ISPS Code for port security.
- 4.14 In a landmark achievement, in 2024, Mormugao Port became the first Indian port to offer Green ship incentives 'Harit Shrey' to eco-friendly vessels in line with the Harit Sagar guidelines and was also the first to be listed as an incentive provider on the global Environment Ship Index portal of the International Association of Ports and Harbours (IAPH). During his visit earlier this year, the IAPH Secretary General, Dr. Masahiko Furuchi, commended Port's sustained dedication to environmentally responsible maritime operations.
- 4.15 Further strengthening our green credentials, early in 2025, Port commissioned a 3 MW solar power plant, built at a cost of Rs. 18 crore. This facility generates about 4.5 million units annually, fulfilling the port's entire electricity demand and reducing carbon emissions by approximately 3,800 tonnes per year. This makes MPA largely energy self-reliant and plays a vital role in advancing India's sustainability goals.
- 4.16 Continuing this path of environmental stewardship, Port also inaugurated a Rs. 160 crore covered dome for coal handling. This fully enclosed structure significantly reduces coal dust and pollution by safely containing and managing coal storage.
- 4.17 With these initiatives, Mormugao Port Authority is facilitating Ease of doing business along with moving towards the goal of a cleaner, greener future for India and the world at large.
- 4.18 The port handled traffic of 18.13 MMT during 2024-2025 and 15.5 Million Tonnes during the year 2025-26 (upto December 2025).

#### Notable events/ achievements during the year



- India's first curved bridge of its kind "Flyover-cum-cable stayed ROB for Port connectivity" from - Ravindra Bhavan to MPA Gate No 9 - at Mormugao Port was inaugurated by Hon'ble Union Minister of Road, Transport & Highways, Shri Nitin Gadkari, on 21st January 2025 in the presence of Dr. Pramod Sawant Hon'ble Chief Minister of Goa and several Goa State Ministers, local MLAs, and Chairperson, Deputy Chairperson and HoDs of Mormugao Port Authority. This project is now serving exclusive port connectivity, seamless movement of road bound cargo & reduction in Logistics cost for EXIM trade, providing hassle free cargo movement to and fro Mormugao Port.

#### VICE PRESIDENT INAUGURATES THREE PROJECTS AT MORMUGAO PORT



- Former Vice President of India, Shri Jagdeep Dhankhar inaugurated and dedicated three projects with total financial outlay of Rs.300 crores at the Mormugao Port on 21st May 2025. Projects are: 3 Mega Watt Solar Power Plant; Covered Dome for Coal handling; Commercial Operation of 2 Harbour Mobile Cranes on Berth no. 10 & 11. The projects were inaugurated in presence of Shri P.S Sreedharan Pillai, Hon'ble Governor of Goa, Dr. Pramod Sawant, Hon'ble Chief Minister of Goa, Shri Shantanu Thakur, Minister of State, PS&W, Shri Shripad Naik, MoS, New & Renewable Energy, Govt. of India, Shri Sadanand Shet Tanavade, Hon'ble MP Rajya Sabha, local representatives, and MPA officials.



## MORMUGAO PORT REVIVES CONTAINER SHIPPING OPERATIONS



- The Mormugao Port Authority (MPA) marked a historic milestone with the revival of the full-scale container shipping operations after a gap of more than two years. The container vessel MV SCI Mumbai made its maiden call at Berth No.10 on 20th November 2025, carrying a total of 50 TEUs.
- Dr. N. Vinodkumar, IPoS, Chairperson, MPA, flagged off the first container movement. A ceremonial plaque was exchanged between Dr. N. Vinodkumar, IPoS, Chairperson, and Capt. Sathish Madhavan, Captain of MV SCI Mumbai, commemorating the vessel's first call at Mormugao Port. Sh. Vinayaka Rao, Deputy Chairperson of MPA, and senior officials from MPA, Shipping Corporation of India, and Delta Ports Mormugao Terminal Pvt. Ltd., were present during the occasion.

## NEW MANGALORE PORT AUTHORITY

- 4.19 New Mangalore Port was declared as the 9th Major Port on 4th May 1974 and was formally inaugurated on 11th January 1975. The Port has 16 berths and 1 SPM (Single Point Mooring) with a rated capacity of 114.96 MTPA. The port handled traffic of 46 MMT during 2024-2025 and 36.8 Million Tonnes during the year 2025-26 (upto December 2025). NMPA has celebrated the Golden Jubilee of the Port and to commemorate the event, various development projects were commissioned including 150 bedded multi-specialty hospital on PPP mode. The port is in the process of constructing additional deep draft berth(No.17) , refurbishing of oil berth No.9, construction of additional covered sheds etc.



*Shri Sarbananda Sonowal, Hon'ble Union Minister of Ports, Shipping and Waterways launching the logo of Golden Jubilee on the occasion of the curtain raiser event at New Delhi on 15th October 2025.*

### Notable events/ achievements during the year

- The Curtain raiser event of Golden Jubilee celebration of NMPA was conducted at New Delhi on 15th October 2025, wherein Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W has unveiled Golden Jubilee logo, commemorative coins, stamps Anthem, Medical App and inaugurated/foundation stones laid for various development works at the Port.
- The final event of Golden Jubilee celebration of NMPA was conducted at NMPA on 13th November 2025, wherein Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W has inaugurated/foundation stones laid for various development works at the Port. Shri Pralhad Joshi, Hon'ble Union Minister of New & Renewable Energy and Consumer Affairs, Food & and Public Distribution also graced the occasion apart from various MPs and MLAs of DK District.
- The Port has handled 4 cruise vessels with 3365 passengers during the current fy 2025-26(Upto December 2025)
- The Port continues to be 100% solar powered port.
- The Port has handled a record monthly traffic of 5.44 MMT during December 2025 surpassing the earlier record of 4.71 MMT in March 2025



*Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W inaugurating various development works at the Port in the presence of Shri Pralhad Joshi, Hon'ble Union Minister of New & Renewable Energy and Consumer Affairs, Food & and Public Distribution, Dr. A.V. Ramana, Chairman, NMPA and MPs and MLAs of DK District on the occasion of final event of Golden Jubilee celebration of NMPA on 13th November 2025*

## COCHIN PORT AUTHORITY

4.20 The port of Cochin was developed during the period 1920-1940 due to the untiring efforts of Sir Robert Bristow. The port is located on the Willington Island at Latitude 9°58' North and 76°14' East on the South-West coast of India about 930 KM south of Mumbai and 320 KM North of Kanyakumari. With its strategic location on the South-West Coast of India and at a commanding position at the cross roads of the East-West Ocean trade, the port is a natural gateway to the vast industrial and agricultural produce markets of the South-West India. The hinterland of the port includes the whole of Kerala State and parts of Tamil Nadu and Karnataka States. Cochin with its proximity to the international sea route between Europe and the Far East and Australia can attract a large number of container lines offering immense business opportunities.



4.21 Cochin Port has 22 Berths including 1SPM with an effective rated capacity of 80.50 MMTPA. The port handled traffic of 37.75 MMT during 2024-2025 and 28.43MMT during the year 2025-26 (Apr-Dec 2025). The cargo handled by the port includes POL, Container, Cement, Fertilizers, Fertilizer Raw Material (Dry) and others.

**Notable achievements during the year**

- Cochin Port registered the highest total throughput of 38.48 MMT in CY 2025,an increase of 3.69% over the same period of CY 2024.

**V.O. CHIDAMBARANAR PORT AUTHORITY**

4.22 V.O. Chidambaranar (VOC) port, the 10th Major Port of India, strategically close to the East- West International sea route is situated 540 Kms. south-west of Chennai. As a gateway port with 15 berths, drafts ranging from 8.60 metres to 14.20 metres with an effective rated capacity of 123.46 MMTPA, it is equipped to handle a wide spectrum of Bulk, Container, Dry, Liquid and Break bulk Cargoes. The Port is well sheltered from the fury of storms and cyclonic winds and is operational round-the-clock all through the year.



4.23 Aided by the state-of-the-art infrastructure, dedicated terminal operators, port user community and efficient human resource, the port has been the harbinger of socio-economic development of the southern Tamil Nadu region. The port offers excellent rail and road connectivity.

**Notable achievements during the year**

- The Port has made history as the first major Port in India to surpass 1 MW of rooftop solar power capacity. With the recent addition of a 400 kW off grid rooftop solar system, the Port's total rooftop solar capacity now stands at 1.04 MW.
- In March, the Port flagged off the new CNG bus costing Rs. 32.61 lakhs, contributed by the Port, as part of the Corporate Social Responsibility initiative, to the Harbour Higher Secondary School.
- On 5th September 2025, Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W inaugurated the Green Hydrogen Pilot project for Green Hydrogen production with a capacity of 10 Nm<sup>3</sup>/hr, becoming the first Indian port to generate a green hydrogen demonstrator using this technology.
- A 120-tonne capacity diesel-operated Harbour Mobile Crane has been made operational in electric mode through in-house modifications, eliminating around 68



litres of diesel consumption per hour and reducing carbon emissions by approximately 182 kg per hour.

- The Port generated 1,13,52,510 units of renewable energy up to the third quarter of FY 2025–26, representing a 32.6% increase compared to 85,61,509 units during the same period of the previous year.
- The Port was conferred the IGBC Founding Member Certificate at the Indian Green Building Council Conference held in Mumbai from 27 to 29 November 2025.



### Infrastructure Development & Projects

- Commencement of Link Conveyor System operations connecting the conveyor of the Tuticorin Thermal Power Station and the Port's coal yard on 26th January 2025.
- Under the Atmanirbhar Bharat programme, the Marine Department issued a work order for three 60T Bollard Pull and above Indian-built ASTDS-compliant tugs for a 7-year period.
- The first tug was successfully deployed on 18th December 2025, with two additional tugs scheduled for induction in 2026. This initiative boosts port efficiency, supports domestic shipbuilding, and advances self-reliance in marine assets.



### Awards & Recognitions

- On 12th June 2025, the Port was honoured with the “Winner” award for Environment Protection at the 24th Global Greentech Environment Award 2025 organised by the Greentech Foundation in New Delhi.
- On 14th June 2025, the Port was conferred the Winner Award for outstanding achievements in the promotion of healthcare at the 11th Greentech CSR India Awards 2025 held in New Delhi.
- On 23rd June 2025, the Port was awarded First Place for Excellence in Cost Management for the year 2024 by the Institute of Cost Accountants of India under the Transportation and Logistics category.
- On 09th July 2025, the Port received the “Dynamic Trade Facilitator in the Port Sector” award from EXIM India Shipping Times at the 16th Southeast CEO Conclave & Awards 2025 in Chennai.

### Digital Initiatives & Customer Services

- On 14th November 2025, the Port launched the terminal operator's mobile application offering live vessel tracking, real-time container updates, gate status, schedules, and instant alerts for stakeholders.

### Healthcare & CSR

- Construction of Deaddiction centre in Municipal Corporation Limits with Rs.2.38 crores, offering a holistic approach to recovery, addressing the physical, psychological and emotional aspects of addiction.



## CHENNAI PORT AUTHORITY

- 4.24 Chennai Port Authority is an all-weather artificial harbour with one Outer Harbour and One Inner Harbour with a wet Dock and a Boat Basin with round the clock navigation facilities. The Port established in 1875 located at 130 06' N latitude and 800 18' E longitude on the Bay of Bengal.
- 4.25 Chennai Port handled traffic of 55 MMT during 2024-2025 and 43.5 MMT during the year 2025-26 (Apr-Dec 2025).

### Notable achievements during the year

- On January 15, 2025, Chennai Port set an all-time record by importing 7,900 tons of Heavy Melting Scrap in a single day from the vessel M.V. NGS FAITH at JD 6, surpassing the previous record of 7,237 tons unloaded from ATLANTIC BULKER on August 24, 2022.
- Chennai Port hosted the Cargo Connexion Conclave 2025, 5th Edition held at Coimbatore, Tamil Nadu organised by M/s. Sea Trade as a Business Promotion activity on 07th February 2025.
- The Bahamas-flagged cruise ship m.v. Hebridean Sky, owned by London-based Noble Caledonia, called at Chennai Port on 17th February 2025. The vessel, carrying 76 crew members and 92 passengers, sailed from Trincomalee, Sri Lanka, departed for Trincomalee on 18th February 2025.
- On February 19, 2025, Chennai Port set an all-time record by importing 10,500 tons of Crude Palm Oil in a single day from the vessel M.T. DAI THANH at WQ 1, surpassing the previous record of 9,250 tons unloaded from SEHAT on November 7, 2023.
- Chennai Port has doubled its significant milestone in automobile exports this year. On 22nd February 2025, the port successfully had a Ro-Ro operation simultaneously onto two vessels M.V. GRAND HERO and M.V. GRAND MARK, marking a significant step in enhancing its automobile handling capabilities.
- An all-time high of 1.82 Million TEUs of



Containers handled during the year 2024-25 as against 1.62 Million TEUS handled during 2018-19.

- Post operationalization of Buffer Parking Yard, Chennai Port achieved a new benchmark in Gate movement signifying reduction in congestion. On 20th February 2025, the port surpassed its previous record by handling 6,256 trailers (In/Out), exceeding the earlier high of 6,087 trailers (In/Out) recorded on 21st June 2023.
- On 30th October 2025 Chennai Port reached an all-time record of exporting 33,240 Tons of Mill Scale on a single day by m.v. Warisa Naree at Jawahar Dock 4 surpassing the previous record handling of 24,200 Tons from m.v. Grace C on 06th February 2023.



## KAMARAJAR PORT LIMITED

- 4.26 Kamarajar Port Limited (KPL), the 12th major port was commissioned in 2001, primarily as a coal port dedicated to handling Thermal Coal requirements of Tamil Nadu Electricity Board (TNEB). KPL has the distinction of being the only corporate port amongst the major ports administered by the Central Government. The port is functioning on landlord model with cargo handling operations either through BOT or captive models. As a part of disinvestment process, the entire Government of India shares have been transferred to Chennai Port Authority on 27th March 2020. KPL has become a subsidiary of Chennai Port Authority.
- 4.27 Over the years, the Port has developed as a Multi Cargo Port and now has 9 berths with handling capacity of 97 MMTPA for handling Coal, POL, LPG, LNG, Automobile units, Containers, Break bulk and General cargoes. The Port handled traffic of 48.41 MMT during 2024-25 and 36.28 MMT during the year 2025-26 (upto December 2025).

### Notable Achievements during the year

- Maersk Line commenced a new weekly service namely ME2 service from Kamarajar Port with their first vessel M.V. Maersk Stadelhorn berthed at Adani Ennore Container Terminal on 08th February 2025. Maersk Line operating at KPL has upgraded their existing weekly service namely Shuttle service to ME2 service (directly connecting to Europe).
- By handling 10,007 TEUs of Containers in the vessel M.V. Maersk Savannah of ME2 service, KPL again surpassed its highest container handling record. This record of handling largest parcel size of containers was achieved during the ship's berth stay of 72 hours at Adani Ennore Container Terminal berthed on 22th June 2025.
- KPL handled the largest Container Vessel M.V. MSC Katie having LOA of 365.8 & GRT of 140096 at Container Terminal on 8th July 2025.
- KPL and Toyota Kirloskar Motor Pvt Ltd signed Agreement to continue the export/import of Automobiles through KPL for another 10 years period on 31st July 2025. Toyota Kirloskar Motor



Largest Container Vessel M.V. MSC Katie

has exported over 1.80 Lakhs cars from KPL to 22 international markets since 2012.

- KPL commenced handling of Transshipment of cars, the first Port in India to achieve this feat. The first batch of cars of 550 units of Mitsui O.S.K. Lines, Ltd. Group were handled at the General Cargo Berth on 27th August 2025. The cars originating from Singapore were unloaded from the car carrier m.v. Tourmaline Ace and parked at GCB Transit yard for transshipment. These cars were re-loaded into car carrier m.v. Marguerite Ace on 29th August 2025 for delivery at South Africa, Mauritius and Tanzania.
- BrahMos Aerospace, a joint venture company of Defence Research and Development Organisation (DRDO) exported 5 sets of defence vehicles (viz., Mobile Autonomous Launcher, Missile Replenishment Vehicle, Mobile Command Post, Vehicle Mounted Radar) to Philippines through KPL in the month of April' 25, having FOB value of Rs. 359.45 Crores. To meet their demand of export of defence vehicles and equipments, KPL proposed signing of a MoU with BrahMos to export their cargo exclusively through Kamarajar Port, which was signed on 14th October 2025.

#### Ease of Doing measures implemented:

- KPL upgraded the RFID based Gate control system to RFID & ANPR based Gate control system. This new RFID & ANPR based Gate control system is operational at all the gates effectively from 29th May 2025. The key features of this project - (i) Automatic Number Plate Recognition (ANPR) for vehicle identification, (ii) Contactless Biometric Authentication for secure personnel verification (iii) QR code Digital Passes to streamline visitor and contractor access (iv) Real time Dashboard for centralized monitoring of gate activities. This upgraded system eliminates manual checks and reduces congestion at KPL.

#### Awards received:

- KPL was felicitated with the Award “For its emergence as a key modern gateway for the Southern region trade” during the 16th edition of Exim India’s South East CEO Conclave and Awards 2025, held on 11th July 2025 at Chennai. Mr. Gopal Krishna, IAS, Former Secretary to Govt. of India (Shipping) presented the Award to KPL in recognition of the Port’s excellence and contribution to EXIM trade development.
- KPL received a Special Recognition at the Maritime Excellence Awards 2025, being honoured under the category “Indian Port of the Year”, in recognition of its outstanding performance, operational excellence, and significant contribution to India’s maritime sector on 11th September 2025.



Maritime Excellence Awards 2025

## VISAKHAPATNAM PORT AUTHORITY

4.28 The Port of Visakhapatnam, located almost midway between Kolkata and Chennai on the East Coast of India at latitude 17°04'1" and longitude 83°01'7" was opened to ocean traffic on 7th October, 1933 and has been serving a vast hinterland. The Port along the Coastal line is North AP Cluster consists of 3 ports in close vicinity of each other i.e., Visakhapatnam Port, Gangavaram and Kakinada to understand the movement of traffic from overseas and along the coast.



Visakhapatnam Port

The Port is operating its own Railway network of about 185 kms. which is linked to the South Central Railway and East Coast Railway of the Indian Railways. The port is well connected to the NH-5 through a 4-lane highway. This connectivity is the main road access for all type of vehicular cargo movements in and out of VPA. A joint venture between the Port and the NHAI developed 17.00 km port connection road through a special purpose entity named VPRIL. This flyover cum road project aid in the smooth flow of freight traffic between the port and National Highway-5. The existing capacity of Visakhapatnam Port Authority is 154.71 Million tonnes per annum.

4.29 The Port has two harbours viz., Inner Harbour consisting 23 berths and the Outer Harbour consisting 8 berths. There is also an exclusive facility for handling Crude oil at Single Point Mooring (SPM) in outer harbor & a Cruise terminal with International standards. The Inner Harbour can accommodate fully laden Post Panamax vessels of draft up to 14.5 meters and the Outer Harbour can accommodate vessels up to 200,000 DWT with a draft upto 18.10 meters and the deepest Container terminal among Major Ports.

### Notable achievements during the year

- VPA has achieved record-breaking Milestone of six container rakes handled in a single day on 14th January 2025. It has surpassed the previous best of 5 rakes on 02nd February 2024.
- VPA has set a new record by shipping 7,788 metric tonnes of Rice in break-bulk to m.v. ELEFTHROTRIA at EQ-1A berth on 06th February 2025 surpassing the previous record of 6,758 metric tonnes shipped to m.v. AMIS WISDOM II at EQ-4 on 10th August 2024.
- VPA has achieved a new milestone successfully loading 23,910 metric tonnes of BF slag in just 24 hours on 08th February 2025 at WQ6 berth m.v. SPAR URSA duly surpassing previous record of 18,006 MT in 24 hours on m.v. THAR JASMINE.
- VPA has created record on 6 container rakes loaded in 265 BLCN wagons in a single day at M/s. VCTPL siding on 01st March 2025 surpassing the previous best of 5 rakes in 225 wagons.
- A record quantity of 91,000 metric tonnes of export iron ore pellets of M/s Arcelor Mittal Nippon steel Indian & Amns Vizag Ports Ltd.(AMNS) was shipped into m.v GCL YAMUNA at OB-2 Berth on 02nd March 2025 duly surpassing previously shipped record quantity of 82,000 metric tonnes of export Iron pellets (Mech.) at OB-1 berth on 15th January 2025.
- VPA has set a new record in cargo handling at Vizag General Cargo Berth (VGCB) by discharging 66,922 metric tonnes of Steam coal in bulk (m.v.Brilliant Venus) on 30th March 2025 surpassing the previous record of 64,830 million tonnes discharged on 26th June 2021.
- On 24th March 2025 Vizag General Cargo Berth Private Limited (VGCB) set a new benchmark in the

maritime sector by successfully berthing m.v. CAPTAIN LEONIDAS with a beam of 50 meters, a draft of 17.93 meters, and a deadweight tonnage (DWT) of 203,095 metric tonnes is one of the largest bauxite vessels to ever arrive in India. The vessel carrying 1,99,500 metric tonnes (MT) of bauxite cargo, marked a new high for the facility's cargo handling capacity.

- VPA has created new record 1.7 lakh metric tonnes of Crude discharge from m.t. DIJILAH at SPM on 27th April 2025. It surpassed previous record of 1.6 lakh metric tonnes discharged from m.t. EAGLEVALLERY on 01st August 2024.
- VPA handled a day record quantity of 5,33,266 tonnes on 26th December 2025 as against 5,06,469 tonnes handled on 26th September 2025 combining Inner Harbour, Outer Harbour & SPM.

### Significant Events

- A four members US team headed by Captain Allan M Baker, United States Navy visited VPA on 29th March 2025. Briefed about VPA a PowerPoint presentation was made on the infrastructure facilities available, cargo handling capacity, modernization and mechanization, covered storage facilities, solar power installations and smart port initiatives, STP water treatment for industrial purpose, investment potential, infrastructure and facilities etc., Dy. Chairperson emphasized to explore the trading opportunities in India in particular a free trade zone and cruise tourism opportunities.
- On the discussions held under the Indo-Nepal Treaty, the five member Nepal delegation included Shri Govind Prasad Sharma, Secretary, Ministry of Agriculture & Livestock Department, Government of Nepal, along with the Managing Director of Krishi Samagri Company Ltd., Nepal and the Asst. CEO of Salt Trading Corporation Ltd., Nepal, visited VPA on 22nd April 2025 to explore the possibility of import fertilizers through global tenders.
- Reinforcing its commitment to sustainable development and green mobility the Visakhapatnam Port Authority (VPA) inaugurated a state of the art Electric Vehicle (EV) Charging Station at the Administrative Office Building (AOB) on 27th May 2025 by Dr. M. Angamuthu, IAS, Chairperson of VPA. This EV charging station is a crucial step towards building a sustainable, eco-friendly port eco-system aligned with national clean energy goals".
- The luxury Cruise liner m.v. EMPRESS arrived at the Visakhapatnam International Cruise Terminal on 02nd July 2025 marking a significant milestone in the city's advent as a premier destination for cruise tourism. Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W virtually flagged off the cruise ship and conveyed the Prime Minister's vision that Visakhapatnam would play a key role in boosting tourism and economic growth in the maritime sector.
- Two days BIMSTEC Ports Conclave held on 14th July 2025 and 15th July 2025 at Visakhapatnam and a series of high level Panel discussed to enhance regional Maritime Cooperation, improving Port efficiency and promoting tourism and development. Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W and Shri Shantanu Thakur, Hon'ble Minister of State of PS&W expressed to setup BIMSTEC office in Visakhapatnam shortly to enhance regional Maritime cooperation across the Bay of Bengal region.

### Accolades:

- 1st GREENENVIRO Safety award 2025 for Safety Excellence in service sector.
- VPA honoured with two CSR Winner Awards at the 11th Annual Greentech Awards viz., (i) Skill Development and (ii) Health Care Category held at New Delhi.
- The Vizag International Cruise Terminal is carving a niche for itself on India's cruise tourism map.

### VPA entered the following MOUs.

- VPA has signed a MoU with Rail Vikas Nigam Limited (RVNL) on 02nd January 2025 to enhance traffic management and cargo evacuation at critical port-city convergence points. The agreement covers the construction of a fly-over bridge connecting Sea Horse Junction to the Dock area at Vizag Port. Estimated at Rs. 300 crore, is designed to eliminate 11 level crossings. The flyover will stretch 3.341 km in total, with a two lane carriageway width of 7 metres and a three-lane width of 10.5 metres.
- In a significant step towards strengthening India's Port infrastructure and enhancing export capabilities, M/s. Vizag Multipurpose Terminal Private Limited (VMTPL), a unit of JM Baxi Port & Logistics, signed a strategic agreement with M/s. Hindalco Industries Limited on 13th May 2025 to develop the country's first fully automated Alumina export facility at VPA. The new facility will be equipped with state-of-the-art technology to handle alumina exports with minimal human intervention, ensuring efficiency, safety, and environmental sustainability. This agreement marks a historic movement for Indian port logistics.

## PARADIP PORT AUTHORITY

4.30 Government of India took over the management of the Paradip port from the State Government on 1st June, 1965 and declared port as the eighth major port in India on 18th April, 1966 making it the first major port on the East Coast commissioned in independent India. Port is situated 210 nautical miles south of Kolkata and 260 nautical miles north of Visakhapatnam at Latitude 20 – 15'58.63 N and Longitude 86' – 40-27".34 E.



4.31 The port handled 150.408 MMT of traffic in the year 2024-25 and 115.3 MMT of traffic in the current year (January 2025 to December 2025). The port has eighteen (18) berths/jetties, three (3) SPMs and one (1) Ro-Ro Jetty for handling different types of cargoes with rated capacity of 289.55 MMTPA.

### Notable achievements during the year

- Paradip Port retained its No. 1 Cargo Handling Status among Indian Major Ports and also joined the exclusive 150 MMT club by registering 150.41 MMT cargo throughput in FY 2024-25 as compared to 145.38 million tonnes handled during previous year exhibiting a growth of 5.03 MMT and 3.46 %.
- Coastal cargo handling constitutes around 42.36% of total cargo handled with 7.65% growth on Y-o-Y basis reaching 63.71 MMT, which is the highest Coastal Cargo handled among Major Ports.
- Paradip Port handled the highest volume of Rail traffic in its history exhibiting growth by 5.32% with reaching significant 22,818 mark and the total rail-borne traffic has surged by 3.21% reaching 81.01 MMT, which is the highest among Indian Major Ports.



- Paradip Port created history with the inception of EXIM Container Traffic by clocking 12,711 TEUs in 2024-25 as against 1,531 EXIM TEUs handled during previous year & exhibited a growth of 111% Y-o-Y w.r.t. Total TEUs handled.
- PPA also retained the No.1 status for berth productivity (OSBD) with of 34,303 MT registering 3.90% growth.



## SYAMA PRASAD MOOKERJEE PORT AUTHORITY

4.32 SMPK is the only riverine major port in India having an existence of 155 years. It has a vast hinterland comprising the entire Eastern India including West Bengal, Bihar, Jharkhand, Uttar Pradesh, Madhya Pradesh, Assam, North Eastern Hill States and the neighboring countries of Bangladesh, Nepal and Bhutan, the last two being landlocked. The port has twin dock systems viz. Kolkata Dock System (KDS) on the eastern bank and Haldia Dock Complex (HDC) on the western bank of river Hooghly.

### Achievements of SMPK in 2024-25

1. SMP Kolkata handled 63.951 Million Metric Tonnes (MMT) of cargo during 2024–25. Incidentally, SMPK recorded its highest-ever cargo throughput in the previous year (2023–24), handling 66.445 MMT, with HDC and KDS contributing 49.536 MMT and 16.909 MMT, respectively.
2. In 2024-25, HDC handled 47.310 MMT cargo. KDS, on the other hand, handled 16.641 MMT in 2024-25. Incidentally, KDS's highest traffic handling occurred in 2018-19, when it registered 18.551 MMT of cargo traffic.
3. SMP, Kolkata ranked 4th in TEUs handling in 2024-25 amongst Major Ports of India. SMPK handled 8,04,579 TEUs (at KDS it was 6,19,845 TEUs & at HDC 1,84,734 TEUs during 2024-25) vis-à-vis 7,52,825 TEUs (at KDS it was 6,42,218 TEUs & at HDC 1,10,607 TEUs during 2023-24) registering a growth 6.87%.



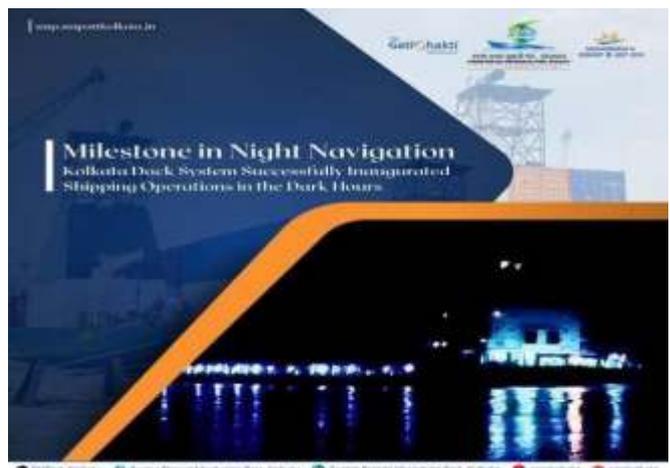
SMPA, Kolkata

### Achievements of SMPK in 2025-26 (Apr-Dec'25)

- SMP, Kolkata handled 50.977 MMT of cargo during Apr-Dec'25, vis-à-vis 44.257 MMT handled in Apr-Dec'24, recording a growth of 15.18 %.HDC handled 37.645 MMT in Apr-Dec'25 vis-à-vis 32.923 MMT in Apr-Dec'24, registering a growth of 14.34%. KDS handled 13.332 MMT of cargo during Apr-Dec'25 vis-à-vis 11.334 MMT of cargo in Apr-Dec'24, registering, a high growth of 17.63%.
- SMP, Kolkata ranked 1st in handling of Coking/Other Coal, 2nd in handling of Other Liquid Cargo and 3rd in handling of Finished Fertilizer & Containerized TEUs amongst Indian Major Ports during Apr-Dec'25.
- SMP, Kolkata handled 701427 TEUs (KDS: 535690 & HDC: 165737) during Apr-Dec'25 vis-à-vis 577805 TEUs (KDS: 448654 & HDC: 129151) during Apr-Dec'24 and registered a growth of 21.40 % (KDS 19.40 % & HDC 28.33 %).
- HDC of SMPK achieved an all-time monthly high of 22,657 TEUs in December 2025 surpassing the previous highest of 21,691 TEUs achieved in November 2025.

### Notable Achievements/Developments

- SMPK is proud to announce that this Port is only the Major Port to have approved Oil Spill Contingency Plan (OSCP) in March 2025.
- Navigational Simulator has been inaugurated at KDS on 20th March 2025. This simulator covers the river Hooghly. Different climatic conditions viz. rain, storm can be incorporated in the simulation system. Navigation of ships with different dimensions and varying draft can be exercised in this simulator. This was installed with an active assistance from NTPCWC.
- On 02nd May 2025, SMPK, has successfully commenced Night Navigation in the upper reaches of river Hooghly. This is a key move to cut vessel turnaround and pre-berthing delays and enhance operational efficiency by enabling safe navigation and movement of vessels during night hours in the challenging upper stretches of the Hooghly River
- SMPK has been bestowed with the prestigious Heritage Category Award at the International Maritime Week (IMW-27th -31st October, 2025). This distinguished recognition serves as a tribute to SMPK's 155-year legacy, cultural richness, and enduring contribution to India's maritime history. On 11th September 2025, SMPK earned a double honor at the Maritime Excellence Awards 2025, winning both the Maritime Safety Excellence Award and Sustainable Maritime Initiative of the Year.





- On 12th September 2025 SMPK introduced two key initiatives at HDC viz. a Road Train System and a Safety Man Cage. The new Road Train System is a game-changer for moving empty containers, boosting productivity and reducing fuel consumption by using one truck to pull multiple trailers. It's a significant step toward our green logistics goals. The innovative Safety Man Cage will make working at heights safer and efficient for our personnel, protecting them during lashing and maintenance. This initiative highlights and prioritizes the occupational safety & health of the workforce.
- On 20th September 2025, HDC marked a historic occasion with the virtual foundation stone laying of the Floating LNG Terminal at Shalukkhali, inaugurated by Hon'ble Prime Minister of India, promising major long-term advancements in port capacity, infrastructure, and economic growth.
- **Rejuvenation of Khidderpore Docks (KPD-I West), KDS SMPK on DBFOT basis through PPP mode**

The Rejuvenation of Khidderpore Docks (KPD-I West) under the PPP mode on DBFOT basis involves the redevelopment of existing Berths No. 2, 4, and 6 (Phase-I) and Berths No. 8, 10, and 12 (Phase-II) for handling containers and pulses. The project cost is Rs.181.81 crore (Phase I : Rs. 95.66 crore ; Phase II : Rs. 86.15 crore). Phase I of the project has been completed, and operations commenced in August, 2025. The Remaining three berths, i.e. Berth No. 8, 10, and 12, under Phase-II are scheduled to be handed over by FY 2030.





## PERFORMANCE OF MAJOR PORTS

### (I) Traffic handled at Major Ports

(In Million Tonnes)

Sl. No.	Port	2025-26* (01/04/25 to 31/12/25)	Actual 2024-25 (01/04/24 to 31/03/25)
1	Kolkata	13.33	16.64
2	Haldia	37.65	47.31
3	Paradip	115.26	150.40
4	Visakhapatnam	66.28	82.62
5	Chennai	43.53	54.96
6	V.O. Chidambaranar	31.97	41.72
7	Cochin	28.43	37.74
8	New Mangalore	36.79	46.01
9	Mormugao	15.55	18.12
10	Jawaharlal Nehru	75.43	92.11
11	Mumbai	56.25	68.62
12	Deendayal (Kandla)	116.25	150.15
13	Kamarajar (Ennore)	36.28	48.40
<b>Total</b>		<b>672.99</b>	<b>854.86</b>

### (ii) Cargo Handled at Major Ports

(In Million Tonnes)

Sl. No.	Commodity	2025-26* (01/04/25 to 31/12/25)	Actual 2024-25 (01/04/24 to 31/03/25)
1	POL	203.06	254.51
2	Iron Ore	37.24	50.18
3	Fert. & Fert. Raw Materials	19.29	19.73
4	Coal	144.40	150.12
5	Containerized Cargo	157.65	193.52
6	Others	111.34	186.79
<b>Total</b>		<b>672.99</b>	<b>854.86</b>

(iii) Capacity at Major Ports

(In Million Tonnes)

Sl. No.	Year	Port capacity	Traffic Handled
1	2001 -02	343.95	287.58
2	2002 -03	362.75	313.55
3	2003 -04	389.50	344.80
4	2004 -05	397.50	383.75
5	2005 -06	456.20	423.41
6	2006 -07	504.75	463.78
7	2007 -08	532.07	519.31
8	2008 -09	574.77	530.53
9	2009 -10	616.73	561.09
10	2010 -11	670.13	570.03
11	2011 -12	689.83	560.14
12	2012 -13	744.91	545.68
13	2013 -14	800.52	555.50
14	2014 -15	871.52	581.34
15	2015 -16	965.36	606.47
16	2016 -17	1065.83	648.40
	Re-rated capacity 2016-17	1359.00*	
17	2017 -18	1451.19	679.37
18	2018 -19	1514.09	699.10
19	2019 -20	1534.91	704.93
20	2020 -21	1560.61	672.68
21	2021 -22	1597.59	720.05
22	2022 -23	1617.39	784.31
23	2023 -24	1629.86	819.29
24	2024-25	1680.94	854.86
25	2025-26 (01/04/25 to 31/12/25)	1717.96*	672.99*

(\*) Provisional

The details of important performance indicators of the Ports are given below:

(iv) Average Turnaround time

Sl. No.	Port	Average Turnaround Time/(Hours)	
		2025-26* (01/04/25 to 31/12/25)	2024-25 (01/04/24 to 31/03/25)
1	SMP, Kolkata	80.84	81.73
2	Haldia	45.15	46.79
3	Paradip	46.53	46.16
4	Visakhapatnam	67.07	69.19
5	Chennai	45.64	48.69
6	V.O. Chidambaranar	60.48	55.44
7	Cochin	32.64	32.41
8	New Mangalore	41.66	40.37



9	Mormugao	66.78	69.68
10	Jawaharlal Nehru	27.40	26.35
11	Mumbai	65.87	65.75
12	Deendayal (Kandla)	58.85	58.56
13	Kamarajar (Ennore)	44.34	46.66
	<b>Total (All Ports)</b>	<b>49.32</b>	<b>49.47</b>

(\*) Provisional

(v) Average Output per Ship Berth Day

(In Tonnes)

Sl. No	Port	Average Output Per Ship Berth Day	
		2025-26* (01/04/25 to 31/12/25)	2024-25 (01/04/24 to 31/03/25)
1	SMP, Kolkata	6184	4711
2	Haldia	13442	13311
3	Paradip	34165	34303
4	Visakhapatnam	15237	14010
5	Chennai	18730	16900
6	V.O. Chidambaranar	10713	14286
7	Cochin	25498	26006
8	New Mangalore	19834	20117
9	Mormugao	20169	16081
10	Jawaharlal Nehru	26171	26893
11	Mumbai	10366	10458
12	Deendayal (Kandla)	16642	16664
13	Kamarajar (Ennore)	27752	26428
	<b>Total (All Ports)</b>	<b>18525</b>	<b>18293</b>

(\*) Provisional

## SHIPPING



- 5.1 Shipping plays an important role in the economic development of the country, especially in India's international trade. The Indian shipping industry also plays an important role in the energy security of the country as energy resources such as coal, crude oil and natural gas are mainly transported by ships. Further, during a crisis, Indian shipping contributes to ensure uninterrupted supply of essentials and serves as the second line of defense.
- 5.2 The salient features of India's shipping policy are the promotion of national shipping to increase self-reliance in the carriage of country's overseas trade and protection of stakeholder's interest in EXIM trade. India's national flagged ships provide an essential means of transport for crude oil and petroleum product imports. The national shipping also contributes to the foreign exchange earnings of the country.
- 5.3 India has been a founder member of the International Maritime Organization (IMO), a specialized agency set up under the United Nations, primarily dealing with the technical aspects of shipping relating to Maritime Safety, Protection of Marine Environment, Standards of Training and related legal matters. India has been participating in various meetings of the IMO Committees, Sub-Committees, Council and Assembly and has actively contributed towards the development of various Conventions, Protocols, Codes and Guidelines developed by the IMO.
- 5.4 To promote Indian tonnage and to save precious foreign exchange, the Cabinet on 10th December 1957 had decided that in all negotiations for large contracts involving shipping arrangements by Central Government Departments, State Government Departments and Public Sector Undertakings (PSUs) under them, the then Department of Transport would invariably be consulted and all such import contracts were to be finalized on FOB/FAS (Free on Board/Free Alongside Ship) basis and those for exports on C&F/CIF (Cost and Freight/Cost, Insurance and Freight) basis and in case of departure there from, prior permission was required to be obtained from Department of Transport on a case-to-case basis.



- 5.5 In the changed context of economic liberalization and new thrust on competitiveness and performance improvement of PSUs, the Government on 15th November, 2001 decided that while the existing policy for placing import contracts on FOB/FAS basis will continue, the policy was relaxed in case of exports. Government Departments/PSUs were permitted to finalize export contracts on FOB/FAS basis without seeking prior clearance from the Ministry.
- 5.6 Based on the growing demand of various Government Department/PSUs to allow them to organize their own shipping arrangements to take quick decisions in efficiently managing their cargo supply and logistics chain operations, the then Ministry of Shipping in September, 2015 had decided that all importing Government Departments/PSUs will make their own shipping arrangements without needing to route their requirements through Ministry of Shipping subject to the following:
- The import of bulk cargoes, both dry and liquid, will continue to be made on FOB(Free on Board)/FAS(Free alongside Ships) basis by importing government department/PSUs and shall remain subject to extant government policy and that in case of any departure therefrom, prior permission and a No Objection Certificate will have to be obtained from the then Ministry of Shipping on a case to case basis with the approval of the concerned administrative Ministry/Department.
  - The import of general liner cargoes (project cargoes, heavy lift container, break bulk cargoes etc.) was also allowed to be done by Government Department/PSUs on FOB (Free on Board)/FAS (Free Alongside Ship) or C&F (Cost & Freight)/ CIF (Cost, Insurance & Freight) basis subject to extant government policy. In case of C&F/CIF import, there is no need of obtaining NOC from Ministry of Ports, Shipping and Waterways
- 5.7 During the years, India's overseas trade has expanded considerably both in terms of composition and direction due to the policy of export promotion being pursued by the Government. At the same time, efforts are being made to provide and improve the trade related infrastructure, especially transport, to facilitate the movement of traffic more efficiently. So far as the movement of traffic by ships to overseas destinations is concerned, both Indian as well as foreign flagged ships operating consortium, liner shipping has been providing the services either directly or through transshipment arrangements for the general cargo in break-bulk or containerized form. Similarly, for the bulk cargo moving either as imports or exports, the services of transships, both Indian and foreign, usually engaged on chartering basis, are available to all the destinations.
- 5.8 Improvement in export related infrastructure has been a consistent endeavour to promote exports. Inadequacies in seamless transport through road, rail, ports and airports are obstacles faced in the infrastructure development for promoting exports. However, it is a fact that in the transport sector, most of the funding in our country has been towards the railways, road and highways sectors. While the importance of roads and railways in the economy is undeniable, there is also a greater need to encourage the maritime sector to enable it to achieve its full potential. Thus, there is a strong case for supporting waterway transportation.

## SHIPBUILDING AND SHIP REPAIR

- 5.9 MoPS&W is the nodal Ministry for formulating policy measures for the promotion of Indian Shipbuilding and Ship Repair Industry. There are 79 Shipyards in the country, 7 under the Central Public Sector, 2 under State Governments and 70 under private sector. The breakup of the government owned, controlled shipyards is as under:-
- (a) Ministry of Ports, Shipping & Waterways
- Cochin Shipyard Limited (CSL), Kochi

- Hooghly Cochin Shipyard Limited (Hooghly-CSL), Howrah – a wholly owned subsidiary of CSL
  - Udupi Cochin Shipyard Limited (UCSL), Malpe – a wholly owned subsidiary of CSL
- (b) Ministry of Defence
- Mazagaon Dock Limited, Mumbai
  - Garden Reach Shipbuilders and Engineers Limited, Kolkata
  - Goa Shipyard Limited, Goa
  - Hindustan Shipyard Limited, Visakhapatnam
- (c) State Governments
- Under Government of West Bengal - Shalimar Works Limited, Kolkata.
  - Under Government of Kerala- KSINC (Kerala Shipping & Inland Navigation Corporation Ltd)

## Indian Shipbuilding Industry

5.10 Currently, the maximum size of the vessels, which can be built in India in the public sector is 1,10,000 DWT which is increasing to build vessels up to 3,00,000 DWT by Cochin Shipyard Ltd. Private sector shipyards can build vessels upto cape size vessels comparable to some of the leading shipyards in the world. Reliance Naval Engg. Ltd. has the capacity to build vessels upto 400,000 DWT and L&T Shipbuilding -Kattupalli 300,000 DWT which includes large LNG Carriers. Smaller size LNG Carriers, Dredgers and other specialized vessels can be built by other shipyards in the Private sector such as Shoft Shipyard Private Ltd., Chowgule & Co. Ltd., Titagarh Wagons Ltd., Vijay Marine Services, Mandovi Dry Docks Ltd., A.C. Roy & Co., Dempo Shipbuilding and Engineering Pvt. Ltd. etc. Positive outlook at global levels have also resulted in build-up of interest and more interest thus increased enquiries to Indian yards. But lack of infrastructure in the country due to collapse of many private shipyards resulted in erosion of capacity and no proper financing mechanism became a big deterrent to attract the attention of the leading ship owners and market players.

## Potential in Shipbuilding

- 5.11 Under the present depressed prevailing market, the growth in the Industry is likely to be accelerated through the “Atmanirbhar Bharat” initiative under the Make in India Programme of the Government of India. Various support initiatives were taken by the MoPS&W such as providing preference to local built Tugs for the employment of services in all the Major Ports. The likely growth in demand for shipbuilding in India is expected to emerge from the above schemes for coastal shipping and inland water. Another potential area of interest is the defence market and deep-sea fishing segment. As per a published report, the Indian Navy’s prospective plan aims to increase the Navy’s fleet from the present 137 to 200 nos. by 2027. The vision of GOI as per the Defence Production Policy, circulated recently was “To make India among the Top Five countries of the world in Aerospace and Defence Industries”, with active participation of public and private sector, fulfilling the objective of self- reliance as well as demand of other friendly countries. Another area of interest is in the urban transport segment and the short sea shipping market where environment friendly electric mobility technology is fast catching up and provides new opportunity for Indian Shipbuilders. Envisaging the huge scope in this segment, the private shipyards are upgrading their capabilities for construction of Hybrid Vessels, so that those also become eligible to be considered for construction of such vessels, with support of the government.
- 5.12 Maritime clusters are vital for the growth of the ship building & repair industry as they provide ancillary services, manufacturing of ancillary products, maritime services and financial services for the industry.



Based on the studies conducted under the Sagarmala Programme, Tamil Nadu has been identified for development of a Maritime Cluster as part of the National Perspective Plan of Sagarmala Programme. Factors such as proximity to the major shipping routes between Asia and Europe, presence of steel industry, shipyards and ports in the vicinity favour the development of a Maritime Cluster in Tamil Nadu. Gujarat Maritime Board (GMB) is also working on developing a Marine Shipbuilding Park in Bhavnagar along with a Maritime Services cluster in Ahmadabad or Gujarat International Finance Tec-City (GIFT) City.

## Goals for Indian shipbuilding industry

- To facilitate construction of River Sea vessels, Inland vessels, Barges and Fishing vessels in India.
  - To encourage use of new technology especially construction of vessels which use alternative fuels.
  - To ensure that top global suppliers of advanced equipment stock and/or assemble their products in India.
  - To ensure all government-owned/PSU vessels are built in India.
- 5.13 Vision 2030 envisions Indian ship building to become competitive with reaching the threshold on volumes by 2025 and then build the momentum in high volumes to reach “Make in India, Make for World” levels and be one of the top 10 shipbuilding nations in the world. Major initiatives include channelizing the cargo to improve demand, ecosystem for ancillary industries, generate standardized designs for better productivity with appropriate Governmental interventions to create level playing fields to make the industry competitive in the International arena.
- 5.14 The Maritime India Vision document also advocates creation of a Maritime Development Fund to provide easy access to working capital and long-term finance needs across marine sectors but is yet to be implemented which otherwise can give access to Indian ship owners to improve their capacity and shipyards to improve the infrastructure. However, the objective of propelling India to the forefront of the global maritime sector as per the road map of MoPS&W, formulated and published as per the vision document ‘Maritime India Vision 2030 (MIV 2030)’ indicates co-ordinate and accelerated growth of India’s maritime sector in the next decade. Various government policies listed below are showing positive impacts in the segment and will act as enablers for the growth of the segment:
- (a) Shipbuilding Financial Assistance Policy (2016):**
- 5.15 To promote shipbuilding in Indian shipyards, the Union Cabinet on 9th December 2015 approved New Shipbuilding Financial Assistance policy (SBFAP) for Indian shipyards for contracts signed during a ten-year period viz. 2016-2026. The Guidelines for SBFAP have been revised in October, 2017 and updated the web portal during 2017 for processing the online applications by Directorate General of Shipping (DG(S)) submitted by shipyards online. Financial assistance is being granted to Indian Shipyards equal to 20% of the lower of “Contract Price” or the “Fair Price” or actual payments received of each vessel built by them for a period of at least 10 years commencing from 2016-17. This rate of 20% will be reduced by 3% every three years. The guidelines have been amended in April 2022 and August 2023. The policy provides support to standard, specialized and other vessels as per the rate of financial assistance indicated in the guidelines. With the promulgations of green initiative at the International and National level, the Government of India is promoting the construction initiative of green fueled vessels under the SBFAP by providing financial assistance of 30% for vessels where main propulsion is achieved by means of green fuels such as Methanol/ Ammonia / Hydrogen fuel cells and financial assistance of 20% for vessels with electric means of propulsion or vessels fitted with hybrid propulsion system. The amount of financial assistance released so far is as under:

<b>Year</b>	<b>Amount of financial assistance released (Rs. in Cr.)</b>	<b>Number of vessels</b>
2018-19	29	12
2019-20	27	7
2020-21	58	15
2021-22	65	17
2022-23	58	32
2023-24	90	50
2024-25	137	38
2025-26	125 (till 31.12.2025)	33

Note: Amount of financial assistance released (Rs. in Cr.) is rounded off to the nearest whole number.

**(b) Right of Refusal to Indian Shipyards (2016)**

5.16 The Union Cabinet, on 9th December, 2015, also approved that all government departments or agencies including CPSUs must provide Right of First Refusal (RoFR) to Indian shipyards while procuring or repairing vessels meant for governmental or own use till 2025 after which only Indian shipyards would build and repair vessels of these organizations. Guidelines were uploaded on the website of the Ministry on 31st May, 2016. Subsequently, a few provisions of the guidelines regarding Quay Length and Non-Destructive Testing facilities have been modified by the Ministry to facilitate more Indian shipyards including small shipyards to take advantage of this policy. The modified guidelines have been uploaded on the website of the Ministry.

**(c) Grant of Infrastructure Status to Shipyards (2016)**

5.17 The Department of Economic Affairs notified the inclusion of standalone 'Shipyards' in the Harmonized Master List of Infrastructure Sub-sectors on 13th April, 2016. With this inclusion, shipyards will be able to avail flexible structuring of long-term project loans, long term funding from Infrastructure Funds at lower rates of interest and for a longer tenure equivalent to the economic life of their assets, relaxed ECB norms, issuance of infrastructure bonds for meeting working capital requirements. Standalone shipyard is defined as a floating or land-based facility with the essential features of waterfront, turning basin, berthing and docking facility, slipways and/or ship lifts and which is self-sufficient for carrying on shipbuilding/repair/breaking activities.

**(d) SOP for chartering/procurement of tugs (2020)**

5.18 To promote small and medium shipyards, in September 2020, the Ministry issued Standard Operating Procedures pertaining to Procurement/Chartering of Port Crafts by the Major Ports. 5 variants/types of tugs finalized by the Standing Specification Committee (SSC) have been sent to IPA.

**(e) SOP for Procurement of Deep-Sea Fishing Vessels (DSFV) under Pradhan Mantri Matsya Sampada Yojana (PMMSY)**

5.19 The Ministry issued Standard Operating Procedure (SOP) in 2021 for Procurement of Deep-Sea Fishing Vessels to assist the state fisheries departments in expeditious implementation of PMMSY. Consolidated Standard Operating Procedure (SOP) for Procurement of Deep-Sea Fishing Vessels for Steel and FRP was issued on 31st January 2022. SOP has been modified on 01st July 2025. Further, three variants of Standardized DSFV Design & Specifications for Fishing vessels approved by Nodal

Authority have been sent to D/o Fisheries for necessary action.

**(f) Granting the Right of First Refusal in chartering of vessels**

5.20 The criteria for granting the Right of First Refusal for in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and shipbuilding in India, to make India an Atma Nirbhar/self-reliant Bharat, in terms of tonnage and shipbuilding in India. The following is the revised hierarchy of RoFR:-

- (1) Indian built, Indian flagged and Indian owned
- (2) Indian built, Indian flagged and Indian IFSCA owned
- (3) Foreign built, Indian flagged and Indian owned
- (4) Foreign built, Indian flagged and Indian IFSCA owned
- (5) Indian built, foreign flagged and foreign owned

**(g) Public Procurement (Preference to Make in India), Order 2017, revised in 2020**

5.21 The revised Make in India order issued by the DPIIT in September 2020 stipulates that for public procurement of goods and services with estimated value of purchases less than Rs. 200 Cr., Global tender enquiries shall not be issued. It would help Indian shipyards to get more ship repair orders.

**(h) Grant of Infrastructure Status to Ships (2025)**

5.22 The Department of Economic Affairs, Ministry of Finance, Government of India, vide Gazette Notification dated 19th September 2025, notified the inclusion of "Large Ships" in the Harmonised Master List (HML) of Infrastructure Sub-sectors under the category Transport and Logistics.

With this inclusion, eligible ships are entitled to avail the benefits associated with infrastructure status, including access to long-term financing at competitive interest rates, flexible structuring of project loans aligned with the economic life of the asset, access to infrastructure lending institutions and funds, relaxed norms for External Commercial Borrowings (ECB), and the ability to raise funds through infrastructure bonds, thereby reducing the overall cost of capital for ship acquisition.

For the purpose of the said notification, "Large Ships" are defined as:

- Commercial vessels having a gross tonnage of 10,000 or more, which are under Indian ownership and flag; or
- Commercial vessels having a gross tonnage of 1,500 or more, which are built in India and are under Indian ownership and flag.

The grant of infrastructure status to large ships is aimed at strengthening India's maritime sector by facilitating fleet expansion, promoting domestic shipbuilding, improving access to institutional finance, and enhancing the competitiveness of Indian shipping in global trade.

**(i) Release of SBFAS and SBDS Guidelines**

5.23 Union Cabinet, in its meeting held on 24th September 2025, approved the two schemes of Ministry of Ports, Shipping and Waterways (MOPSW) to promote shipbuilding in India namely (a) Shipbuilding Financial Assistance Scheme (SBFAS) and National Shipbuilding Mission Scheme (NSbM) and (b) Scheme for Capacity & Capability to development and Credit Risk Coverage for Shipping in India – Shipbuilding Development Scheme (SbDS).

The Shipbuilding Financial Assistance Scheme (SBFAS) aims to provide targeted capital assistance to shipyards for each vessel constructed, reducing cost burdens and enhancing competitiveness. Additionally, the scheme establishes the National Shipbuilding Mission (NSbM) to coordinate and steer shipbuilding initiatives across the country. SBFAS has a budgetary outlay of Rs. 24,736 Crore up to 31st March, 2036.

The Shipbuilding Development Scheme is aimed at creating world-class shipbuilding infrastructure in India. It focuses on three major components: brownfield capacity expansion, greenfield cluster development[AP1] and credit risk coverage. With the creation of modern infrastructure and a skilled workforce, India's commercial shipbuilding capacity is projected to rise to about 4.5 million gross tonnage per annum by 2047. SbDS with a budgetary outlay of Rs. 19,989 crore up to 31st March, 2036 focuses on long-term capacity and capability creation. The scheme provides for the development of greenfield shipbuilding clusters, expansion and modernisation of existing brownfield shipyards, and the establishment of an India Ship Technology Centre under the Indian Maritime University to support research, design, innovation and skills development. Under SbDS, greenfield shipbuilding clusters will receive 100% capital support for common maritime and internal infrastructure through a 50:50 Centre–State special purpose vehicle, while existing shipyards will be eligible for 25% capital assistance for brownfield expansion of critical infrastructure such as dry docks, shiplifts, fabrication facilities and automation systems. Disbursements will be milestone-based and monitored by independent evaluation agencies. The scheme also includes a Credit Risk Coverage Framework, offering government-backed insurance for pre-shipment, post-shipment and vendor-default risks to improve project bankability and financial resilience

In order to implement above schemes the following approved guidelines were released by MoPSW on 26th December 2025. The guidelines are also available on MoPSW website:-

1. Guidelines for implementation of Shipbuilding Financial Assistance Scheme (SBFAS).
2. Guidelines for Shipbuilding Risk Coverage under Shipbuilding Development Scheme (SbDS).
3. Guidelines for Greenfield Shipbuilding Cluster development under Shipbuilding Development Scheme (SbDS).
4. Guidelines for Brownfield Capacity Expansion under Shipbuilding Development Scheme (SbDS)

## Ship Repair Industry

5.24 The current Global ship repair market is expected to reach \$40 billion+ by 2030. Asia-Pacific (APAC) dominates the ship repair and maintenance services market because of the increased sea-borne trade activities within the region. Shipyards in China, Singapore, Korea and the Middle East largely due to the availability of skilled workforce and latest technology have always been in the forefront of the Ship repair industry. The global market for ship repair and maintenance service is expected to witness significant growth, supported by developments in the markets in South East Asia and India. Europe is also expected to witness significant growth during the forecast period of 2024 to 2029 due to the improvements in the region. Though India's share in global ship repair is currently less than 1%, the country is favourably located in respect of the major trade routes/ shipping routes with 7 to 9% of the global trade passing within 300 NM of the coastline. Additionally, India is poised well to offer repair services in the Defence segment providing an array of ship repair services catering to both the Indian defence and the International Navies as more significance has been accorded to the Indian Ocean Region (IOR) being the important sea route to be protected.

- 5.25 India's annual ship repair market is estimated to be around Rs. 2,000 Cr., with an overall estimated potential of Rs. 6,000 Cr. However, more than 30% of the commercial ship repair is conducted outside India catering this market. Nevertheless, over the next 10 years, India has the potential to create Rs. 14,000+ Cr. Ship repair market which is critical to indigenize the ship repair business in the country. India has a strong workforce that can potentially cater to the labour-intensive ship repair industry. However, the untapped potential in the Indian ship repair market can be attributed to the presence of competing international ship repair yards on major trade routes and a capability gap of Indian yards in repairing certain types of vessels. Other reasons for the cost disadvantage include high financing costs, lack of readily available ship spares in India, insufficient ancillary support, and technology-related issues that increase the ship repair execution cycle time.
- 5.26 To address these gaps, the Government of India, under the MIV 2030 initiative, is actively supporting the industry through multiple initiatives. These include channelising domestic demands by leveraging the 'Aatma Nirbhar Bharat' (Self-Reliant India) policy, developing infrastructure through better access to financial instruments, and providing better opportunities for overall development and enhanced business in the industry by creating free trade depots and maritime clusters.

### Indian Ship Repair Capability

- 5.27 The untapped potential in the Indian ship repair market can be attributed to the presence of competing international ship repair yards in Singapore, Middle East (Dubai, Bahrain) and Colombo on major trade routes and a capability gap of Indian yards in repairing certain kinds of vessels. Due to these disadvantages, only about 5-6 shipyards in the country carry out any significant repair jobs. One of the major deterrents in ship repair is GST which is an additional tax burden and makes Indian ship repairers uncompetitive as compared to foreign ship repairers. Other reasons of cost disadvantages include high cost of financing, lack of supply of ship spares in India and technology related issues increasing ship repair execution cycle time.
- 5.28 India is located strategically on the international trade route, whereby it can attract ships plying from west to east in the trade route for its ship-repair activity. This represents increasing market potential for the ship-repair business, as ship owners prefer to repair their ships without deviating from their trade routes as much as possible. Ship-repair service, a supplementary service provided by most of the shipyards, is also a labour intensive activity that utilizes the existing ship-building infrastructure to provide additional returns on the capital invested.

### Recycling of Ships



*Ship Recycling at Alang*

- 5.29 India is a leading destination for recycling of end-of-life ships. 98% of ship recycling in India takes place at Alang-Sosiya in Gujarat which is located along 10 km long sea front on the western coast of the Gulf of Cambay adjoining Alang-Sosiya villages. Around 3.50 MMT of steel is produced per annum at Alang without exploiting natural resources where nearly 100 recycling plots have attained Hong Kong Convention compliant status. Ship recycling is also carried out in a limited manner at Kidderpore Docks, Syama Prasad Mookerjee Port, Kolkata and Mumbai Port. Steel Industrials Kerala Limited in Kerala also carries out recycling of small ships on a limited scale.
- 5.30 The Recycling of Ships Act, 2019 is aimed at ensuring that ships, when recycled, do not pose risk to human health, safety and to the environment. India acceded to the Hong Kong International Convention for Safe and Environmentally Sound Recycling of Ships, 2009 on 28th November 2019 with the objective of ensuring safe and environmentally sound recycling of ships. To regulate ship recycling to ensure international standards, India has enacted the Recycling of Ships Act, 2019 based on the Convention. It was notified on 16th December 2019. Recycling of Ships Rules, 2021 have also been notified on 26th February 2021 to enable ship recycling yards to equip themselves with necessary infrastructure for attaining international standards in ship recycling. Recycling of Ships Regulations 2026 has also been notified on 12th January 2026.
- 5.31 An International Conference on Green Ship Recycling and Scrapping Policy was organized on the 12th September 2022 at Gandhinagar, Gujarat along with a visit to Alang shipyards on 13th September 2022. Ambassadors of the major EU member States were also invited to give them exposure to the green recycling infrastructure installed at Alang. Steps have been initiated to enhance the existing ship recycling capacity as well as expand it from the existing 4.50 MMTPA of LDT to 9.0 MMTPA of LDT by 2028.



*Shipbreaking at Alang*



*Labour Housing Colony*



## REFORMS

### **The Merchant Shipping Act, 2025 and Coastal Shipping Act, 2025 to replace Merchant Shipping Act, 1958**

5.32 Internationally, the merchant shipping industry has undergone various changes in recent years. The Merchant Shipping Act, 1958 (the Act) is no longer adequate to address the contemporary challenges of the maritime sector. As the Act has not incorporated various mandatory requirements under International Conventions, reforms were also required to accommodate the international maritime obligations of India. In order to meet the challenges being faced by the Indian maritime industry to ensure development of Indian shipping, and to give impetus to coastal shipping and trade, the Act has been revamped to bring in two separate legislations. The Coastal Shipping Act, 2025, which deals with only commercial and trade aspects of shipping to encourage domestic participation and the Merchant Shipping Act, 2025 dealing with implementation of India's obligations under various International Conventions and technical aspects of the maritime sector, have been enacted on 18th August, 2025 and 09th August, 2025 respectively.

### **The Bills of Lading Act, 2025 to replace Indian Bills of Lading Act, 1856**

5.33 The Indian Bills of Lading Act, 1856 (the Act), a pre-independence law, deals with the transfer of rights to suit and liabilities contained in the contract of carriage of goods, to consignees or endorsees to whom any bill of lading has been transferred. Since the subject-matter of the Act is relevant in Indian context, Bills of Lading Act, 2025 has been drafted, wherein the provisions of the Act have been simplified without changing the substance/intent in order to facilitate ease of understanding of the legislation. The said Bill was enacted on 24th July, 2025 and has come into force w.e.f. 10th September, 2025.

### **The Carriage of Goods by Sea Act, 2025 to replace Indian Carriage of Goods by Sea Act, 1925**

5.34 The Indian Carriage of Goods by Sea Act, 1925, a pre-independence law, is substantially based on the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading (Hague-Visby rules). Since the subject-matter of the Act is relevant in India context, Carriage of Goods by Sea Act, 2025 has been drafted, wherein, primarily, the provisions of the Act have been simplified without changing the substance/intent in order to facilitate ease of understanding of the legislation. It also includes a provision to amend the Schedule for adopting any new aspects from latest international regimes relating to carriage of goods by sea. The said Bill was enacted on 8th August 2025 and has come into force w.e.f. 10th September, 2025.

## **Cruise Shipping in India – 2025**

5.35 Cruise shipping in India involves coordination among multiple agencies to facilitate passenger movement and vessel operations at ports. Cruise operations include domestic cruise services operating within Indian waters and international cruise vessels calling at Indian ports as part of their itineraries. During 2025, cruise shipping activities were undertaken in line with policy directions and initiatives under the Cruise Bharat Mission.

## **Institutional Framework**

5.36 The Task Force on Cruise Tourism, chaired by Secretary (Tourism) and co-chaired by Secretary (Ports, Shipping and Waterways), continued to provide policy direction and inter-ministerial coordination for development of the cruise sector. Cruise-related matters were coordinated with Ministries and agencies including Tourism, Home Affairs, Finance, Customs, Immigration, CISF, State Governments, Port Authorities, and other stakeholders.

### Initiatives from Past Years (continued during 2025)

The following initiatives introduced in earlier years continued to remain in force during 2025:

- Priority berthing for cruise vessels at ports.
- Waiver of ousting charges for cruise vessels.
- Cruise vessels receive up to 20% volume discounts, with a uniform single-rate tariff regime at major ports and a rationalised cruise tariff including a standard GRT rate and passenger head tax..
- Waiver of cabotage for foreign cruise vessels, permitting carriage of Indian nationals between Indian ports during domestic legs.
- Permission for foreign flag passenger vessels to call at Indian ports without obtaining a licence from the Director General of Shipping, as per extant relaxations.

### Standardisation of Procedures

5.37 Standard Operating Procedure–3 (SOP-3) was released by MoT and implemented during the year to standardise cruise operations across Indian ports. SOP-3 provides a common framework for embarkation, disembarkation, passenger movement, and coordination among Immigration, Customs, Port Health Organisation, CISF, Port Authorities, and State agencies.

### International Engagements and Conferences

5.38 India participated in international cruise events during 2025, including the SATTE Cruise Event, New Delhi; Singapore Maritime Week 2025; and SeaTrade Global Cruise, Miami.

The ASEAN–India Cruise Dialogue (AICD) was held from 30th June to 1st July 2025 at Mamallapuram, Chennai, and was inaugurated by the Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W. The Dialogue was attended by all ASEAN Member States, namely Brunei, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand, and Vietnam, along with Timor Leste. The Dialogue provided a platform for discussion on regional cooperation and coordination in the cruise sector.

Workshops and stakeholder consultations were conducted during the year, including a workshop organised by Gujarat Maritime Board on 6th May 2025 on cruise tourism along the Gujarat coast.

### Cruise Infrastructure and Destinations

5.39 Puducherry recorded its first cruise call on 4th July 2025 with Cordelia Cruises' MV Empress. With the addition of Puducherry, the number of cruise destinations increased to nine during the year. Further, cruise terminals are operational at six Major Ports, Mumbai in Maharashtra, Chennai in Tamil Nadu, Cochin in Kerala, Mormugao in Goa, New Mangalore in Karnataka, and Visakhapatnam in Andhra Pradesh. In addition, cruise calls were also handled at Lakshadweep and Andaman destinations. The Mumbai International Cruise Terminal was inaugurated in September 2025 by the Hon'ble Prime Minister. Ports at Cochin, Chennai, Mormugao, and New Mangalore undertook works relating to berthing arrangements, passenger facilities, and destination readiness.

5.40 The details of the number of vessels and passengers handled at all ocean cruise destinations in India from January 2025 to December 2025 are listed below.



Name of Ports	International		Domestic		Total	
	No. of Vessels	No. of Pax	No. of Vessels	No. of Pax	No. of Vessels	No. of Pax
Mumbai	7	11,856	89	2,42,979	96	2,54,835
Mormugao	9	10,138	28	57,997	37	68,135
New Mangalore	8	4,039	0	0	8	4,039
Chennai	4	6,285	12	34,943	16	41,228
Cochin	13	12,681	15	30,383	28	43,064
Lakshadweep	13	4,216	12	47,625	25	51,841
Puducherry	0	0	3	3,692	3	3,692
Vizag	0	0	9	10,707	9	10,707
Sri Vijaya puram	1	135	0	0	1	135
<b>Total</b>	<b>55</b>	<b>49,350</b>	<b>168</b>	<b>4,28,326</b>	<b>223</b>	<b>4,77,676</b>

#### 5.41 Transformative Growth in Indian Seafaring:

The Ministry of Ports, Shipping and Waterways has made impactful efforts that have resulted in the phenomenal growth of Indian seafarers.

As of the current period (2025–26), the number of employed Indian seafarers stands at 3.08 lakh, reflecting sustained growth achieved over the years. In parallel, focused initiatives of the Ministry have resulted in a tenfold increase in women seafarers since 2014, underscoring a continued commitment to workforce expansion and gender inclusivity in the maritime sector.

## ORGANIZATIONS

### DIRECTORATE GENERAL OF SHIPPING

6.1 The Directorate General of Shipping (DGS), a subordinate office of the Ministry, was established in 1949 to oversee maritime administration, education and training, shipping industry development, and related matters. It implements shipping policies and legislation to ensure safety at sea, prevent marine pollution, and enforce IMO regulations, while also conducting seafarer examinations and certifications and supervising subordinate offices. The Director General of Shipping, appointed under Section 7 of the Merchant Shipping Act, 1958, is supported by the Additional Director General, Deputy Directors General, and technical experts including the Nautical Adviser (navigation), Chief Surveyor (marine engineering), and Chief Ship Surveyor (naval architecture). Field offices are headed by Principal Officers assisted by surveyors, with allied office heads and their teams supporting the Director General in statutory functions.

### India Secures a Resounding Victory at IMO Council elections

6.2 India has been re-elected to the IMO Council for the 2026–27 biennium, achieving the highest vote tally of 154 votes in Category B of nations. It is acknowledgement of the high priority, the Government of India gives to the maritime sector and seafarers, to make Oceans safe, secure, greener, and a viable mode of transportation.



### Green Shipping Conclave (20th February 2025)

6.3 The Green Shipping Conclave 2025, held on 20th February 2025, brought together policymakers, industry leaders and experts to advance India's green shipping agenda, including the target of 5% alternative fuel adoption by 2030 and net-zero emissions by 2050. The conclave contributed to shaping India's Comprehensive Green Shipping Policy.



## Functions of offices under the administrative control of the DGS

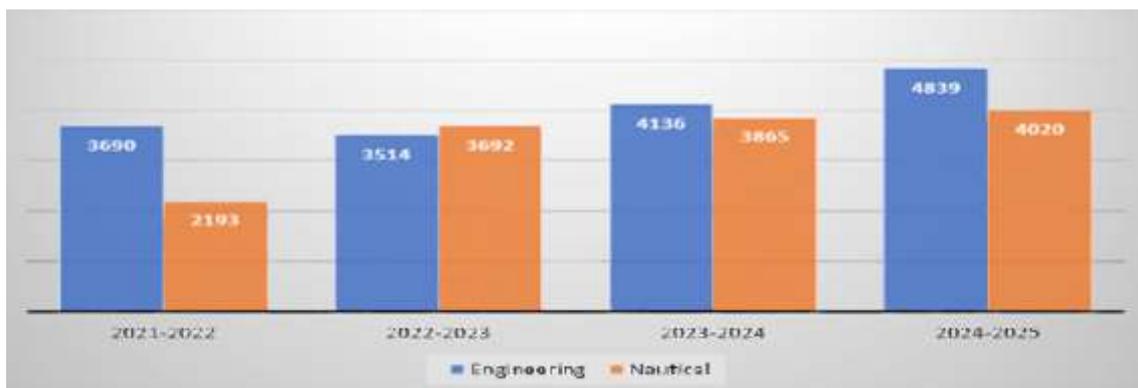
6.4 The Mercantile Marine Departments (MMDs), established in 1929 with headquarters in Mumbai, Kolkata, and Chennai, and later expanded with district offices in Kochi (2005) and Kandla, were initially under the Ministry until the DGS was established in 1949. MMDs administer Merchant Shipping laws, ensuring ship and crew safety, pollution prevention, ship registration, tonnage measurement, crew accommodation, and surveys for load lines and safety construction. They investigate shipping casualties, inspect passenger ships, radio and safety equipment, supervise repairs and construction, implement Flag State regulations, conduct Port State Control inspections, and oversee seafarer examinations and certifications under the Merchant Shipping Act, 1958. Over time, the DGS has assumed additional responsibilities under statutes like the Multi-modal Transportation of Goods Act, Admiralty Act, and Recruitment and Placement of Seafarers Rules, delegating surveys and certifications under international conventions to recognized IACS Classification Societies while retaining supervisory oversight.

### Passengers Ship Survey

6.5 All passenger ships undergo hull, machinery, and equipment surveys during construction and annually thereafter, with issuance of certificates such as Passenger Ship Safety, Space, Special Trade Ship Safety, Exemption, A, and Survey Certificates. Cargo ships are surveyed under Cargo Ship Safety Construction (CSSC) rules, with construction/reconstruction surveys abroad delegated to recognized Classification Societies. All sea-going vessels over 300 G.T. require a Safety Radio Certificate under M.S. (CDSRC) Radio Rules, 1995 and SOLAS 74, ensuring operational status and type approval of all radio equipment.

### Seafarer's Examination & Certification

6.6 The DGS and MMD offices conduct examinations leading to Certificates of Competency as per STCW Convention, 1978 (as amended) and M.S. STCW Rules, 2014, covering Certificates of Competency (CoC), Proficiency Certificates, and Watchkeeping Certificates for various officer and operational roles. Examinations are held monthly for engineering and nautical streams, including MEO Class I, II, III, IV, Electro-Technical Officers, and deck certifications such as Master, Chief Mate, Second Mate, NWKO, etc., across MMDs at Mumbai, Kolkata, Chennai, Kochi, Noida, Kandla, and Visakhapatnam. The certification system ensures internationally compliant training, assessment, and competence of seafarers, with DGS supporting training, employment, and certification under the Merchant Shipping Act, 1958 in line with global maritime standards.



## e-Pariksha

6.7 Under Maritime India Vision 2030, Initiative 10.9 envisages end-to-end digitisation of seafarer examination, assessment and certification processes. In this regard, the Directorate General of Shipping (DGS) has initiated E-Pariksha, a flagship digital initiative to modernise maritime competency examinations through a transparent, standardised and centrally monitored system across all Mercantile Marine Departments.

A successful pilot has been operationalised at MMD Noida, demonstrating faster evaluation and reduced manual intervention. Based on the pilot, nationwide roll-out is scheduled for March 2026, covering about 600 examinations annually and issuance of over 8,500 Certificates of Competency, in alignment with IMO, STCW, Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047.

## NCV DECK CADET SCHEME

**UNLOCK YOUR MARITIME CAREER**

**REVISIED NCV DECK CADET SCHEME FOR GP RATINGS**

DG Shipping has launched a new NCV deck cadet scheme for GP Rating candidates. The full details are available in [MS Notice No. 15 of 2024](#)

**BENEFITS :**

1. GP Ratings can become certified Navigational Watch-keeping Officers.
2. Build a skilled cadre of officers for coastal shipping.
3. A structured pathway for career growth in India's coastal shipping sector.

**KEY FEATURES :**

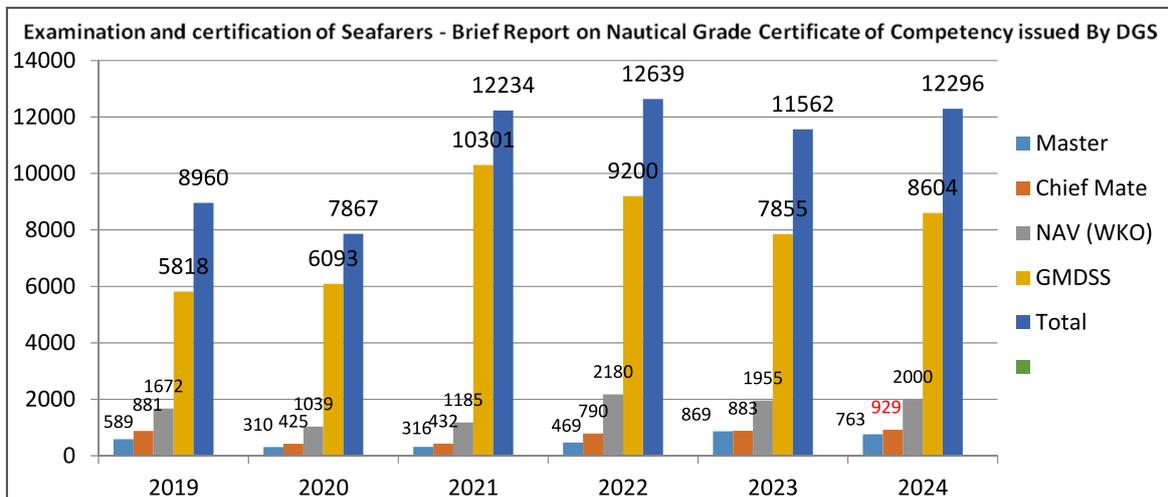
1. Any GP Rating can apply.
2. Complete 12 months of sea service with approved Structured Training Programme (SSTP).
3. Complete written & oral examination for NWKO (NCV) COC.

Scan this QR code to Download the MS Notice 15 of 2024

**COASTAL SHIP OWNERS AND OPERATORS ARE ENCOURAGED TO INDUCT GP RATING UNDER THIS SCHEME AND PROVIDE SSTP TO INCREASE THE POOL OF CERTIFIED OFFICERS.**

6.8 The Directorate General of Shipping has introduced the Revised NCV Deck Cadet Scheme specifically designed for GP Rating candidates, as outlined in MS Notice No. 15 of 2024. This initiative aims to create a structured pathway for career advancement in coastal shipping by enabling GP Ratings to become certified Navigational Watchkeeping Officers. Through this scheme, candidates will complete 12 months of sea service with an approved Structured Training Programme (SSTP) and pass both written and oral examinations for the NWKO (NCV) Certificate of Competency (COC).

This scheme will enhance the skillset of officers for India's coastal shipping sector while addressing the demand for a certified workforce. Coastal ship owners and operators are encouraged to induct GP Ratings under this scheme and provide SSTP opportunities, thereby contributing to the growth and certification of a skilled cadre of officers. Brief Report on Nautical Grade Certificate of Competency issued.



#### Key Achievements 2024:

- Total COCs issued: 12,200
- Highest COCs saved for grade Navigational watch-Keeping officer - 2,000 COCs
- High certification numbers reflect robust and in- depth maritime training imparted.
- High COCs Issuance demonstrates a strong administrative mechanism for certification and examination.
- The above has enabled the Indian Maritime Administration to effectively meet Industry demand.

#### India and Denmark Centre of Excellence and Green Shipping Partnerships 2025

6.9 The National Centre of Excellence for Green Ports & Shipping (NCoEGPS) continues to function as a key technical arm of the Ministry for promoting green fuels, digital transformation and regulatory reforms under the 2024 Indo-Danish Memorandum of Understanding on Maritime Issues. Key developments include launch of the national single-window knowledge portal for green shipping (February 2025), joint pilots on methanol/ammonia fuels and digital certification aligned with IMO GreenVoyage2050, and a Digitalization Workshop held at DGS on 21st February 2025.

Additional milestones during 2025 included the Kochi Green Fuels Workshop (August 2025) establishing the India–Denmark Green Fuels Working Group and the Maritime Digital Transformation Workshop (September 2025) to advance a roadmap for digital seafarer certificates. India remains committed to implementing the CoE Workplan 2025–26 through joint workshops, pilot projects and enhanced international collaboration.

### Third RegLitter Asia Regional Task Force Workshop 8th Dec 2025

6.10 The RegLitter project, under the IMO OceanLitter Programme and implemented jointly by IMO and FAO, aims to prevent and reduce sea-based marine plastic litter in the Asia region, in partnership with seven countries including India. Under this initiative, the Third RegLitter Asia Regional Task Force Workshop is organized.

The workshop will focus on National Action Plans, legal frameworks, regional cooperation and data-driven approaches to address sea-based marine plastic litter, building on outcomes of earlier meetings held in Hanoi (March 2024) and virtually in April 2025. It will enhance capacities for implementation of relevant international instruments, improve understanding of marine litter data collection, and promote regional collaboration among participating countries.

### STCW Certification Performance (Nautical Grade)

6.11 The Directorate General of Shipping continued to strengthen competence, safety readiness and global employability of Indian seafarers during 2025, with STCW certification issuance recording significant year-on-year growth. A total of 4,153 Foreign Going Certificates of Competency (CoCs) were issued in 2025, with Second Mate constituting the largest share, followed by First Mate and Master, reflecting a strong pipeline at junior and mid-officer levels. For Near Coastal Vessel (NCV) operations, 100 CoCs were issued, indicating stable but limited demand aligned with coastal trade.

The year-wise trend of CoC issuance from 2019 to 2025 shows a clear upward trajectory for Foreign Going CoCs, particularly post-2021, culminating in peak issuance levels in 2025, reflecting recovery from pandemic-related disruptions and increased global demand. Near Coastal CoC issuance remained comparatively stable with minor fluctuations, indicating niche domestic requirements.

During the year, the Nautical Wing consolidated all instructions related to Minimum Safe Manning into a single reference document through DGS Circular No. 54 of 2025, ensuring regulatory clarity and uniform implementation. Further, the syllabus for Chief Mate (NCV) Phase-I and Phase-II courses was comprehensively revised through DGS Circular No. 41 of 2025 (STCW Circular No. 04 of 2025) to incorporate all STCW amendments up to the 2010 Manila Amendments, remove obsolete content and align training with current maritime operational requirements.

Certificate of Competency issued			Global Maritime Distress and Safety System (GMDSS) Certificate of Competency (COCs)	
Rank	Foreign Going Grades	Near-Coastal Voyage (NCV) Grades		
Master	702	38	MMD CHENNAI	1237
First Mate	1187	31	MMD KOCHI	946
Second Mate	2264	31	MMD NOIDA	2256
<b>Total</b>	<b>4153</b>	<b>100</b>	MMD KANDLA	120
			MMD KOLKATA	1345
			MMD MUMBAI	3012
			<b>Total</b>	<b>8916</b>

Certificate of Equivalence (COE) for Foreign COCs		COPs for Polar water operations	
COE (NEW)			
	19	Basic COPs for Polar Water Operations	121
		Advanced COPs for Polar Water Operations	27

Certificate of Proficiency (COP) in Advanced Tanker Operations			
	Advanced Oil Tanker Endorsement	Advanced Chemical Tanker Endorsement	Advanced Gas Tanker Operations
MMD CHENNAI	450	213	104
MMD KOCHI	359	165	92
MMD NOIDA	1041	562	283
MMD KANDLA	27	18	12
MMD KOLKATA	460	222	82
MMD MUMBAI	1539	821	377
<b>Total</b>	<b>3876</b>	<b>2001</b>	<b>950</b>

Certificate of Proficiency (COP)	
CoP in Rating Forming Part of a Navigational Watch	<b>5592</b>
CoP in Able Seafarer Deck	<b>3333</b>
IGF Code Basic CoP	<b>4470</b>
CoP in Basic Training For Oil and Chemical Tanker Cargo Operations	<b>14480</b>
CoP in Basic Training For Liquefied Gas	<b>4984</b>



## CASUALTY BRANCH, NAUTICAL WING

### Workshop on Salvage and Emergency Response, March 2025

6.12 The Directorate General of Shipping conducted a national Workshop on Salvage and Emergency Response on 4th March 2025 at Mumbai to review preparedness and response mechanisms for maritime emergencies. The workshop was attended by 254 participants, including representatives from government agencies, the Indian Coast Guard, shipping companies, salvage operators, insurers, ports, legal professionals and maritime institutions.

The deliberations focused on improving coordination and readiness for managing groundings, fires, collisions, pollution incidents and wreck removals, with reference to recent national and international case studies. Key discussions examined salvage-related provisions under the Merchant Shipping Bill, 2024, standard operating procedures, empanelment of professional salvors, and issues relating to ports of refuge and emergency towing. The workshop concluded with consensus on strengthening regulatory frameworks, enhancing domestic salvage capacity and improving institutional preparedness for maritime emergency response.

## Notable Marine Incidents and Regulatory Response

6.13 During 2025, the Directorate General of Shipping (DGS) coordinated timely and structured responses to multiple major marine casualties, ensuring protection of human life, the marine environment and coastal interests. These incidents demonstrated the effectiveness of early intervention, multi-agency coordination and regulatory oversight.

**Sinking of MSC ELSA 3 (25th May 2025):** The Liberian-flagged container vessel sank off the Kerala coast carrying heavy fuel oil, diesel and hazardous cargo. DGS led national coordination with the Indian Coast Guard, Indian Navy, State and port authorities, shipowners, P&I Club, ITOPF and professional salvors. Continuous surveillance, pipe sealing, post-monsoon oil removal and shoreline cleanup for nurdle spill along Kerala and Tamil Nadu coasts ensured no significant oil spill or environmental damage. Compensation for affected fishers and cleanup costs was secured, and wreck removal is being pursued through regulatory follow-up.



**Fire onboard WAN HAI 503 (June 2025):** The Panama-flagged container vessel caught fire while transiting the Indian EEZ off the Kerala coast. DGS redeployed the Emergency Towing Vessel (ETV) from the ELSA site, mobilised high-bollard-pull tugs and coordinated firefighting with the Indian Coast Guard. After approximately three weeks of sustained operations, the vessel was towed beyond the EEZ to a designated port of refuge. A formal investigation is underway.



**Container fire on INTERASIA TENACITY (June 2025):** The Marshall Islands-flagged vessel reported a container fire while transiting the Arabian Sea toward Jawaharlal Nehru Port. Coordinated firefighting by the Indian Coast Guard extinguished the fire within 48 hours, with no pollution, shoreline impact or injuries, and the vessel safely continued to port.



**Fire and explosion on MT FULDA (July 2025):** The Liberia-flagged tanker experienced a cargo tank explosion and grounding at Kandla outer port anchorage with 15,000 MT fuel oil onboard. DGS coordinated lightering and oil extraction through salvors and OSROs, followed by refloating, towage to a safer location and preparation of the vessel for scrapping under regulatory oversight.



Across these incidents, DGS led coordinated responses with central and State authorities, defence agencies, shipowners, insurers and international technical agencies, resulting in effective pollution containment and zero shoreline impact. The incidents highlighted gaps in domestic salvage and wreck removal capacity. Consequently, the Prime Minister's Office convened a high-level review in July 2025, following which a Maritime Casualty Response Framework with defined timelines was developed and submitted to strengthen India's salvage ecosystem.

## Strengthening India's Maritime Casualty Response Framework

6.14 India is implementing a focused action agenda to strengthen maritime casualty response following directions issued by the Prime Minister's Office after major marine incidents. These measures aim to improve investigation quality, operational coordination, and on-ground emergency capability nationwide.

**Capacity Building:** The Directorate is augmenting the Indian Maritime Casualty Investigation Cell with dedicated, trained investigators to handle serious marine incidents. This is intended to ensure impartial investigations, faster turnaround of reports, and timely safety learnings that can be fed back into regulation, training, and operational practices.

Further, for real-time monitoring and response coordination are being strengthened through upgrades to the Long-Range Identification and Tracking system and the National Data Centre. These improvements are designed to give authorities better situational awareness of vessel movements and incidents, enabling quicker and more coordinated decision-making during emergencies.

**Developing national salvage infrastructure:** The Directorate has launched targeted initiatives to bolster salvage capabilities. Merchant Shipping Notice No. 11 of 2025 mandates the deployment of sea-going tugs at major ports to ensure immediate emergency response availability along the coastline.

Under powers granted by the MS Act 2025, DGS is empaneling professional salvors for rapid asset mobilization during casualties; empaneled entities must maintain equipment stockpiles and establish response centers at strategic coastal locations, reducing response times and foreign dependency. Draft empanelment criteria have been circulated via MS Notice to salvors for comments and suggested amendments.

Parallely, criteria for empaneling oil spill response operators (OSROs) are under development, specifying minimum equipment tiers, tiered response obligations, and localized basing requirements to align with National Oil Spill Disaster Contingency Plan (NOS-DCP) standards.

**Clarifying coastal state roles and claims:** The Directorate is issuing a Coastal State Advisory for Contingency of Marine Incidents and Emergency Response. This advisory will clarify roles and responsibilities of stakeholders, inter-agency coordination mechanisms, and claims and compensation procedures, reducing ambiguity during actual incidents.

**Standardizing operational response:** A consolidated Standard Operating Procedure for marine incidents is under development to integrate reporting, activation protocols, and inter-agency response into a single framework. This SOP is expected to streamline communication, avoid duplication of effort, and help ensure consistent, predictable responses across different types of marine emergencies.

## India's Engagement at the Global Salvage & Wreck Forum, December 2025

6.15 India participated in the Global Salvage & Wreck Forum 2025, held on 10th–11th December 2025 in London, through the Directorate General of Shipping (DGS), Ministry of Ports, Shipping and Waterways.

The forum, organized by the International Salvage Union, the International Group of P&I Clubs, and the International Underwriting Association, brought together regulators, salvors, insurers, and maritime experts to discuss wreck removal and emergency response practices. DGS represented India in a panel in a session on coastal State responses to maritime emergencies. India shared its evolving casualty response framework, highlighting structured coordination with the Indian Coast Guard, Indian Navy, port authorities, and other stakeholders, supported by round-the-clock monitoring through the DGComm Centre. Bilateral interactions with P&I Clubs, salvage operators, and international maritime authorities enabled exchange of best practices and insights on insurance, salvage coordination, and ports of refuge. India's participation strengthened international engagement and supported alignment of national maritime emergency response mechanisms with global standards.

### **Commendation for Distinguished Service in Maritime Emergency Response**

6.16 In recognition of their exemplary service and coordination during notable marine incidents, the officers of DG Shipping were conferred the Director General, Indian Coast Guard (ICG) Commendation on 15th August 2025. The commendation acknowledges their discharge of duties with exceptional dedication, commitment, and professional competence of a high order. Their selflessness, integrity of purpose, and effective inter-agency coordination significantly contributed to strengthening maritime casualty response and upholding safety at sea. Their meritorious performance, consistent with the finest traditions of the ICG, reflects sustained excellence in maritime emergency management. The commendation has been duly recorded in recognition of their distinguished service.

### **Setting up of Indian Protection & Indemnity (P&I) Insurance Provider**

6.17 The Directorate General of Shipping, with the approval of the Ministry of Ports, Shipping and Waterways, has initiated steps to examine the establishment of a domestic Indian Protection and Indemnity (P&I) Club. The proposal aims to reduce reliance on foreign P&I mutuals and provide Indian-flag and coastal vessels with sovereign, locally administered liability cover. Feasibility studies are underway to assess structural options, regulatory pathways, and financial viability, including mutual or fixed premium models supported by domestic reinsurance. The initiative also involves stakeholder consultations and development of a strategic roadmap covering governance, risk management, and regulatory compliance, with an initial focus on fixed premium P&I cover for Indian vessels.

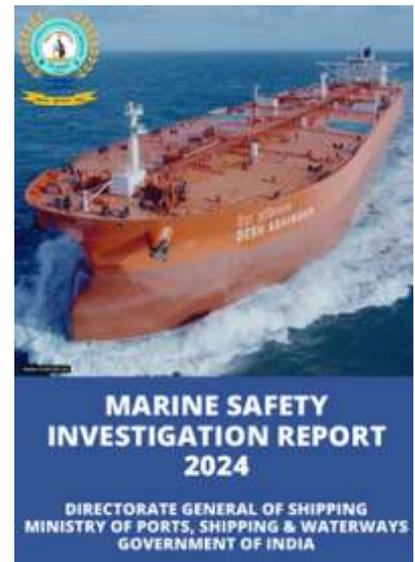
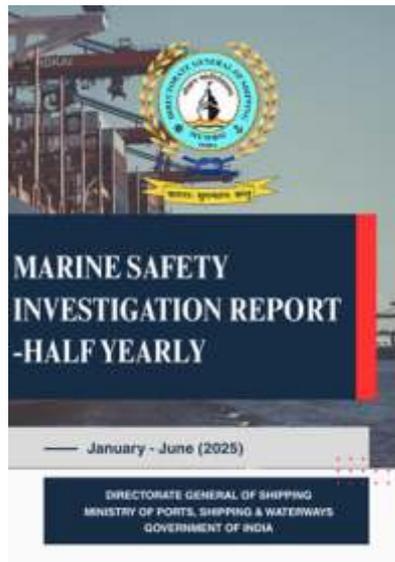
### **Safety Awareness Video Series on Marine Casualties and Maritime Systems**

6.18 The Directorate General of Shipping (DGS) has launched a Safety Awareness Video Series to address recurring safety lapses identified through casualty investigations and to strengthen safety culture in the maritime sector. The series presents case-based learning from incidents including Proteus Harvonne, MV ITT Puma, Tug Alliance, DCI Dredge XVII, and MV Magic Striker, highlighting key lessons on risk assessment, cargo safety, weather preparedness, enclosed-space entry, use of approved equipment, and stop-work authority. In addition, explanatory videos on DG COMM and LRIT systems demonstrate their role in maritime communication, vessel tracking, and emergency response coordination. A DGS Circular No.60 of 2025 has been issued directing Maritime Training Institutes (MTIs), Recruitment and Placement Services License (RPSL) Companies, Ship-owners, Operators, Managers, and other concerned stakeholders to make such videos available for all seafarers, trainees, and new joiners under their supervision, and to integrate such videos into the organization's Learning Management System (LMS), pre-sea training, post-sea training, and safety indoctrination curriculum.



### Marine Safety Investigation Reports (Annual and Half-Yearly)

6.19 The Directorate General of Shipping publishes the Marine Safety Investigation Report (Annual) and the Half-Yearly Marine Safety Investigation Report to systematically analyse marine accidents and incidents and identify their underlying causes. These reports support evidence-based corrective actions to enhance safety at sea and protect the marine environment. Incident data is compiled through the DG Communication Centre (DG Comm Centre), which maintains an online casualty reporting module covering Indian vessels worldwide, Indian seafarers on Indian and foreign vessels, and non-Indian vessels operating in Indian waters. The reports present incident summaries, analysis, and safety lessons, and are available on the DGS website for stakeholder reference and continuous improvement.



### Issuance of Casualty Circular/Safety Advisory

6.20 The Casualty Branch has proactively strengthened maritime safety awareness through the systematic issuance of Casualty Circulars and Safety Advisories following marine incident investigations. In 2025, the Directorate issued DGS Circulars 01, 10, 19, 42, 46, and 58, each serving as a key knowledge-sharing tool that translates lessons from past casualties into practical preventive measures. These communications address recurring operational and procedural deficiencies, guiding ship operators, masters, and crew toward safer practices and compliance-driven standards. By distilling complex findings into concise advisories, the Branch fosters risk mitigation, instills safety consciousness across all levels of the maritime workforce, and institutionalizes a culture of continuous learning and operational discipline, contributing to a sustained reduction in maritime accidents and incidents.

## Maritime Single Window

6.21 The Maritime Single Window (MSW)–Sagar Setu streamlines maritime trade by enabling electronic submission, processing, and exchange of information among ports, customs, immigration, health, security, and regulatory authorities. As a FAL Convention requirement, 84 ports (major and non-major handling EXIM cargo) have been integrated, though customs and immigration are yet to be fully connected, which limits reporting. Key achievements include nationwide rollout, full transition from paper-based to digital workflows, improved operational efficiency, secure cloud-based architecture, integration with national and international platforms, and initiation of MSW 2.0 aligned with One Nation One Port reforms. Annual statistics highlight adoption by all major ports and 50+ non-major ports, reduction of vessel approval timelines from over a day to a few hours, PHO clearance from 24–48 hours to a few hours, over 50% vessels compliant with IMO standards, and 24×7 system support, with MSW 2.0 expected to further reduce data entry and documentation.



## International Ship and Port Facility Security (ISPS)

6.22 The ISPS Code, adopted globally after the 9/11 attacks in 2001 and effective from 1st July 2004, enhances maritime security against terrorism and piracy. In India, it was integrated into the Merchant Shipping Act, 1958, and the Indian Ports Act, 1908, through the Merchant Shipping (Amendment) Act, 2007. The Code mandates compliance with Chapter IX-B of the MSA and Section 68D of the IPA for port facilities handling ships on international voyages, including passenger ships, cargo ships over 500 GT, and MODUs, with the Director General of Shipping as the Designated Authority. The M.S. International Ships and Port Facility Security Rules, notified on 19th June 2024 after 20 years, outline security requirements in five chapters covering general responsibilities, ship security, port facility security, ship certification, and miscellaneous provisions.

### Key Achievements:

- 74 ports in India are now ISPS-compliant.
- The ISPS rules were officially notified on June 19, 2024.
- The Director General of Shipping (DGS) has been designated as the enforcement authority through Gazette notification.
- Conducting audits and certifications for Indian ports under the ISPS to ensure compliance with established safety standards and regulatory requirements.
- Letters have been issued to all ports notifying them of the requirement to comply with the International Ship and Port Facility Security (ISPS) Rules, 2024. As a result, the majority of ports are now in compliance with ISPS regulations.

- DG Shipping conducted National Port and Ship Security Conference, 2025 aimed to strengthen maritime security by bringing together key stakeholders, including policymakers, port authorities, and security experts.
- During India-Pakistan conflict recently, DGS issued Advisory to all ports and ships raise Maritime Security (MARSEC) from level 1 to level 2.

## Annual Statistics

- During the year, 74 out of 251 ports were ISPS compliant, reflecting the outcomes of initiatives undertaken by the Directorate General of Shipping.
- Phase-1 initiated to bring 50 functional ports under ISPS compliance.
- Remaining ports categorized under Phase-2 of the ISPS compliance roadmap.

## National Security Strategies Conference/NSSC 2024:

6.23 A presentation was delivered on the security of non-major ports, FHs, and FLCs, focusing on identifying gaps and proposing solutions. Key achievements include enhanced coordination with intelligence and law enforcement agencies, enforcement of ISPS compliance across all ports, deployment of surveillance systems and risk assessment frameworks to mitigate threats, and strengthened security protocols for restricted areas, cargo handling, and vessel access controls.

## 75 Years Platinum Jubilee Celebration:

### 6.24 The 75-Year Logo: A Symbol of Legacy

The official Platinum Jubilee logo, unveiled in January 2025 at the IMEI Annual Dinner, combined the number seventy-five with the Directorate's insignia and a wave motif, symbolizing resilience, progress, and India's enduring connection to the sea. Serving as the emblem of the Jubilee year, it was showcased through a special 75-Year Celebratory Stall at the Green Shipping Conclave, highlighting sustainable shipping initiatives via an infographic video and exhibition panels. The stall was visited by the IMO Secretary-General, providing a platform to demonstrate India's achievements and commitment to green shipping at both national and international levels.

### National Recognition through the Press



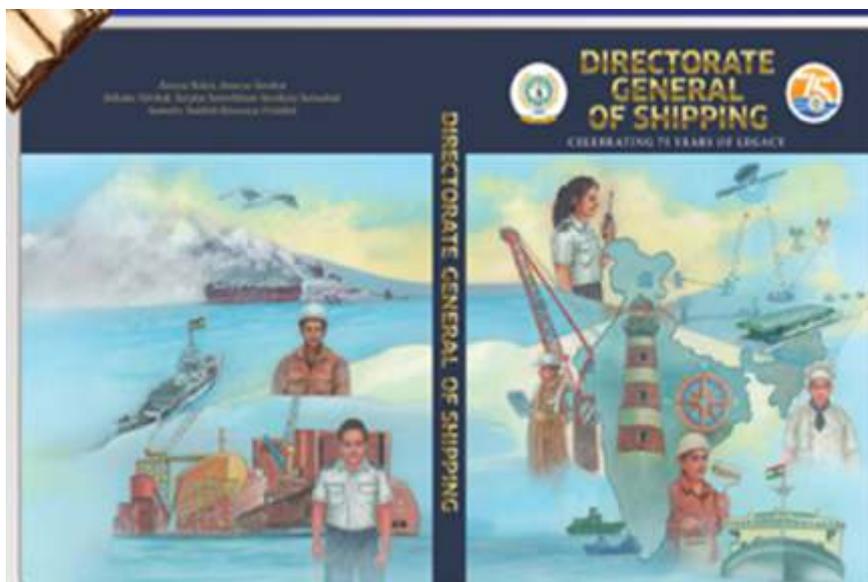
6.25 A four-page Platinum Jubilee supplement, published on 1st September 2025 in The Times of India (Mumbai) and The Economic Times (All-India), and in Hindi in Navbharat Times (Mumbai) on 19th September 2025, highlighted the Directorate's seventy-five-year journey. It showcased milestones in maritime policy, training, safety, and technology, underscoring its continuing relevance as an international maritime regulator, leadership in reforms, role in global cooperation, and alignment with India's vision for a sustainable, integrated shipping sector.

**Platinum Jubilee Documentary – “Voyage of a Nation”:**



6.26 As part of the Platinum Jubilee, the Directorate produced the documentary “Voyage of a Nation”, chronicling its seventy-five-year journey from 1949 to a modern maritime administration. Combining archival footage, expert interviews, and visual storytelling, it highlighted India's maritime progress, seafarer welfare, safety, regulatory excellence, and sustainable development. Premiered during the Jubilee celebrations and broadcast nationally on Times Now on 27th–28th September 2025 across eighteen cities, the documentary was widely appreciated, bringing the Directorate's legacy into public view and reaffirming its enduring role in India's maritime heritage.

**Coffee Table Book Publication- A Chronicle of 75 Years**



6.27 As part of the Platinum Jubilee celebrations (1949–2024), a premium Coffee Table Book was published to commemorate the Directorate General of Shipping’s seventy-five-year legacy. The book traces India’s maritime governance through milestones, reforms, partnerships, and success stories, enriched with personal accounts, archival photographs, and rare historical material. Its cover symbolizes resilience and service, reflecting the Directorate’s role in shaping a safe, sustainable, and globally respected maritime ecosystem, and stands as both a commemorative artefact and a testament to its vision for India’s maritime future.

**Release of Commemorative Stamp & Special Cover:**



6.28 In collaboration with the Department of Posts, Government of India, the Directorate General of Shipping released a Special Cover with Cancellation and a Customized My Stamp as part of the Platinum Jubilee commemorations.

These philatelic releases symbolize national recognition of the Directorate’s seven and a half decades of distinguished service in maritime safety, seafarer welfare, regulatory excellence, and environmental sustainability. By integrating philately with maritime heritage, the initiative immortalizes the Directorate’s institutional legacy within India’s postal history, creating a collectible of enduring historical and cultural value.

The primary objectives of this initiative were to:

- Commemorate 75 years of maritime governance and institutional excellence
- Showcase the Directorate’s achievements and contributions to India’s maritime sector
- Promote public awareness of India’s maritime heritage, seafarer community, and global shipping influence
- Strengthen collaboration between two vital national institutions—the Directorate General of Shipping and the Department of Posts

## Indian Maritime Heritage Exhibition

6.29 As part of the Platinum Jubilee, a 30-day maritime exhibition was planned at the SCI Maritime Training Institute, Mumbai, under the theme “India’s Maritime Legacy: Past, Present, and Future.” The exhibition showcased India’s maritime evolution through artefacts, ship models, archival documents, and interactive multimedia, offering an immersive educational experience. Public outreach initiatives, including guided tours, seminars, and interactive sessions with educational institutions, aimed to raise awareness of maritime heritage, celebrate past achievements, and inspire future generations to engage with the sector.



6.30 **Knowledge Conferences under the Platinum Jubilee Framework : Conference I:** “Jalasya Rakṣā, Janasya Surakṣā – Ocean Sentinel: Maritime Safety & Security in the 21st Century”

This conference focused on strengthening India’s maritime safety and security framework through policy dialogue, industry alignment, and inter-agency cooperation. Key sessions addressed risk awareness, casualty lessons, liability and accountability, maritime security challenges, and integrated response architecture. Major outcomes included the release of the *Annual Casualty Report 2024 and Maritime Security Review 2024*, exchange of MoUs with the International Group of P&I Clubs and ISWAN, and expert deliberations involving maritime administration, industry, Coast Guard, legal experts, and international bodies.

**Conference II:** “Śikṣita Nāvikaḥ, Saśakta Saṁsthānam – India Navigating Through T<sup>3</sup>: Training, Transition, Transformation”

This conference examined the future of maritime human capital with emphasis on skills, technology, safety, and sustainability. Sessions focused on strengthening maritime institutions, future-proofing seafarers, and expanding career pathways beyond sea service. Key releases included STCW Annual Report 2024, STCW Nautical and Engineering briefings, and the Comprehensive Inspection Report. A Branch-by-Branch Recognition Ceremony honoured retired officials for their foundational contributions, reinforcing institutional continuity and collective service, followed by a Fellowship Tea and cultural interlude.

**Conference III:** “Samudra Śuddhiḥ, Rāṣṭrasya Vṛddhiḥ – Sāgara Śuddhi: Powering India’s Green Maritime Renaissance”

This conference centred on sustainability, decarbonisation, and green transformation of the maritime sector. Sessions addressed green shipping, human aspects of transition, ship recycling and circular economy, and climate-resilient shipbuilding and infrastructure. The deliberations highlighted India’s roadmap towards emission-free shipping, sustainable shipbuilding, and environmentally responsible maritime growth.

## Strategic Maritime Security Outlook and Safe Repatriation of Seafarers

6.31 The Maritime Security Review published by the Directorate General of Shipping serves not only as a retrospective assessment but as a strategic guide for future policy, preparedness, and coordinated



action, and is available for stakeholders on the DGS website. In a significant humanitarian achievement, all ten seafarers, including seven Indian nationals, held captive by pirates from MT Bitu River were safely released and repatriated, followed by a debriefing session in Mumbai to support their reintegration. This successful outcome reflects the effectiveness of India's maritime security framework, strong inter-agency coordination, and the resilience and courage of seafarers.

## Radio Communications

6.32 The Directorate General of Shipping recorded significant progress in Radio Communications and GMDSS implementation during 2024–2025, strengthening maritime safety, compliance, and operational readiness across the Indian maritime domain.

### Key Achievements:

#### Expansion of Radio Service Stations:

- Certificates of Approval (COA) granted up to 2024: 12
- COAs issued during 2025: 4
- Total Radio Service Stations as on 31st December 2025: 16, reflecting a 33% growth.

#### Regulatory Oversight and Inspections:

- Intermediate inspections conducted: 03
- Additional inspections conducted: 05
- Total inspections carried out: 08, ensuring continued compliance and service quality.

#### GMDSS Modernization Compliance

- 12 Letters of Compliance (LoC) issued to Maritime Training Institutes (MTIs) in 2025 towards modernization of GMDSS training infrastructure.

#### GMDSS Examinations

- 2024: 3,841 candidates appeared; 2,871 passed (75% pass rate)
- 2025: 4,275 candidates appeared; 3,026 passed (71% pass rate)
- Demonstrates sustained capacity building and availability of qualified GMDSS operators.

#### MMSI Allocation to Aids to Navigation (AtoN) Buoys

- 2024: Physical – 12, Virtual – 1, PLB – 0 (Total: 13)
- 2025: Physical – 1, Virtual – 62, PLB – 7 (Total: 70)
- Indicates a major shift towards virtual AtoNs and enhanced navigational safety.

#### MMSI Allocation to Defence and Government Agencies

- Total MMSIs issued (2024–2025): 41
- Indian Navy: 24 (2024) + 8 (2025) = 32
- Indian Coast Guard: 8 (2024) = 8
- Army Adventure Wing: 1 (2024) = 1

### Strengthening Coastal Radio Coverage

- Initiation of steps for establishment of Coast Radio Stations along the Indian coast to enable declaration of Indian waters as GMDSS Sea Area A1 and Sea Area A2.
- Phase-I targeted for completion by July 2026.

### NATIONAL SHIPPING BOARD (NSB)

6.33 The National Shipping Board (NSB), a statutory advisory body constituted under Section 12 of the Merchant Shipping Act, 1958 and functioning under the Ministry of Ports, Shipping & Waterways, advises the Central Government on shipping, maritime administration, safety, seafarer welfare, port development, regulatory reforms, and long-term sectoral strategy. During the period, NSB meetings were successfully conducted with full stakeholder participation, supported by timely sub-group reports for informed policy deliberations, centralized tracking of procurements through DGS to enhance transparency, and systematic website updates ensuring 100% compliance in uploading statutory records. End-to-end coordination of meetings was managed efficiently without procedural delays, and institutional identity was strengthened through finalization of the official NSB logo and tagline.

### 6.34 Maritime Career Awareness and Skill Development Initiatives

- 1) Campaign to promote Merchant Navy as a career amongst school children

The Directorate General of Shipping (DGS) has conducted numerous campaigns across India, to promote merchant navy as a preferred career option. The programme included a series of outreach and exposure programmes held at educational institutions and NCC camps, across India by the DG Shipping.

- 2) **Initiative to support local ITIs and promotion of Merchant Navy as a career path**

In alignment with the Government of India's vision to enhance skill development and expand maritime training opportunities, all Maritime Training Institutes (MTIs) were advised to actively promote and support local Industrial Training Institutes (ITIs) and other technical institutes in their respective regions. This initiative aims to strengthen the skill development ecosystem and improve access to quality training for aspiring seafarers.

The Maritime Training Institutes approved by the DG Shipping conducted awareness programs, workshops, and training sessions to enlighten ITI students about career opportunities in the maritime sector. By integrating maritime-focused skill modules and aligning ITI training with DGS guidelines and industry standards, the initiative aims to develop an industry-ready workforce with the technical and operational competencies required for seamless entry into seafaring and port-related careers.





## DIRECTORATE GENERAL OF LIGHTHOUSES AND LIGHTSHIPS

6.35 The Directorate General of Lighthouses and Lightships (DGLL) is a Central Government Organization under the Ministry, entrusted with delivering sovereign responsibilities in the field of Marine Aids to Navigation under the ambit of the Marine Aids to Navigation Act, 2021, ensuring safe and efficient navigation in Indian waters.

The International Organization for Marine Aids to Navigation (IALA), having its headquarters at France, is an Intergovernmental Organization bringing together the member countries responsible for provision and maintenance of Aids to Marine Navigation and publish standards, recommendations and guidelines in respect of Marine Aids to Navigation.

DGLL represents India as a National Member of IALA since its inception in 1957 and Council Member since 1982. DGLL actively collaborates with IALA in the development of standards, guidelines, and manuals and also organizes international training courses on Aids to Navigation and Vessel Traffic Services, contributing to capacity building and maritime safety worldwide.

DGLL is a self-sustaining organization and meets its expenditure through levy of marine aids to navigation dues on foreign going ships arriving at or departing from any port in India under the provisions of the Marine Aids to Navigation Act, 2021.

DGLL is an authority for all matters pertaining to training on marine aids to navigation and vessel traffic services. Marine Navigation Training Institute (MNTI), Kolkata, under the DGLL, is an accredited training organization for imparting international courses on Marine Aids to Navigation and Vessel Traffic Services.

### Marine Aids to Navigation:

6.36 DGLL provides state of the art marine aids to navigation, caters to the need of safe navigation, in and around the coastal waters of India, stretching over 11,098.81 km including Lakshadweep and Andaman & Nicobar Islands. The details of Marine Aids to Navigation setup and maintained by DGLL are as given below:

Sl. No.	Aids to Navigation	Nos.
1.	Lighthouses	205
2.	Lightship	01
3.	Differential Global Navigation Satellite system (DGNSS) Stations	23
4.	Radar Beacons (Racons)	64
5.	Deep Sea Lighted Buoys	22
6.	National Automatic Identification System (NAIS) Network with 87 Physical Shore Stations (PSS)	01
7.	Vessel Traffic Service in Gulf of Kachchh (9 Radar + 6 AIS Base Stations & 2 Radio direction finder)	01
8.	Lighthouse Tender Vessels	02
9.	National Navtex Chain (7 Tx. Stations, 7 Monitoring Stations & Navtex Control Centre at Mumbai & Vizag.)	01

## Differential Global Navigation Satellite System (DGNS)

6.37 DGLL has established a network of 23 DGPS stations to enhance the accuracy of GPS positioning for mariners. In 2024, these stations were upgraded to state-of-the-art Differential Global Navigation Satellite System (DGNS) stations, enabling the transmission of corrections for multiple satellite constellations, including GPS, GLONASS, and IRNSS. This advanced system ensures a positioning accuracy of better than 5 meters, extending up to 100 nautical miles from the coastline.

## National Navtex Network

6.38 DGLL has established a National NAVTEX Network along the coastline of India to meet the international requirement on Global Maritime Distress and Safety System (GMDSS). This network consists of 07 Transmitting Stations covering the West Coast, East Coast and Andaman and Nicobar Islands.

NAVTEX Network broadcasts Maritime Safety Information (i.e. weather forecast, weather warning, navigation warnings & SAR messages). The data are provided by the Indian Meteorological Department (IMD), National Hydrographic Office (NHO), Indian Coast Guard (ICG) and Directorate General of Shipping to NAVTEX Centre at Mumbai and the same will be relayed to Mariners through various transmitting stations.

## National AIS Network

6.39 Automatic Identification System (AIS) is a ship to ship and ship to shore-based data broadcast system, for maritime safety and collision avoidance.

DGLL has established a National AIS Network with 87 Physical Shore Stations (PSS), which seamlessly provides coverage up to a minimum distance of 25 nautical miles, allowing vessels equipped with AIS Transponders to be tracked.

Two Coastal Control Centers at Mumbai and Visakhapatnam have been established. The data obtained in the networks is stored and managed in the National Data Centre at Mumbai. For coastal safety and security, terminals are also provided at the Directorate General of Shipping, Joint Operation Centre (JOC) Mumbai, Joint Operation Centre (JOC) Visakhapatnam, Indian Navy Delhi and Indian Coast Guard Delhi.

## Vessel Traffic Service

6.40 Vessel Traffic services (VTS), is capable to interact with vessel traffic and respond to developing situations within a VTS area to improve safety and efficiency of navigation.

VTS in Gulf of Kutch (VTS-GOK), is one of the largest VTS network in the world, established & maintained by the DGLL, covers the entire Gulf of Kutch with coverage area of about 16,000 Sq. Km. VTS- GoK comprises 09 nos. X-band radars are installed at Koteshwer, Jakhau, Chhachhi, Mandvi, Navinal, Kandla, Balachadi, Chudeshwer and Okha and 02 nos. S-band radars are installed at Okha and Jakahu. There are 06 AIS stations, 11 VHF stations comprising 27 VHF sets and 06 meteorological sensors stations.

VTS-GoK facilitates services for Deendayal Port Authority and 12 other ports in the Gulf of Kutch.

## Marine Navigation Training Institute, Kolkata

6.41 The Marine Navigation Training Institute (MNTI) at Kolkata is established at par with the global standards of Maritime Education for following training.

- Training to AtoN and VTS personnel of major and other ports of India.
- As a part of skill development program to meet the need of Vessel Traffic Services (VTS) personnel and create overseas employment opportunities.
- Training to AtoN personnel of NIOR Countries/Littoral States.

## Important Achievements

### India Elected as Vice President of IALA

6.42 India has been elected as Vice President of International Organization for Marine Aids to Navigation (IALA) during the 1st General Assembly of held in Singapore on 18th -21st February 2025. India will host the IALA Conference in India in 2027 at Mumbai.



### 3rd IALA Council Meeting

6.43 DGLL Successfully Hosts 3rd IALA Council Meeting in Mumbai during 08th -12th, December, 2025 in Mumbai. The high-level meeting brought together over 60 international delegates from more than 30 countries.



3rd IALA Council Meeting was virtually inaugurated by Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W on 09th December 2025, in the presence of Shri Vijay Kumar, Secretary (Ports, Shipping and Waterways), and other senior officials of the Ministry.

During the event, Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W, inaugurated Online Digital Ticketing Portal for Lighthouse Tourism which promotes smart, technology-driven coastal tourism in India.

As part of the programme, the IALA Council visited the proposed venue for the IALA Conference and General Assembly 2027, which received formal approval from the Council.



India continues to be an active Council Member of IALA, contributing to global standard-setting, capacity building, technical cooperation, and the advancement of safe navigation practices in close collaboration with international partners.

Deliberations during the 3rd IALA Council meeting has resulted in the updating of existing IALA Standards and Guidelines, along with the formulation of new global standards aimed at enhancing and harmonising marine aids to navigation worldwide.

### International Trainings Conducted at MNTI:

- 6.44 DGLL has successfully organized international training course “IALA Level 1 Aids to Navigation Manager” at MNTI Kolkata from 27th October to 21st November 2025 wherein participants from Bangladesh, Liberia, Kenya, Tanzania and Georgia and Philippines along with India attended.
- 6.45 DGLL has successfully organized international course “The use of IALA Risk Management Tools L1.3” at MNTI Kolkata from 14th-18th July, 2025 wherein participants from Bangladesh, East Timor, Indonesia, Australia and Singapore along with India attended.



## Thematic Workshop on “India Maritime Week 2025 in Goa

6.46 DGLL and Mormugao Port Authority (MPA) has jointly organized one-day Roadshow-cum Thematic Workshop on “India Maritime Week 2025” on 12th September, 2025 in Goa.

## COCHIN SHIPYARD LIMITED



*Inauguration of world's first stepped Dry-dock at Cochin Shipyard by Hon'ble Prime Minister*

6.47 During the financial year ended on 31st March 2025, Cochin Shipyard Limited achieved a turnover of Rs. 4527.84 Cr. as compared to Rs. 3645.28Cr. for the financial year 2023-24. The net profit for the financial year 2024-25 was Rs. 842.91 Cr. as compared to Rs. 813.10 Cr. for the previous financial year. Subsequently, the Company achieved a turnover of Rs. 1928.72 Cr. for the half year ended 30th September 2025 as compared to Rs. 1806.82 Cr. for the half year ended 30th September 2024. The net profit for the half year ended 30th September 2025 was Rs. 288.96 Cr. as compared to Rs. 373.92 Cr. for the half year ended 30th September, 2024.

## Order Book Position

6.48 As of December, 2025, CSL has 46 vessels on order including 2 Nos. 1200 Pax cum 1000 tonnes cargo vessel for A&N Administration, 7 Nos. of Anti-Submarine Warfare Shallow Water Crafts (ASW SWC) for the Indian Navy, 6 Nos. of Next Generation Missile Vessel (NGMV) for the Indian Navy, 3nos. Hybrid Electric Catamaran Hull Vessel for the Kochi Water Metro Project, 6 Nos. of Hybrid Electric Catamaran Passenger Vessels for Inland Waterways Authority of India (IWAI), 1 No. of Trailer Suction Hopper Dredger for Dredging Corporation of India (DCI), 8 Nos. of 7K Multipurpose Vessel (HS Eco Freighter), 2 Nos. of Commissioning Service Operation Vessels, 2 Nos. of Zero Emission Feeder Container Vessel 2

Nos. of Service Operation Vessel, 4 Nos. of 70 Ton bollard pull electric 'TRAnverse' tugs for various European clients, 2 Nos. of 70T Bollard Pull ASTDS Tugs and 1 No. of RO-RO Ferry for Kochi Municipal Corporation.

- 6.49 CSL has made significant strides in green vessel construction. It signed a contract with Kochi Metro Rail Corporation to build 23 Nos. of hybrid battery-powered passenger boats, of which 20 Nos. have been delivered as of December 2025. Additionally, CSL is constructing eight hybrid electric catamaran passenger vessels for IWAI, with two already delivered. The company is also building two commissioning service operation vessels, two zero-emission feeder container vessels, and two hybrid service operation vessels for various European clients. Notably, CSL built India's first hydrogen fuel cell catamaran passenger vessel (100 PAX), a pilot project flagged off by the Hon'ble Prime Minister of India on 28th February 2024. Further, on June 27, 2025 CSL received an order for construction of two 70T Bollard Pull ASTDS Tugs from a domestic client. Additionally, on December 05, 2025, CSL secured a significant order from a European client for constructing 4 Nos. of 70 Ton bollard pull electric 'TRAnverse' tugs.



*CSL delivered battery operated passenger ferry for the Kochi Water Metro Project to Kochi Metro Rail Limited*



*CSL and DCI signed agreement for building of first-ever Trailing Suction Hopper Dredger in presence of Hon'ble Minister and Hon'ble Minister of State*



*Hon'ble Prime Minister Shri Narendra Modi flagged off India's first indigenously built Hydrogen Fuel Cell Ferry*

- 6.50 Amongst public sector shipyards, CSL is the only shipyard where Oil Exploration Jack-Up Rigs can be docked for repairs. Further after operationalization of the New Dry-dock and International Ship Repair Facility (ISRF), the ship repairing capacity of CSL has increased. 125000 DWT in existing Dry-dock,

200,000 DWT for New Dry-dock and 6 work stations with 6000 DWT each for ISRF, Further, CSL also has units exclusively for ship repair in Mumbai, Kolkata and Andaman & Nicobar Islands. CSL has the highest ship repairing capacity amongst public sector shipyards. In the private sector, L&T Shipbuilding Ltd. has the maximum ship repairing capacity of 300,000 DWT. CSL has developed the International Ship Repair Facility (ISRF) within the premises of Cochin Port by installing a ship lift facility of 130m x 25m x 6000T capacity with 6 workstations and allied facilities at the cost of Rs. 970 Cr. CSL continued to operate the dry-dock and existing facilities in the leased area (first phase) at Cochin Port premises.

- 6.51 CSL has completed the construction of a New Dry Dock measuring 310 x 75/60 x 13m at the northern end of the existing premises of the company. The new dock will augment the company's shipbuilding and ship repair capacity essentially required to tap the market potential of building specialized and technologically advanced vessels such as LNG Carriers, Aircraft Carriers of higher capacity, Jack up Rigs, Drill Ships, Large Dredgers and repairing of Offshore Platforms and Larger Vessels.



*New Dry-dock of Cochin Shipyard Limited*

The Dry Dock project was inaugurated by the Hon'ble Prime Minister Shri Narendra Modi on 17th January 2024 after completion of its civil works. Erection of the 600 Tonnes gantry crane has been completed. The maiden flooding of the dock for testing the caisson gate and dock was carried out in September 2024. The testing and commissioning of the 600-Ton Gantry Crane were successfully completed on February 11, 2025. The Company has started using the New Dry Dock for Shipbuilding and Ship Repair.

The ISRF project was inaugurated by the Hon'ble Prime Minister Shri Narendra Modi on 17th January 2024 after completion of its civil works. Operationalization of the ISRF ship lift system was carried out on 12th August 2024. HSC Parali was the first vessel docked for the commencement of commercial ship repair activities at ISRF. As of December 2025, approximately 30 ships were taken at ISRF for repair works. Further, ten globally renowned firms in the maritime industry have already partnered with CSL for setting up their units in the Maritime Park in first phase, and five firms started their operations. CSL expects to position Kochi as a major ship repair hub with the development of ship repair eco system.



*Inauguration of International Ship Repair Facility at Cochin Shipyard Limited by Hon'ble Prime Minister*

## HOOGHLY COCHIN SHIPYARD LIMITED (Hooghly-CSL)

- 6.52 Hooghly Cochin Shipyard Limited (Hooghly-CSL) was initially set up as a joint venture between CSL and Hooghly Dock & Port Engineers Limited (HDPEL) on 23rd October 2017. Pursuant to the approval of the Union Cabinet, CSL acquired the shares held by HDPEL and with effect from 1st November 2019 Hooghly-CSL became a wholly owned subsidiary of CSL.
- 6.53 The construction of the yard with a new state-of-the-art ship building and repair facility at Nazirgunge was completed and the Facility was dedicated to the nation by Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W on 16th August, 2022. The Facility has been set up in an area of 15.76 acres on the banks of river Hooghly at a cost of Rs. 175.20 Cr. with an intention to position itself as a premier shipbuilding/ repair yard in the east coast of India for inland and coastal vessels. Hooghly-CSL also has another unit at Salkia having 9.90 acres land, where developmental activities will be commenced in near future.
- 6.54 HCSL entered the Electric Hybrid Catamaran segment by signing an agreement with CSL on 23rd March 2024 for construction of 6 nos. of Electric Hybrid Catamaran Vessel for Inland Waterways Authority of India (IWAI). The Company's operations during the year reflected strong progress in shipbuilding activities aligned with the national priorities on sustainable maritime growth, localization of shipbuilding, and promotion of inland and coastal waterways. During the financial year Hooghly-CSL bagged an order for construction of two ASD Bollard Pull Tugs for Industrial Handling Private Limited. This is in addition to the previous order for two similar vessels awarded during FY 2024. Further, on June 21, 2025, Hooghly-CSL signed a contract with Heritage River Journeys Private Limited for construction of a Luxury River Cruise vessel. Additionally on December 08, 2025, another contract has also been signed for construction of the second vessel.
- 6.55 The order book position of the Company as on December, 2025 is given below:

Vessel	Nos.
MPV (2200T) for JAK Maritime & Logistics India Private Limited	01
40T ASD Bollard Pull Tugs for Industrial Handling Private Limited	04
Luxury River Cruise vessels for Heritage River Journeys Private Limited	02

Further, Hooghly-CSL is serving as consultants for IWAI in setting up a new ship repair facility at Pandu, Assam. The Yard is also working towards completing the order for the design, construction, installation, and commissioning of a Box Caisson Gate from CSL to be positioned and commissioned at Netaji Subhas Dock at Syama Prasad Mookerjee Port, Kolkata.



6.56 Hooghly-CSL aspires to establish itself as one of the leading shipbuilding yards in the east coast for quality inland and coastal vessels construction. The Yard is very well poised to contribute to CSL group's long term strategy, CRUISE 2030, by capitalising the vast opportunity in the small vessels segment especially inland barges and vessels, passenger ferries, RO-RO/ RO-PAX, ship repairs etc. primarily in the North East region of the country. Hooghly-CSL being a Yard with its access to the National Waterways 1 and 2, envisaged by the Government of India can be best utilized for building small vessels at the least possible cost. This will help the company to penetrate the high volume low margin small vessels segment both in domestic as well as international markets.



*Hon'ble Minister and Hon'ble Minister of State inaugurated Hooghly Cochin Shipyard Limited (HCSL)*

## **UDUPI COCHIN SHIPYARD LIMITED (Udupi-CSL)**

6.57 Udupi Cochin Shipyard Limited (Udupi-CSL) is a wholly owned subsidiary of Cochin Shipyard Limited (CSL), a premier public sector shipyard in India. Udupi-CSL became part of the CSL group in September 2020 by way of an acquisition by CSL under the IBC process. Udupi-CSL has two facilities; one in Udupi, Karnataka and the other in Chengalpet, Tamil Nadu. The facilities at Udupi are spread across three units viz., Malpe Harbour Complex, Hangarkatta and Babuthotta. Consequent to the takeover of the Company by CSL, the name of the Company was changed from Tebma Shipyards Ltd. to Udupi Cochin Shipyard Ltd. (Udupi-CSL) on 22nd April 2022.

6.58 The Financial year 2024-25 has been a year of significant advancement for Udupi Cochin Shipyard Limited (Udupi-CSL). The Company not only demonstrated robust execution capabilities on existing projects but also successfully garnered new orders, largely due to Company's proven track record and client satisfaction. During the financial year 2024-25, Udupi-CSL secured the following key shipbuilding contracts, all of which were follow-up orders, stemming from Company's satisfied customers.

- One 70T Bollard Pull Tug from Polestar Maritime Limited;
- Eleven 70T Bollard Pull Tugs from Ocean Sparkle Limited; and
- Eight 6300 TDW Dry Cargo Vessels from Wilson ASA, Norway.

6.59 The Company also progressed well with its existing orders and the key milestones achieved during the year include the successful delivery of two 70T Bollard Pull Tugs to Polestar Maritime Limited. The construction activities for other vessels continued to progress steadily across various stages of the shipbuilding process, including steel cutting, keel laying and launching. Further, three of the vessels of the six-vessel series of Future Proof 3800 TDW Dry Cargo Vessels contracted for Wilson ASA, Norway

and one Bollard Pull Tug contracted for Ocean Sparkle Limited was successfully delivered during the period from April to December 2025.

6.60 The order book position of the Company as on December 2025 is given below:

Vessel	Nos.
70T Bollard Pull Tugs for Polestar Maritime Limited	01
70T Bollard Pull Tugs for Ocean Sparkle Limited	10
Future Proof 3800 TDW Dry Cargo Vessels for Wilson ASA, Norway	03
6300 TDW Dry Cargo Vessels for Wilson ASA, Norway	08



*Future Proof 3800 TDW Dry Cargo Vessel delivered to Wilson ASA, Norway*

## The Shipping Corporation of India Ltd.

6.61 During the last 64 years, Shipping Corporation of India Limited (SCI) has been providing yeoman service to the country's economy by meeting its ocean transportation requirements. Starting as a liner shipping company in 1961 with a fleet of 19 vessels having an aggregate capacity of only 0.19 million Dead Weight Tonnage (DWT), SCI has grown significantly over the years. As on 31st December 2025, SCI owns 58 vessels with a total capacity of 5.26 million DWT and 2.93 million Gross Tonnage (GT), constituting about 25% of India's total tonnage in terms of DWT.

## Crude Transportation

6.62 India has one of the world's fastest growing energy markets. Energy security is of paramount importance. Looking at the nation's immense energy needs for growth, SCI gradually shifted its focus from liner business to energy transportation starting with crude oil transportation in 1964. SCI ordered several crude and product tankers in the 1970s and thereafter to exclusively meet the needs of the Indian Oil Industry.



## Commodity and Product Transportation

6.63 SCI took fullest advantage of the recession in the shipping industry in early 1980 and did massive fleet acquisition (tankers as well as dry bulk vessels) to meet nations growing EXIM trade. In 1991, SCI diversified into major liquified gas cargoes (LPG) operations. As of date, SCI has mix fleet of 12 crude carriers, 5 VLCC, 11 product carriers, 3 gas carrier, 15 dry bulk carriers, 2 liner vessels in various sizes and is employed on a mix of time charter & voyage charter and is trading India centric as well as cross trade market. SCI also have 10 offshore supply vessels.

SCI's Bulk and Tanker vessels ply globally. Tankers, consisting of all sizes viz. MR (Medium Range Tanker), LR-I (Long Range 1 Tanker), LR-II (Long Range 2 Tanker), Aframax, Suezmax and VLCCs, on an average, transport about 23 MMT p.a. of POL cargo. Also, occasionally tonnage is Inchartered to meet the contractual obligations of lifting cargo under Contract of Affreightment (COA). SCI's Product Tankers are mostly engaged in the coastal movement and cross trade of clean petroleum products. Bulk Carriers viz. Supramax, Panamax and Kamsarmax transport about 6.5 MMT pa of dry bulk cargoes like coal, iron ore, urea, grain, mineral ore etc.

## Managed Vessels

6.64 Apart from operating its owned vessels, SCI has, over the years, also gained expertise in the manning, management, and operation of specialized vessels for the oil industry and various Government Departments/Organizations. SCI has emerged as a major ship management company in India and, as on 31st December 2024, manages a total of 36 vessels belonging to various organizations. This includes 27 vessels of the Andaman & Nicobar Administration (A&NA), 3 vessels of the Geological Survey of India (GSI) under Ministry of Mines, 2 vessels of ONGC and 4 LNG vessels on behalf of the India LNG Transport Companies. SCI also provides Technical Consultancy services to various organizations for their tonnage augmentation projects.

## India–Maldives Shipping Services (IMSS)

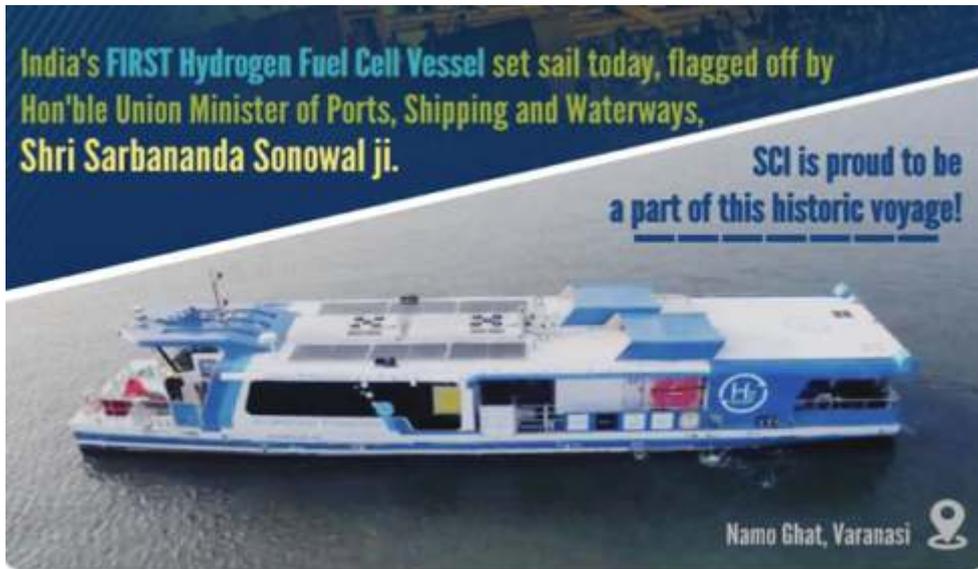
6.65 The India–Maldives Cargo Shipping Service between India and Maldives was jointly launched through a virtual ceremony on 21st September 2020, adding a new chapter to the connectivity initiatives undertaken by both countries in the Indian Ocean Region (IOR). The service connects the Indian ports of Cochin and Tuticorin with Kulhudhuffushi and Malé.

The majority of shipments under this service are of bulk and break-bulk nature; however, emphasis is being placed on increasing containerized cargo to improve overall profitability. Following the redelivery of M.V. MCP Linz in September 2022, the service was continued through an interim arrangement. The current vessel M.V. MSM Duoro was deployed on 25th June 2025 for 6+3+3 months.

### (i) Green Hydrogen Fuel Cell Vessel Initiative

6.66 India's first Green Hydrogen Fuel Cell passenger vessel, designed and built by Cochin Shipyard Limited (CSL) using indigenously developed hydrogen fuel cell technology, was inaugurated by the Hon'ble Prime Minister in March 2024 at Varanasi, marking a significant milestone in India's transition towards sustainable inland water transport and green mobility.

During the year, SCI, through ICSSL, actively participated in the commencement of India's first Green Hydrogen Fuel Cell passenger vessel at Varanasi, reflecting SCI's commitment to sustainability and innovation.



SCI's Participation in India's First Hydrogen Fuel Cell Vessel Voyage

## (ii) India Maritime Week (IMW) 2025

6.67 At India Maritime Week (IMW) 2025, the Hon'ble Prime Minister launched SCI's Business Plan, outlining an ambitious roadmap for the expansion of its fleet by 2047. This visionary plan reaffirms SCI's pivotal role in strengthening India's maritime capability and supporting the nation's long-term economic and strategic objectives. A Business MoU was signed with IOCL, BPCL, and HPCL to jointly acquire and operate vessels in support of Atmanirbhar Bharat and India's energy security. Under the guidance of our Ministry, discussions are also underway for collaboration in other segments to enhance Indian tonnage and reduce dependence on foreign-flag vessels.

India Maritime Week also witnessed SCI's leadership in shaping the future of maritime human capital. SCI convened a special GMIS session on 30th October 2025 during IMW, dedicated to seafarers and the maritime workforce. The session was held in the largest hall at NESCO and was graced by the Hon'ble Minister of Labour & Employment and Youth Affairs & Sports, underscoring the importance of our people in nation-building.



GMIS Special Session on "Maritime Human Capital"  
at India Maritime Week 2025



### (iii) India–Sri Lanka Passenger Ferry Service

6.68 SCI provided comprehensive support to the vessel owner for recommencing the international Ferry Service between Nagapattinam, India and Kankesanthurai, Sri Lanka. SCI assisted with certifications, planning, and regulatory compliance for international ferry service. The ferry initially operated three times a week. From October 2024, the operator has increased the frequency to four times a week (Tuesday, Thursday, Saturday, and Sunday), accommodating more passengers. The ferry has completed 37 round trips, carrying a total of 5,811 passengers till November 2024. Due to seasonal weather, service was temporarily suspended from November 19, 2024.

Service resumed on 22nd February 2025 and was operational on all days except Tuesday. Since the start of the service in August 2024, 216 round trips have been completed carrying 30,114 passengers till 31st October 2025. The service is stopped due to inclement weather condition on 26th October 2025.

Ferry is expected to resume service from end of January 2026 subject to weather condition. The ferry service is closely monitored by SCI.

### Sustainable Development Goals (SDGs)

6.69 SCI has incorporated Sustainable Development Goals (SDGs) into its Corporate Social Responsibility (CSR) programme by undertaking and supporting various initiatives aimed at achieving zero hunger, promoting good health and well-being, ensuring quality education, advancing gender equality with a focus on skill development, and protecting life on the planet.

### Shipping Corporation of India Land and Assets Limited (SCILAL)

6.70 SCILAL, a 'Category C' CPSE is a Government Company, within the meaning of section 2(45) of the Companies Act, 2013, incorporated under the Companies Act, 2013 on 10th November, 2021, having its registered office at 'Shipping House', 245, Madame Cama Road, Mumbai- 400021. It has been incorporated pursuant to the Scheme of Arrangement of Demerger approved by Ministry of Corporate Affairs (MCA) vide its order dated 22nd February, 2023 with the object of holding and disposing the Non-Core.

The assets of Shipping Corporation of India Limited (SCI) remain distinct and separate from the disinvestment transaction. Initially formed as wholly owned Subsidiary Company of SCI, SCILAL started to function as an Independent CPSE with effect from 14th March 2023. SCILAL is listed on National Stock Exchange and BSE Ltd on 19th March 2024.

Along with wide spread real estate situated at prominent locations, SCILAL also has a world-class maritime training institute serving Indian and International seafarers. Maritime Training Institute is gearing up now to upgrade its facilities.

The year 2024–25 witnessed the historic visit of the Secretary-General, International Maritime Organization (IMO), Mr. Arsenio Dominguez, to SCILAL's Maritime Training Institute (MTI), Powai, on 20th February 2025, underscoring the importance of training future maritime leaders and investing in seafarers for a thriving and sustainable maritime industry. The visit also included a lively interaction with the faculty, students of the Institute, and members of the maritime fraternity.



*Visit of Secretary General, International Maritime Organization to MTI, Powai*

In line with vision of the Govt. of India vision to become an advanced seafaring nation, Maritime Training Institute (MTI), Powai in Financial year 2024-25 has conducted 234 nos. of residential and non-residential courses for imparting training to 3119 seafarers / candidates on following categories:

- DNS (TNOCs), pre-sea training residential course leading to 80 nos. Navigating Officers;
- GMEs (TMEs) pre-sea training
- Residential course leading to 79 nos. Marine Engineer Officers;
- ETOs, pre-sea training residential course leading to 40 nos. Electrical / Electro-Technical Officers; and,
- NCVs pre-sea training residential course leading to 76 nos. GP Rating leading to NWKONCV Officers; and
- Various STCW / Modular and Industry need based non-residential courses to 2844 nos. seafarers.



*Maritime Training Institute, Powai Ariel View*

MTI has trained 1, 92,644 candidates since its inception. Also, MTI actively encourages induction of female cadets in its courses by offering concessional fees and age relaxation, through which 85 female cadets have been trained.

As an outreach programme to support local ITIs for capacity building and awareness, MTI (SCILAL) reached out to local ITIs in MMR Region and after physical interaction with them, skill development program was made to align with their training curriculum. MTI imparted skill development training to 45 nos. 2nd year ITI students and 02 instructors, on the following courses in MTI, Powai Training Campus at free of cost.

- Fire Fighting Course and
- Medical First-aid with CPR Course

The response from the ITI candidates was very positive and encouraging.

### Salient statistics of properties of SCILAL:-

Particulars	Area in square foot.
159 flats in Mumbai	140748.08
15 flats in Kolkata*	21022.00
Shipping House, Mumbai (Building)	141783.00
Shipping House, Kolkata (Land)*	11885.00
Shipping House, Kolkata (Building)*	86510.00
Particulars	Area in square meter.
MTI, Powai (Land)	178871.10
MTI, Powai (All Buildings excluding flats)	16243.46



## Recent Awards & Accolades won by SCI

### Year – 2025

- CMD SCI was awarded with 'Leadership in the field of Maritime Shipping' under the category 'Outstanding Leadership in Transformation' at the 5th PSU transformation Awards 2025. (19th December 2025).
- SCI was awarded with 'Empowering Youth through Skill Development & Community Training Initiatives' under the category 'Education & Skill Catalyst Award' securing the Silver distinction at the 5th PSU transformation Awards 2025.(19th December 2025).
- SCI was awarded with 'The Shipping Company of the Year-Indian' at 12th Sumudramanathan Awards (19th November 2025).
- SCI was awarded with 'Ship Operator of the Year' at the Maritime Excellence Awards 2025. (12th September 2025).
- Shipping Corporation of India was honoured with the Indian PSU CSR Impact Award 2025 for the Best Women Empowerment Initiative of the Year (23rd July 2025).
- Secured 1st rank as both the Outstanding Indian Ship Owing Company and Outstanding Indian Employer of Seafarers at the 62nd National Maritime Day celebrations (05th April 2025)
- CSR Commitment (Overall) at 11th PSU Awards & Conference (28th February 2025)
- Third Place for Best Enterprise Award (Navratna Category) at WIPS 35th National Meet (17th February 2025)
- CSR Contribution towards preserving and promoting Bharat Cultural Heritage by Ministry of Culture (17th January 2025)

## Indian Maritime University

6.71 Indian Maritime University (IMU) is a Central University Headquartered in Chennai, India. It was established in 2008 through an Act of Parliament, the Indian Maritime University Act 2008. The University was formed by subsuming seven legacy teaching and research institutes that were previously under the Ministry of Shipping viz National Maritime Academy, Chennai, Training Ship Chanakya, Mumbai, Lal Bahadur Shastri College of Advanced Maritime Studies & Research, Mumbai, Marine Engineering and Research Institute (at both Mumbai and Kolkata), Indian Institute of Port Management, Kolkata and National Ship Design & Research Centre, Visakhapatnam.

IMU has 06 campuses at Chennai, Kolkata, Vizag, Kochi, Mumbai Port, and Navi Mumbai and 17 affiliated Institutes. The programs of IMU are conducted through 4 Schools viz, School of Marine engineering and Technology, School of Maritime Management, School of Nautical Studies and School of Naval Architecture & Ocean Engineering. IMU offers a comprehensive range of academic programs at the undergraduate, postgraduate, and doctoral levels, tailored to meet industry demands.

The admission to IMU is through IMU Common Entrance Test (IMU CET) which is mandatory for affiliated institutions of IMU and Colleges offering Maritime programmes and affiliated to other state universities also.

The total admissions for the AY 2025-26, combined for UG and PG, is 91%. From 2016, admission of foreign students in IMU is under Direct Admission of Students Abroad (DASA) scheme. From AY 2025-

26, a portal has been developed on the IMU website to facilitate direct admission of foreign students for non-DGS program courses.

## Tenth Convocation of IMU

6.72 The Tenth Convocation of IMU was held on 26th September 2025. Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W was the Chief Guest at the Convocation. A total of 2198 students registered for convocation. 239 students in person received Degrees/Diploma and 21 students received gold and silver medals for their academic performance.

## Achievements and Initiatives

### a) Recognition

- The Outlook-ICARE university ranking that was published on 18th August 2025 has ranked IMU as no. 1 amongst the 10 maritime institutions in the country,
- The Nubia Magazine has ranked IMU as 6th in the World Maritime Universities.

### b) New Courses and Students' Placement

IMU achieved significant academic and placement milestones with the introduction of new academic programs and strong placement outcome. The IMU has introduced new academic programmes including B. Tech. (Naval Architecture & Ship Building), online MBA (Maritime Management), MBA (PSL) in collaboration with Gati Shakti University, BBA (Apprenticeship Embedded Maritime Logistics) and M. Tech. (Marine Engineering & Management), and PG Diploma in Maritime Law.

In terms of placement, of the 1,094 students from IMU campuses who participated in the placement drive, 884 students got placement. This impressive 80% placement reflects IMU's strong industry linkage and commitment to student employability.

### c) Patents granted

IMU has made notable progress in innovation and research, with its faculty members being granted patents for impactful technological developments, including a Dual Fuel Injector by Dr. Y.S.S.V.N. Murthy and a Vertical Axis Wind Turbine with Solar Panel by Dr. Pradeep Raja C., reflecting IMU's commitment to research excellence and sustainable technologies. At present, patents are registered in the name(s) of the concerned faculty members, who are the legal patent holders. IMU has recently implemented its IPR Policy.

### d) National and International Collaborations

As on date, IMU has entered into a total of 58 Memorandums of Understanding (MoU), comprising 17 international collaborations (13 academic and 4 industry) and 41 national collaborations (19 academic and 22 industry), reflecting the IMU's robust engagement with academic institutions and industry partners at national as well as global levels. During 2025, IMU has entered into 09 international MoUs and 15 national MoUs with various organizations -Government, non-profit organizations, reputed private institutions for collaboration and cooperation in research & development, innovation, capacity building, policy advocacy, student / faculty exchange and other related academic activities.

Three MoUS have been entered into with IHM Chennai, IHM Mumbai and ICI Tirupathi, for providing the mandatory DGS approved training to the Hospitality Management graduates for seeking employment on board Cruise Ships. One Batch of 12 students has been successfully trained in collaboration with IHM



Chennai and all students of the Batch have been placed with Littoral Cruise Ships.

**e) Dr Ravi Kumar Mehrotra Centre of Excellence in Maritime**

Funded by an alumnus, this center was inaugurated at IMU Kolkata Campus on 18th July 2025. The objectives of the center are to promote research and development initiatives of IMU, conduct training and education programs for students of IMU, professionals and industry stakeholders, and work out industry partnerships and collaborations with shipping companies, port authorities and other organizations involved in the maritime sector.

**f) Indian Ocean Centre of Excellence for Sustainable Maritime Transport (IOCoE-SMaRT)**

The IOCoE-SMaRT is envisaged as a national hub that is based at IMU-Navi Mumbai Campus, with a regional focus across the Indian Ocean. It will be dedicated to advancing knowledge, innovation, and collaboration in the maritime sector for sustainable and strategic growth.

**g) IMU's Start up Entrepreneurship Accelerator Set up (I-SEAS)**

The I-SEAS will be the Maritime Innovation Hub under the Sagarmala Startup and Innovation Initiative (S2I2) of this Ministry. Necessary approvals have been taken from IMU Statutory bodies for Innovation Policy and IPR Policy. Currently, the Governance structure of ISEAS is being formulated.

**h) Centre for Policy Research in Maritime Studies (C-PRiMeS)**

IMU established the C-PRiMeS to undertake maritime policy studies and serve as a think tank for the development of India's blue economy. In 2025, a series of academic and policy events, seminars, webinars, talks and conferences were organized. The C-PRiMeS also published reports aimed at strengthening maritime policy research and capacity building.

**i) Skilling and Training Centre (IMU-ST)**

IMU has been recognized as the Awarding Body by NCVET. MoUs have been signed with Swan Defence and Heavy Industries Ltd., Tamil Nadu Skill Development Corporation and Guidance Tamil Nadu to take up skilling as a new vertical under the IMU-ST.

## **ADJUDICATORY BOARD FOR MAJOR PORTS (ABMP)**

6.73 TAMP was a statutory autonomous body constituted in year 1997 under the Ministry of Ports, Shipping and Waterways (MOPSW). The mandate of TAMP under the erstwhile Major Port Authorities Act, 1963 was to determine the tariff for services rendered by 11 Major Port Trusts in India and private terminal operators operating in Major Ports and tariffs for Port Properties including Port land.

It is relevant to state that the Major Port Authorities (MPA) Act, 2021 has come into force with effect from 03rd November 2021. Consequently, the Major Port Trusts Act, 1963, stands repealed from 03rd November 2021. In pursuance of Sub-sections (1) and (2) of Section 54 and Section 55 of the said Major Port Authorities Act, 2021, the Central Government has constituted the Adjudicatory Board for Major Ports (ABMP) on 13th August 2025 vide Gazette Notification No.3647, consisting of Justice Shri Ashish Jitendra Desai as Presiding Officer, (Former Chief Justice, Kerala High Court) and two members (a). Shri Chirravuri Viswanath, (Former Secretary of Department of Consumer Affairs and Former Member of National Consumer Affairs and Redressal Commission) and (b). Dr. Sanjeev Ranjan, [Former Secretary of Ministry of Ports, Shipping and Waterways and Former Technical Member of National Company Law Tribunal (NCLT)]. The Hon'ble Presiding Officer and both Hon'ble Members have assumed their posts in the ABMP. The ABMP is fully functional. With the constitution of the ABMP, the TAMP constituted under

Section 47A of the (erstwhile) Major Port Trusts Act, 1963, has ceased to exist with effect from 13th August 2025.

- 6.74 The functions to be carried by the Adjudicatory Board are (other than tariff setting) mainly to adjudicate on the disputes between the Major Ports and PPP concessionaires within the framework of the Concession Agreement and pass orders, appraise, review and suggest measures for revival of stressed PPP Projects, look into complaints from port users against services rendered by Major Ports/ PPP concessionaires and look into matters referred by the Central Government or the Major Ports on port operations and pass orders/ give suggestions among others. Any proceedings of the Adjudicatory Board shall be deemed to be judicial proceedings. As per Section 58 (3) of the said Act, the Adjudicatory Board shall have the powers as vested in the Civil Court under the Code of Civil Procedure, 1908 while trying a suit. Section 59 of the MPA Act, 2021, bars jurisdiction of any other court to entertain any suit for proceeding in respect of any matter falling within the scope of the ABMP except on the matter referred to arbitration by the concerned parties.

## ANDAMAN LAKSHADWEEP HARBOUR WORKS

- 6.75 Andaman Lakshadweep Harbour Works (ALHW), a subordinate office under the Ministry of Ports, Shipping & Waterways, was established in 1965 to serve the Andaman & Nicobar Islands and Lakshadweep Islands. ALHW is entrusted with the responsibility of planning, formulating, and implementing port and harbour development programmes to support maritime connectivity, coastal infrastructure, and island development. Since its inception, ALHW has been implementing port development schemes funded under Central Sector Plan schemes, beginning from the Third Five Year Plan onwards.

## Key National-Level Developments

- 6.76 Hon'ble Prime Minister Shri Narendra Modi visited Gujarat on 20th September and participated in the "Samudra se Samridhi" event at Bhavnagar, where he inaugurated and laid the foundation stone for multiple development projects worth over Rs. 34,200 crore.

As part of this initiative, maritime sector projects valued at over Rs. 7,870 crore were inaugurated and launched. In the Andaman & Nicobar Islands, the Hon'ble Prime Minister laid the foundation stone for the Coastal Protection Project – Mus Sea Wall at Car Nicobar Island, reinforcing the Government's commitment to sustainable coastal infrastructure in island territories.



**VITAL PROJECTS IN PROGRESS:-** The following projects sanctioned by MoPSW have been taken up for implementation by ALHW.

The following projects sanctioned by the Ministry of Ports, Shipping & Waterways (MoPSW) are under implementation by ALHW:

1. **Extension of New Dry Dock–II, Marine Dockyard, Port Blair**

**Sanctioned Cost:** Rs. 123.95 crore

**Objective:** To meet increased ship repair demand and accommodate larger vessels.

**Physical Progress:** 92% completed.

**Expected Completion:** 31st July 2026.

**Key Developments:**

- Methodology for integration of old and new dry docks finalized by IIT Madras (NTCPWC) on 12th December 2025
- Financial proposals for Dry Dock integration to be collected from four bidders by 05th January 2026 and opened on the same day



*Extension of New Dry Dock-II at Marine Dockyard in Port Blair*

2. **Mechanical Equipment for Marine Dockyard, Port Blair**

**Sanctioned Cost:** Rs. 26.09 crore

**Scope:** Enhancing ship repair facilities at Dry Dock–II

**Status :** 2 Nos. 5-ton forklifts delivered on 09th October 2024, 1 No. 55-ton mobile crane delivered on 27th November 2025, Re-tender for 1 No. 20-ton ELL crane uploaded on CPP Portal on 19th December 2025 & Technical bids scheduled to open on 30th January .2026.



*Design, Fabrication, Supply, erection and commission of various Mechanical Equipment at Marine Dockyard at Port Blair*

### 3. Development of Sea Port Terminal, Swaraj Dweep (A&N Islands)

**Sanctioned Cost:** Rs. 24.98 crore

**Revised Cost Estimate (RCE):** Rs. 55.80 crore (submitted to MoPSW for approval),

**Physical Progress:** ~81% completed,

**Target Completion:** March 2026,

**Project Benefits:** Modern passenger amenities including waiting areas, utilities, food courts, and retail facilities for tourists and visitors



*Development of Sea Port Terminal at Swaraj Dweep in A&N Island*

### 4. Construction of Sea Wall / Shore Protection at Mus, Car Nicobar

**Revised Sanctioned Cost:** Rs. 47.13 crore (approved on 15th February 2024)

**Scope:** 450 m shore protection with 150 m approach

**Objective:** Prevention of coastal erosion and silt accumulation in the harbour basin

**Status:**

- Foundation stone laid by Hon'ble Prime Minister on 20th September 2025
- Price bid opened and under evaluation
- Award of work expected by mid-January 2026



## 5. RCC Jetty for Indian Coast Guard, Aerial Bay, Diglipur

**Sanctioned Cost:** Rs. 29.93 crore (by Indian Coast Guard)

**Status:**

- Foundation work completed on 19th August 2023
- Superstructure work commenced on 01st July 2025
- Pile head cutting: 42 out of 45 piles completed
- Environmental Clearance (EC) under process by ICGS; superstructure construction to proceed upon receipt of EC



## 6. Wooden Floating Jetties for Water Aerodromes

**Sanctioning Authority:** Ministry of Civil Aviation

**Sanctioned Cost:** Rs. 1.40 crore

**Locations:** Swaraj Dweep, Shaheed Dweep, and Long Island

**Scope:** Construction of wooden floating jetties replacing the earlier RCC floating jetty proposal

**Status:**

- Technical bids opened on 17th December 2025
- Price Bids opened on 20th December 2025 under evaluation.



## DREDGING CORPORATION OF INDIA LIMITED (DCI)

6.77 DCI is owned by four major ports namely Visakhapatnam, Jawaharlal Nehru, Paradip and Deendayal Port. DCI is specialized in the field of dredging and allied works in India. Besides Dredging Projects execution, DCI also provides solutions for project management consultancy for development of Ports, Inland waterways, Reservoirs, Dams and Flood Control Management. DCI has been rendering service to the National Maritime Sector for the past 49 years.

6.78 DCI, to cater to the requirements of maintenance dredging at Major Ports and to augment its dredging capacity and upgrade the technology, is in the process for procurement of TSHD of 12,000 m<sup>3</sup> capacity being built at Cochin Shipyard Limited under the Atma Nirbhar Bharat Program. The agreement between Dredging Corporation of India and Cochin Shipyard Limited was signed on 17th March 2022 and tripartite agreement between DCI-CSL-IHC was signed on 13th April 2022. The Cost of the dredger is 104.59 million EURO's. As on 31st December 2025, ten Instalments were paid to Cochin Shipyard Limited and the effectiveness of the contract commenced from 14th November 2022 with a delivery period of 34 months. The keel for DCI Dredge Godavari was laid on 13th September 2024 and launched on 18th October 2025 at Cochin Shipyard Limited. Dredge Godavari will be delivered by April, 2026.



DCI new Dredger "Godavari" launched on 18th October 2025 at Cochin Shipyard Limited



DCI new Dredger "Godavari" launched on 18th October 2025 at Cochin Shipyard Limited

6.79 DCI with its vast experience in dredging, highly skilled professionals and a fleet of more than 10 Dredgers strives to maintain navigational channels and other operational water fronts and contribute to the development of maritime/ port sector of the country. DCI works towards sustainable & eco-friendly future and offer solution in dredging for coastal protection and beneficial uses of dredged material and natural resources.

### **Sagarmala Finance Corporation Limited (SMFCL)**

(Earlier known as Sagarmala Development Company Limited)

6.80 Sagarmala Finance Corporation Limited (SMFCL) was originally incorporated as Sagarmala Development Company Limited (SDCL) on 31st August 2016.

- The present Board Structure of SMFCL is as under:
  - One Non-executive Chairman: (Secretary, MoPS&W) (Ex-Officio) – Government Nominee
  - One Managing Director
  - One Director (Finance)
  - One Director (Project):
  - One Non-executive Director ( Government Nominee)
  - Two Independent Directors: (Vacant)

In terms of Companies Act, 2013 the Company is also required one Woman Director, the position of same is also vacant. The Woman Director may be among the two Independent Directors.

The Authorized Share Capital is of Rs. 1,000 Cr. With the provision of increasing it in future if the need arises. The present paid up share capital of the Company is Rs. 1000 Cr.

6.81 Pursuant to the approval of Ministry of Ports, Shipping and Waterways to allow the Company to register itself as NBFC with RBI to expand its operation and provide funding to various entities to support and improve the Shipping & Port infrastructure, the Company filed an application with the Reserve Bank of India (RBI) on 19th December 2024 seeking registration as a Type II - NBFC(Non-Deposit Taking Investment and Credit Company).



6.82 As per the requirement of the Reserve Bank of India for NBFC registration certificate, the name of the Company changed from Sagarmala Development Company Limited to Sagarmala Finance Corporation Limited to reflect NBFC business w.e.f. 5th June, 2025 and the Main Object Clause of the Memorandum of Association of the Company was also altered to align with the proposed NBFC business and the Corporate Identification Number of the Company was accordingly changed from U74999DL2016GOI305194 to U64920DL2016GOI305194 by the Registrar of the Companies, Delhi & Haryana w.e.f. 9th June, 2025.

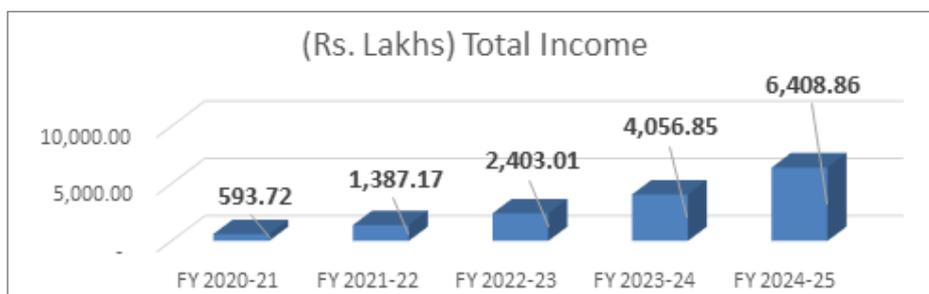
Further, Reserve Bank of India on 19th June, 2025 permitted the company to commence and carry on the business of NBFC subject to certain conditions. The Company has been registered as NBFC to fulfil majorly the following objectives:

- To aid Amrit Kal Vision through maritime infrastructure and economic growth initiatives, while playing an integral role in the Development of Maritime ecosystem.
- To fund port modernization, port connectivity (road and rail), port-led industrialization, coastal community development, inland waterway development, and improving port-hinterland connectivity and related maritime projects.
- Aligns with national maritime policies and international benchmarks to drive growth in the Indian maritime sector by supporting projects that enhance port capacity and related infrastructure and businesses along with forward & backward linkages
- To provide a funding window for projects and/or implement residual projects that cannot be funded by any other means/ mode.
- To finance all activities, and initiatives relating to maritime sector including development, upgradation, renovation, replacement and augmentation of infrastructure and projects.
- To finance studies, surveys, investigations, startups, incubators, research on any project, activity, and to carry out any activity including consultancy, training, etc.

## Performance and Operations (FY 2024-25)

6.83 The Company has earned a revenue of Rs. 64.09 Crore which comprises of dividend income of Rs. 24.81 Crore and interest earned on fixed deposits. The Profit after tax for the financial year was Rs. 41.12 Crore. During the financial year 31st March, 2025, the Company has also made investment of Rs.4.90 Lakhs in Brahmaputra Sagarmala Mandir Darshanam SPV Private Limited. The company hold 49% of paid up share capital of Brahmaputra Sagarmala Mandir Darshanam SPV Private Limited.

### Increase in Total Income of SMFCL over the last Five Years



**Increase in Profit After Tax of SMFCL over the last Five Years**



6.84 The Company has also started paying the Dividend to Government of India. For the FY 2024-25 SMFCL paid a total dividend of Rs. 19.39 Crore.

SMFCL has so far has invested Rs. 541.829 Cr. As an equity investment in the six Project SPVs, the details of the same is as under:



S. No	Project SPV	Equity Investment by SDCL (in INR Cr.)	Year of Investment	Status of the Project
1	Krishnapatnam Rail Company Ltd	125	2018-19	Operational
2	India Ports Global Limited	10	2018-19	Operational
3	Calcutta Haldia Port Road Company Limited	50	2019-20	Operational
4	Visakhapatnam Port Road Company Ltd*	20	2019-20	Operational
5	Haridaspur Paradip Railway Company Ltd	284.50	2019-20	Operational
	-do-	52.28	2020-21	Operational
6	Brahmaputra Sagarmala Mandir Darshanam SPV Pvt. Ltd	0.049	2024-25	Yet to start its operation
<b>Total Equity Investment by SDCL</b>		<b>541.829</b>		



SMFCL has also started receiving the dividends from various SPVs. Further Rs. 24.81 Crore been received as dividend from Visakhapatnam Port Road Company Limited (VPRCL) and Haridaspur Paradip Railway Company Ltd. For FY 2024-25.

## **NBFC BUSINESS:**

6.85 SMFCL has initiated its NBFC Business. At the 9th Annual General Meeting (AGM) of the Company, the Shareholders have approved an overall borrowing limit of Rs. 25,000 crore and the Board has approved Rs. 8,000 crore for the current financial year. So far, SMFCL has commenced lending operations & sanctioned Rs. 4198.10 crores.

## **INDIAN PORT RAIL & ROPEWAY CORPORATION LIMITED (IPRCL)**

6.86 In order to provide efficient rail evacuation systems to Major Ports and thereby enhance their handling capacity and efficiency, a company, namely, Indian Port Rail Corporation Ltd. was formed on 10th July 2015 with the approval of Cabinet under the Companies Act, 2013, in which the subscribed share capital of Rs. 100 crore was contributed by 11 Major Ports and Rail Vikas Nigam Limited (RVNL). The authorized share capital of the company is Rs. 500 crores. The company has subsequently further diversified into the area of ropeways and the name of the company was changed to 'Indian Port Rail & Ropeway Corporation Limited'.

### **Objectives of IPRCL**

1. To provide efficient and competitive rail evacuation systems to Ports in India by way of creating last mile connectivity of the ports.
2. Modernization of the rail infrastructure at ports; creating and managing the internal port railway system.
3. Creation of new capacity and enhancement of capacity in embedded hinterland connectivity.
4. To create railway infrastructure at Major Ports and other designated areas including land, building, locomotives and maintenance facilities for achieving the main objectives mentioned above.
5. To carry on the business of development, operations & maintenance of Ropeways and other modern transit systems.
6. To provide consultative and management services in all matters derived from domain expertise relating to all aspects of port infrastructure including railway, multimodal transport & port railway siding, locomotives, conveyor belts, land management etc.
7. To enter either alone or jointly with any other companies or persons in India or outside India, into contracts (on turnkey basis or otherwise) for the design, erection, construction, maintenance, alteration, repair, and restoration works of all descriptions including railways, tramways, waterways, road bridges, warehouses, factories, museums, ships and buildings of every description in India or outside India.

### **IPRCL Operations**

6.87 Company has been able to achieve Gross Revenue of Rs. 749.53 crore in the FY 2024-25. The gross profit of the company stood at Rs. 63.44 crore in 2024-25 as against Rs. 61.77 crore in the previous year, resulting in a rise of 2.70 %. On account of increased revenue from DPR preparation and maintenance, the profit before tax stood at Rs. 59.65 crore in 2024-25 as against Rs. 57.28 crore in 2023-24 marking an increase of 4.14 %.

## National Maritime Heritage Complex – A Project of National Importance

6.88 IPRCL has been the implementing agency for development of Work National Maritime Heritage Complex (NMHC), Lothal. The contract for Phase-1A of the project was awarded to M/s Tata Projects Ltd. (TPL) on EPC basis in March 2022. The Phase-1A of the work include development of 6 galleries, Lothal town, common area theming, under water museum, and likely to be completed by March, 2026. The land development works of phase-2 of the project has been awarded to M/s Konkan Railways in December, 2025.



*Review of Hon'ble Prime Minister of India to NMHC Lothal on 20th September 2025*

6.89 During FY 2024–25, IPRCL achieved a significant milestone by securing new business worth Rs. 1,192.93 crore, underscoring its growing stature as a leading infrastructure consultancy and execution agency. Of this, Major Ports contributed Rs. 98.25 crore through the award of new works encompassing both consultancy services and construction/supervision assignments. During the year, IPRCL also expanded into new and emerging domains, including maintenance of OHE at Haldia Dock, development of a marine museum at Paradip, and maintenance of the R&D railway yard at Visakhapatnam Port.



These first-of-its-kind assignments are expected to not only diversify service portfolio of IPRCL but also create a strong reference base, enabling the company to attract similar opportunities from other port authorities and infrastructure clients in the future.

Among the projects awarded by the Major Ports, Syama Prasad Mookerjee Port (SMP) entrusted IPRCL with two projects—maintenance of OHE at Haldia Dock Complex and inspection, measurement, correction of railway track parameters at KDS along with drain construction—with a combined value of Rs. 26.54 crore. Visakhapatnam Port Authority (VPA) awarded multiple projects including upgradation of the MCHV yard and construction of a locomotive reversal line (Rs. 6.61 crore), upgradation of the Parallel Bridge (Rs. 2.44 crore), three-year maintenance of the R&D Yard (Rs. 23.00 crore), and VRLA battery replacement works, aggregating to a total value of Rs. 32.20 crore. Paradip Port Authority (PPA) awarded IPRCL key projects such as construction of a railway siding near the JSW tippler, development of a maritime museum, revised RUB works on the second exit ROB, and a consultancy assignment for DPR and Detailed Engineering for an independent up-line, together valued at Rs. 31.66 crore. In addition, Mormugao Port Authority (MPA) awarded a consultancy assignment for port railway siding valued at Rs. 50 lakh, while V.O. Chidambaranar Port Authority (VoCPA) entrusted IPRCL with preventive maintenance and upgradation of the Hare Island track and a consultancy assignment for development of a container rail yard, aggregating to Rs. 7.35 crore. These awards collectively reflect IPRCL's expanding footprint across major ports and its growing role in strengthening India's port-led logistics and rail connectivity infrastructure.

During FY 2024-25, Inland Waterways Authority of India (IWAI) awarded several important infrastructure development projects including extension of Bogibeel Jetty, which includes the construction of an additional jetty, terminal building, slope protection, and ancillary works with a cost of Rs. 38.07 crore. Development of rail connectivity to 3 key multimodal terminals; Sahibganj, Haldia, and Varanasi was entrusted to IPRCL, with a total estimated cost of approximately Rs. 250 Cr. IPRCL will be responsible for the preparation of FSR, DPR, and execution of rail infrastructure construction. These projects align with national objectives under the Sagarmala and PM Gati Shakti initiatives. IWAI assigned the task of preparing DPRs for the construction of permanent tourist terminals at Silghat, Bishwanath Ghat, and Guijan, permanent tourist-cum-cargo terminal at Neamati, and for setting up a Regional Centre of Excellence at Dibrugarh.

## **NATIONAL MARITIME HERITAGE MUSEUM (NMHC), LOTHAL**

6.90 In order to showcase India's rich and diverse maritime heritage, the Ministry of Ports, Shipping and Waterways has envisioned to develop a National Maritime Heritage Complex (NMHC) at Lothal. Lothal is one among the prominent cities of the traditional Harappan civilization dating to 2400 BC and archaeological excavations have discovered the oldest man-made dockyard, over 5000 years old in Lothal.

NMHC will showcase a museum with 14 galleries, Harappan era Township, Aquatic Gallery, Lighthouse Museum, Maritime Research Institute, Coastal States Pavilion, Heritage City, Bageecha Complex, Eco Resorts, Museotels, and Theme based parks. NMHC aims at:

- i. Preserving and showcasing India's Maritime Heritage
- ii. Becoming a leading global tourist destination
- iii. Collaborating with Coastal States & UTs
- iv. Becoming a center for international maritime fairs and exhibitions

- v. Establishing international collaboration and exchange programs
- vi. Establishing as a maritime training and research center

The foundation stone of the project was laid by Hon'ble Prime Minister in March, 2019 and was also reviewed onsite by Hon'ble Prime Minister in September, 2025. The first phase of NMHC project is expected to be completed by 31st March, 2026.

To showcase India's ancient maritime contact with the world, collaborations have been proposed with more than 30 countries of which agreements have been signed with Portugal, UAE, Vietnam, Thailand, Denmark, Netherlands, Oman, and Germany.

NMHC society has been constituted in April 2025 to undertake the O&M and ensure sustainability of the project.



*Arial photo of NMHC site at Lothal, Gujarat.*

6.91 Maritime Heritage Day at India Maritime Week: As part of India Maritime Week (IMW) 2025, Maritime Heritage Day was organized by the Ministry of Ports, Shipping and Waterways (MoPSW) to celebrate India's glorious maritime legacy and its enduring connections with the wider world. The event was conceptualized to highlight the theme "India's Maritime Connections and Shared Civilizational Legacy. The celebration served as a platform to reflect upon India's ancient seafaring traditions, trade routes, and cultural exchanges, while showcasing ongoing efforts in the National Maritime Heritage Complex (NMHC), Lothal.

Maritime Heritage Day witnessed 700 participants and representation from 7 countries. The representatives included Senior government officials, domain experts of archaeology and history, academicians, maritime professionals, and students.



*Launch of Coffee table book for India Maritime Heritage Conclave*



Maritime Heritage Day strengthened International partnerships among maritime heritage experts, archaeologists, and cultural institutions from six countries- Indonesia, Egypt, Sri Lanka, Republic of Korea, Portugal, and Thailand. The deliberations reaffirmed India's historical position as a central maritime civilization connecting diverse regions through trade, navigation, and culture.

## Maritime India Foundation

6.92 Maritime India Foundation (MIF), formerly the National Maritime Complex (NMC), is a society registered under the Tamil Nadu Societies Registration Act, 1975 and functions under the Ministry of Ports, Shipping and Waterways (MoPSW). The Foundation is chaired by the Secretary, MoPSW, and the Deputy Chairperson, Chennai Port Authority, has been appointed as the Managing Director of MIF. MIF provides institutional leadership for maritime-sector research and innovation and is the designated agency for implementing the Sagarmala Startup Innovation Initiative (S2I2), delivered through four Maritime Innovation Hubs (MIHs) at IIT Madras, IIT Bombay, IIT Kharagpur and Indian Maritime University. This framework enables a structured pathway from port-led problem identification to pilot execution and scale-up of startup solutions, strengthening alignment with the priorities of the maritime ecosystem.

The Maritime India Foundation played a pivotal role at India Maritime Week (IMW) 2025, held from 27th–31st October 2025 at NESCO, Mumbai, under the aegis of MoPSW, showcasing groundbreaking innovation and startup activities under S2I2, amplifying visibility for startups and MIHs, and fostering collaboration across the maritime ecosystem. During IMW 2025, strategic MoUs were exchanged between MIF, MIHs and selected startups under the MAR-a-THON 2025, marking significant milestones in their implementation journey.

## MAR-a-THON 2025

6.93 MoPSW & MIF, in collaboration with Chennai Port Authority (ChPA) and the National Technology Centre for Ports, Waterways and Coasts (NTCPWC, IIT Madras), launched MAR-a-THON 2025—India's first-ever Maritime Hackathon—at IIT Madras on 25th August 2025 under the Sagarmala Startup Innovation Initiative (S2I2). The website of hackathon was launched and a comprehensive brochure outlining 51 problem statements sourced from major ports and MoPSW organizations was released, inviting innovative, technology-driven solutions from India's startup ecosystem.

The Inaugural Session of MAR-a-THON featured addresses by officials from the MoPSW, major ports and IIT, Madras. A panel discussion on 'Research, Innovation, Start-ups and Entrepreneurship' brought together policymakers, industry leaders, academia, and start-ups to deliberate on opportunities for collaboration and policy support. The discussion underscored the transformative role of startups, R&D institutions, and industry–academia collaboration under S2I2 in developing cutting-edge, market-fit solutions to propel India's maritime sector toward the ambitious vision of Maritime Amrit Kaal 2047.

## MAR-a-THON Boot camp 2025

6.94 Following the launch, the MAR-a-THON Boot camp 2025 was held at IIT Madras Research Park on 16th & 17th October 2025, bringing together a vibrant convergence of startups, academia, industry leaders, and maritime stakeholders to address India's most pressing maritime challenges. The response to the initiative was overwhelming, with 330 applications received from startups across India for the 51 problem statements, reflecting strong nationwide enthusiasm and commitment toward maritime innovation.

Following rigorous evaluation by multiple Expert Committees, the event culminated in the selection of

36 startups for 40 projects, each tackling real-world operational challenges with innovative, scalable solutions poised to drive transformation across India's maritime sector. These selected startups are set to receive milestone-based funding support ranging up to Rs. 10 lakh for PoC (Proof of Concept), up to Rs. 60 lakh for MVP (Minimum Viable Product), and up to Rs. 1 crore (Commercial Scale-up), enabling them to progress from prototype development to full-scale deployment and adoption.

## INDIAN PORT GLOBAL PRIVATE LIMITED

6.95 In view of the strategic interest of gaining a reliable sea/land access route to Afghanistan and other Central Asian Countries, Ministry of External Affairs moved a Cabinet Note dated 5th September, 2014. As per the said Note, it was proposed to establish a Joint Venture Company, comprising of Jawaharlal Nehru Port and Deendayal (erstwhile Kandla) Port to enter into a contract with Iran's Port & Maritime Organization (P&MO) to participate in development of Phase 1 of Chabahar Port. Cabinet approved the Indian participation in Chabahar Port Development on 18th October 2014. Accordingly, India Ports Global Private Limited (IPGPL) was incorporated on 22nd January 2015. The authorized capital and Paid up capital of IPGL is Rs. 10 Cr. The two promoters, Jawaharlal Nehru Port and Deendayal Port, are holding equity in the ratio of 60:40 respectively.

A Memorandum of Understanding (MoU) for development of Chabahar Port by India was signed in Tehran between India and Iran on 6th May 2015 by the then Minister from the Indian side and Minister from the Iranian side and thereafter the contract was signed on 23rd May, 2016 at Tehran (Iran) during the visit of Hon'ble Prime Minister of India to Iran. The Contract was signed between Aria Banader Iranian Port & Marine Services Company (ABI) of Iran and India Ports Global Ltd. (IPGL) of India for equipping and operating two terminals at first development phase of Shahid Beheshti-Chabahar Port. The Ports & Maritime Organization of Islamic Republic of Iran (PMO) and the then Ministry of Shipping, Government of India were the confirming parties to the contract.

Since there were challenges in activation of the main contract, the foundation of a short period contract was laid during the visit of His Excellency President of Islamic Republic of Iran to New Delhi in February, 2018. Resultantly a formal Short Lease Contract between the two sides was signed on 6th May 2018. For implementation of the same, an SPV India Ports Global Chabahar Free Zone (IPGCFZ) with 98% shareholding by IPGL and 1% each by Jawaharlal Nehru Port and Deendayal Port was also incorporated in Iran. In order to insulate JNPT and DPT from possible impact of United States sanctions after US withdrew from the Joint Comprehensive Plan of Action, 100% equity shares of Jawaharlal Nehru Port and Deendayal Port in IPGL purchased by Sagarmala Development Company Limited (SDCL) (a company under Administrative control of the Ministry). Currently 100% shares of IPGCFZ are held by IPGL. A 10 years Long Term Main Contract between IPGL and P&MO (Iran) was signed on 13th May 2024.

Chabahar Port has witnessed high. container traffic in last three financial year, from a modest 8123 TEUs during FY 2020-21, 1476 TEUs during 2021-21 to 9000 TEUs during 2022-202, to 60,990 TEUs during 2023-2024, to 85513 TEUs during 2024-2025.

IPGL has also taken over the operations of the Sittwe port located on the Kaladan River, Myanmar. The operation started by IPGL since April 2024 making Sittwe Port as the second international port to be managed by IPGL after Iran's Shahid Beheshti Port in Chabahar.

## SETHUSAMUDRAM CORPORATION LIMITED (SCL)

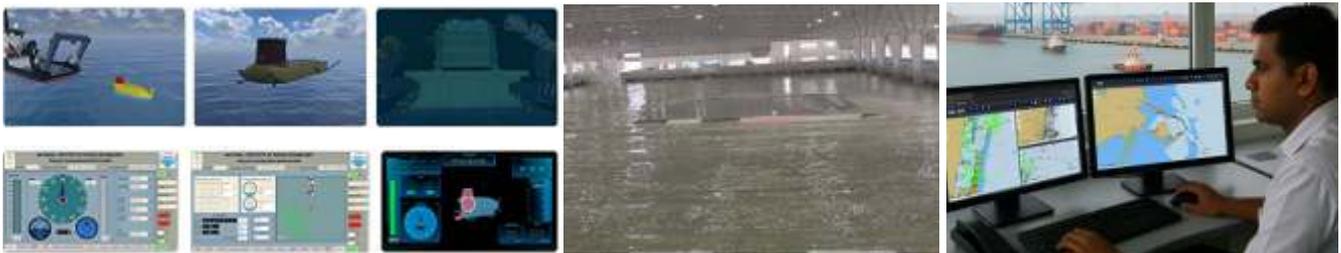
6.96 SCL is a Special Purpose Vehicle (SPV) set up under the Companies Act in the year 2004, with the approval of Cabinet, to implement the Sethusamudram Ship Channel Project (SSCP) and also to create

a shipping channel along the territorial waters of India linking the Palk Bay and the Gulf of Mannar. Due to various litigations against the SSCP, the work has been stopped by an order of Hon'ble Supreme Court in August 2007 and since July 2009 all activity has been stopped at the project site.

## National Technology Centre for Ports, Waterways & Coasts (NTCPWC)

6.97 The National Technology Centre for Ports, Waterways & Coasts (NTCPWC) has been envisioned as a national hub for technological innovation, development, and the evolution of new ideas and breakthroughs in the ports and maritime sector. It functions as the technology arm of the Ministry of Ports, Shipping and Waterways (MoPSW), providing critical technical support to ports, the Inland Waterways Authority of India (IWAI), and other maritime institutions. The Centre delivers effective solutions to a wide range of industry challenges through scientific and applied research, development of advanced technological solutions, and capacity building for the maritime domain at local, regional, national, and international levels. NTCPWC was established as a Centre of Excellence at the Indian Institute of Technology, Madras (IIT Madras) in 2018 and has since then expanded its research and development activities, in the Discovery Campus of IIT Madras, Thaiyur, Chennai.

### Facilities at NTCPWC



360 – Degree Full Bridge Ship bridge simulator

SeMaTeB – Sedimentation Basin

First of Kind India's Indigenously developed Smart & Intelligent Vessel Traffic Management System



Digital Twin for Smart Ports

Vessel Tracking System for Inland Waterways

Autonomous Survey Vessel



Just in Time operations for Ports

Online Dredging Monitoring

## List of Major Completed Projects by NTCPWC since inception:

1. Capital Dredging at Kamarajar Port Limited for General Cargo Berth-2 (GCB-2) (2023-24)
2. Development of Smart Docking Aid at Jawaharlal Nehru Port Authority (JNPA) (2023-24)
3. Implementation of Smart Pilot Unit at New Mangalore Port Authority (NMPA) (2025)
4. Revamping/Upgradation of Pipeline System for Deendayal Port Authority (DPA) Liquid Berths (2022-25)
5. Preparation of Detailed Project Reports (DPRs) for National Waterway-5 (NW-5) and National Waterway-48 (NW-48) (2025)
6. Preparation of Odisha Maritime Perspective Plan (2025)
7. Conducting Study for Night Navigation on the Hooghly River, Kolkata Port as successfully launched in 2025 by Syama Prasad Mookerjee Port, Kolkata (2024-25)

## Notable events/achievements during 2025:

### 1. Workshop on Emerging Technologies

- 6.98 On January 9, 2025, the NTCPWC successfully organized a highly insightful workshop focused on emerging technologies and cutting-edge research in the maritime sector.

Speakers included officials from MoPSW and leading organizations who shared valuable insights into key developments driving the future of India's ports, waterways, and coastal infrastructure. The discussions highlighted advancements in areas such as indigenous vessel traffic management systems, sustainable maritime solutions, digital innovation, and applied research under initiatives like Sagarmala and Maritime India Vision. This event underscored NTCPWC's pivotal role in fostering self-reliance 'Aatm Nirbhar Bharat', promoting technological innovation, and addressing real-world challenges in the maritime domain.

### 2. India's 1st Fully Indigenous Vessel Traffic Services (iVTS) system

- 6.99 On May 2, 2025, Hon'ble Prime Minister Shri Narendra Modi in the gracious presence of Kerala Chief Minister, officially commissioned the Vizhinjam International Seaport — India's first dedicated transshipment hub.

A landmark achievement under the Atma Nirbhar Bharat initiative, the event marked the operational deployment of India's first fully indigenous Vessel Traffic Services (iVTS) system at the port. Developed indigenously by the NTCPWC at IIT Madras, this advanced system enhances navigational safety, vessel monitoring, and operational efficiency while ensuring strategic control over critical maritime data. The occasion also spotlighted MARINA - India's pioneering AI-powered 3D Vessel Traffic Management Information System - a cutting-edge, home-grown innovation that integrates real-time radar, AIS, and AI for superior traffic management, decision support, and risk mitigation.

This breakthrough, aligned with the vision of MoPSW, strengthens India's maritime self-reliance, reduces dependence on foreign technology, and positions Vizhinjam as a global leader in smart, sustainable port operations.





### 3. **MAR-a-THON 2025 – India’s Maritime Hackathon**

6.100 On August 25, 2025, the MoPSW, in collaboration with NTCPWC-IIT Madras, the Maritime India Foundation (erstwhile National Maritime Complex), and Chennai Port Authority, launched MAR-a-THON 2025 – India’s Maritime Hackathon at IIT Madras. Organized under the Sagarmala Start-up Innovation Initiative (S2I2), this event promotes Research, Innovation, Start-ups, and Entrepreneurship (RISE) in the maritime sector and served as the curtain-raiser to India Maritime Week 2025.

Following the launch of MAR-a-THON 2025, a two-day Boot camp was organized by the Maritime India Foundation, in collaboration with NTCPWC at IIT Madras Research Park on 16th–17th October 2025.

### 4. **MoU with NMPA to establish Port Automation Unit**

6.101 On 4th October 2025, New Mangalore Port Authority (NMPA) signed an MoU with NTCPWC to establish the Port Automation Unit (PAU). The agreement, signed in the presence of Dr. Venkata Ramana Akkaraju (Chairperson, NMPA) aims to accelerate smart technology adoption, foster vendor innovation, and achieve seamless port automation — advancing the vision of Smart Ports for the future of Indian maritime infrastructure.

## **Centre of Excellence in Maritime and Shipbuilding (CEMS)**

6.102 In the year 2025-26, Centre of Excellence in Maritime and Shipbuilding (CEMS) has trained 5400 candidates including students and working professionals in maritime and logistics domain. In addition, extension centres at Kolkata, Tuticorin, Tadepalligudem and Mangalore in hub and spoke model were started.

### **CEMS signed MoUs with:**

1. **Garden Reach Shipbuilders and Engineers (GRSE)** on 28th October 2025, to undertake training in following four job roles under CSR sponsorship of GRSE:

1. Marine Welder
2. Marine Structural Fitter
3. Marine Electrician
4. Marine Pipe Fitter

The training consists of 3 months in Taratala unit and 3 months OJT in GRSE. So far, 25 candidates each have been trained in roles of Welder, Structural Fitter and Electrician whereas training for Pipe Fitter has commenced on 10th December 2025.

2. **IIT Tirupati** on 20th November 2025 for undertaking joint training courses in the following domains with IIT Tirupati. The training is set to commence from February 2026.

1. Factory Automation
2. Additive Manufacturing
3. IIOT
4. DCS

3. **Dubai Dry Docks (DP World Unit) and CSL** during IMW 2025. The training model will be akin to GRSE training with placement opportunities being offered at DDW/CSL.

4. **AP Maritime Board** on 14th November 2025, to undertake skill development and capacity building activities to create skilled manpower for maritime sector in Andhra Pradesh.
5. **Hindustan Shipyard Ltd** on 31st December 2025, to create a pool of skilled welders certified by Indian Register of Shipping. Training of the 1st batch is planned to commence on 02nd January 2026.

### Ongoing Training/ Skilling Programmes

1. **IIM Mumbai:** CEMS and IIM Mumbai are jointly offering a joint course of 60 hours duration (weekend course) w.e.f. 09th March 2026 in “Disruptive Technologies for Port Management & Shipping Logistics”.
2. **VO Chidambaranar Port Authority:** CEMS undertook training for 175 candidates under the sponsorship of VOCPA. The trained candidates have been successfully placed.
3. **Visakhapatnam Port Authority:** CEMS undertook training of 260 candidates under CSR sponsorship of VPA out of which 60 are tribal candidates. The placement letters were issued to the candidates by Hon’ble Minister of State, MoPSW.
4. **Pre-Release Training Course for JCOs and ORs under DG Resettlement (DGR) Sponsorship:** CEMS undertook pre-release training of 120 JCOs and ORs in the year 2025 in Supply Chain and Port Management and Industrial Automation as part of its existing MoU with DGR.

### Centre for Maritime Economy and Connectivity (CMEC)

- 6.103 A Memorandum of Agreement was signed between the Indian Ports Association (IPA) and Research & Information System for Developing Countries (RIS) on 19th January, 2023 in the Ministry for setting up a Centre for Maritime Economy and Connectivity (CMEC) in the presence of the Shri Sarbananda Sonowal, Hon’ble Union Minister of PS&W. The agreement marked the launch of the CMEC at RIS – a think tank to give shape to India’s maritime ambitions and various associated dimensions.
- 6.104 This initiative aims to capture actionable ideas that can be implemented within a specified timeframe. The primary objectives of CMEC are to develop a comprehensive and integrated framework for the systematic growth and diversification of India’s maritime sector. A Research and Advisory Board (RAB) has been constituted under the Chairmanship of Secretary (PS&W) to review the functioning and tasks assigned to CMEC.
- 6.105 CMEC conducted five sessions at the India Maritime Week held from 27th – 31st October, 25, at Mumbai. CMEC also launched the India Maritime Report – 2025-26, at a function chaired by Shri Nitin Gadkari, Hon’ble Minister for Road Transport and Highways as the Chief Guest for the inaugural session and who also delivered the keynote address. CMEC also released a knowledge report titled on the IMW-2025 theme, ‘Uniting Oceans, One



*Hon’ble Minister of RT&H during launch of India Maritime Report 2025-26 at IMW, 2025*



Maritime Vision: India's Maritime Strides'. The report is structured in a total 10 segments: starting with the Maritime Heritage, the Report then discusses Maritime Trade, Investment and Finance; Building Resilient Maritime Corridors; Towards a Green Future; Technological Leap in Shipping; Transforming Blue Economy; Cruise Tourism Opportunities; Human Capital and Skilling; Maritime Security and Cooperation; and finally Policy Dynamics for a Viksit Maritime Sector.

- 6.106 CMEC also conducted three Sessions on Innovative Mechanisms for Ship Registration; Enhancing Tonnage and Ship Financing at the India Maritime Week 2025. CMEC also participated as knowledge partner for the two sessions on Dredging Technologies & Operations and Waste to Wealth Opportunities from Dredging with Dredging Corporation of India (DCIL) at the India Maritime Week 2025.
- 6.107 As Maritime Knowledge Lecture Series (MKLS), CMEC has been conducting experts public talks and discussions to promote stakeholder integration and discussions on topic of maritime growth for India. A total of 13 public events covering a wide variety of topics ranging from Maritime Heritage, Maritime Law, Insurance and Multi-modal integration etc. have been conducted by CMEC. The following Capacity Building events were conducted in last quarter of 2025 :-
- Maritime Sustainability – Global Perspectives and Opportunities for India,
  - Maritime India: River Economy Waterways to Prosperity
  - Next Gen Ports and Infrastructure

### **Publications from CMEC**

- 6.108 During the year 2025-26, CMEC released following publications in the form of Policy Briefs, Discussion Papers and Maritime Briefings.
- Book Chapter - India and Indian Ocean (VIF publication) : Translating India's Maritime Trade Strategy for the Indian Ocean Region : Addressing vulnerabilities & Building Resilience by Dr Shishir Shrotriya and Dr. Richa Srimal.
  - Discussion Paper DP # 312 - Flag in India: A Proposal for International Ship Registry by Cmde Sujeet Samaddar, Retd. and Ms. Anushka Tripathi.
  - Discussion Paper: # 316: Enhancing National Shipping Tonnage: Proposals for Tonnage Tax Reforms by Cmde Sujeet Samaddar, Retd. and Ms. Vanshika Goyal.

### **Maritime Briefing by CMEC**

- 6.109 CMEC has been periodically releasing maritime briefing covering national and international maritime activities. The briefings can be read from the website of CMEC. The latest December 2025 issue of the Maritime Briefing covered developments in Maritime Economy, Maritime Technology, Maritime Sustainability, Maritime Training, International Collaboration, and Blue Economy initiatives related to India and the World during the last quarter - September to December 2025.

### **Centre for Inland and Coastal Maritime Technology (CICMT)**

- 6.110 The Centre for Inland and Coastal Maritime Technology (CICMT), Indian Institute of Technology Kharagpur was setup in 2019 to provide model testing facility for deep and shallow water conditions. Major milestones for year 2025-26 are:

- Signing of a Memorandum of Understanding (MoU) with the Inland Waterways Authority of India (IWAI) to strengthen collaboration in inland and coastal maritime research and technology development during Indian Maritime Week 2025.
- CICMT carried out advanced hydrodynamic studies including resistance and self-propulsion tests with propeller design optimization for an electric catamaran ferry for Garden Reach Shipbuilders & Engineers (GRSE).
- Tank testing of a 200 PAX catamaran ferry was completed for Nirmon Marine Solutions LLP, Goa, supporting performance validation.
- Resistance tests with hydrofoils for the ASW SWC platform were successfully executed for GRSE.
- Bio-Mimetic Autonomous Underwater Vehicles (BAUV) sponsored by DRDO model testing further strengthened CICMT's experimental hydrodynamics capabilities.
- In academic outreach, the course "Fundamentals of LNG Technology and Supply Chain" was jointly offered by the Cryogenic Engineering Centre and the Ocean Engineering and Naval Architecture under the aegis of CICMT, contributing to capacity building in LNG technologies in January 2025.

### National Centre of Excellence for Green Ports & Shipping (NCoEGPS)

6.111 The National Centre of Excellence for Green Ports & Shipping (NCoEGPS) was established in November 2022 through a Memorandum of Agreement between the Ministry of Ports, Shipping and Waterways (MoPSW) and The Energy and Resources Institute (TERI), and was inaugurated on 22nd March 2023.

NCoEGPS functions as a national technical and knowledge support institution to assist MoPSW, port authorities, regulators, and maritime stakeholders in advancing decarbonisation, energy transition, and sustainability in ports and shipping. During 2025–26, the Centre's work focused on development of implementation-ready frameworks, policy support, and technical roadmaps aligned with Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047.

#### Key Technical Work and Status

- 6.112 NCoEGPS progressed on a focused portfolio of projects covering ports, shipping, fuels, benchmarking, and policy formulation. Major outputs and ongoing initiatives include:
1. **India's Maritime Green Shift Report:** The report titled "India's Maritime Green Shift: Pioneering Energy Transition and Pollution Control" was released during India Maritime Week 2025, providing a consolidated national assessment of maritime de-carbonization and pollution control initiatives.
  2. **Green Port Performance Index (GPPI):** GPPI guidelines were launched during India Maritime Week 2025, establishing an ESG-based benchmarking framework for Indian ports.
  3. **Shore-to-Ship Power (SPS) Business Model:** Development of a techno-economic business model covering port-wise and berth-wise scenarios, tariff structures, financing options, and vessel typologies is in progress.
  4. **Market-Based Mechanisms for Shipping:** Technical assessment and policy recommendations submitted to the Directorate General of Shipping to support India's engagement at IMO MEPC-82.
  5. **National Green Shipping Policy (NGSP):** Gap analysis and technical support provided for development of NGSP.

6. **Biofuels in Maritime Transport:** Completion of feasibility studies and standards harmonization aligned with ISO 8217:2024.
7. **Advanced Green Fuels Roadmap:** Roadmap covering methanol, ammonia, hydrogen, LNG, and biofuels, provided to DG Shipping, Cochin Shipyard Limited, and Shipping Corporation of India.
8. **Carbon Footprint Assessment of Ports:** Baseline assessments for FY 2022–23 completed and FY 2024–25 assessments are ongoing.
9. **Low Energy Consumption of Ports:** Energy efficiency studies for Paradip, V.O. Chidambaranar, and Deendayal Ports completed.
10. **Just-in-Time (JIT) Arrival of Ships:** Feasibility studies completed.
11. **Renewable Energy Roadmaps for Ports:** Roadmaps targeting 60% renewable energy adoption by 2030 prepared for selected ports.

### India Maritime Week 2025 and Knowledge Engagements

- 6.113 During India Maritime Week 2025, NCoEGPS played an active technical and knowledge-partner role. The Centre organized Green Maritime Day, including a dedicated Indo-Dutch Bilateral Round Table Discussion focusing on future pathways for green ports, alternative fuels, and international collaboration.



### Round Table on Future Fuel Pathways – 19th December 2025

- 6.114 A technical Round Table on Future Fuel Pathways under a Delayed Net-Zero Framework was organized by the National Centre of Excellence for Green Ports & Shipping (NCoEGPS) on 19th December 2025 at New Delhi. The discussion focused on technology readiness, lifecycle emissions, cost trajectories, and infrastructure requirements for alternative marine fuels, including hydrogen-derived fuels, methanol, ammonia, and biofuels. The round table brought together representatives from government, industry, research institutions, and international organizations, and provided inputs to ongoing work on advanced green fuels roadmaps and the implementation of the National Green Shipping Policy.

# INLAND WATER TRANSPORT

## Introduction

7.1 The Inland Water Transport (IWT) mode is widely recognized for its fuel efficiency, environmental friendliness, and cost-effectiveness, especially for bulk goods, over-dimensional cargo, and hazardous goods. To make this mode commercially viable, it's essential to develop IWT infrastructure (fairway, terminals, and navigation aids) and create an enabling environment for private sector fleet augmentation.

## Establishment and Role of IWAI

7.2 The Inland Waterways Authority of India (IWAI) was established on 27th October 1986 under the Inland Waterways Authority of India Act, 1985, to regulate and develop inland waterways for shipping and navigation. The IWAI focuses on developing technically and economically viable National Waterways under the National Waterways Act, 2016, to supplement the congested road and rail networks.

## Advancements in Legislative Framework

7.3 Under the Inland Vessels Act, 2021, major reforms have modernized inland waterway operations. In 2024, two new rules were notified—the Design & Construction Rules (28 May 2024) and the Central Database & Allied Matters Rules (29 Oct 2024) to standardize vessel design, improve safety, and enable digital integration. In 2025, 7 existing rules were amended (May & Aug) to unify state regulations, simplify processes, and enhance ease of doing business. Additionally, the National Waterways (Construction of Jetties/Terminals) Regulations, 2025 were introduced to boost private participation, infrastructure growth, and connectivity.

## Operational National Waterways (NWs)

7.4 In 2016, the number of declared National Waterways (NWs) in India saw a significant expansion from just 5 NWs to 111, covering a total length of 20,375 kilometers. The number of operational waterways has also grown from 3 in 2013-14 to 32 till December 2025, contributing to the development of inland water transport across the country. IWAI plans to further operationalize more NWs to enhance the cargo and passenger carrying ecosystem in the country. These targets have been set in line with the goals stated in Maritime Amrit Kaal Vision (MAKV) 2047.

## Cargo Movement on NWs

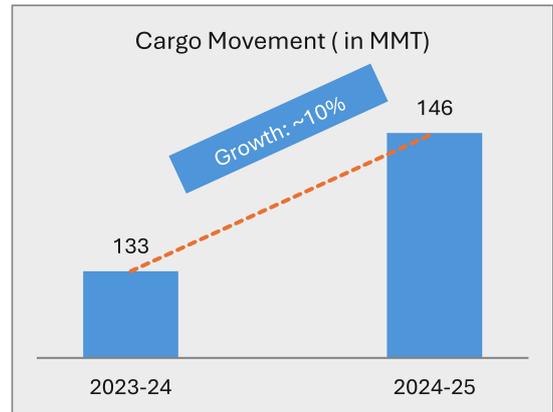
7.5 Cargo movement on National Waterways has witnessed a remarkable increase from 18.07 MMT in FY 2013-14 to 146 MMT in FY 2024-25, reflecting a strong CAGR of ~21% over the period. In the year 2025-26, 160.8 MMT of cargo has already been carried till December 2025. Currently, out of the 32 operational National Waterways, 29 support cargo services.

Nearly 85% of this traffic is concentrated on five major waterways which are NW-100, NW-91, NW-10, NW-1, and NW-97. The top five NWs in India, based on cargo handling, are critical to the country's IWT network.

- NW-100 (Shastri River-Jaigad Creek) primarily facilitates the movement of cement, coal, coal fines, coke, iron ore, and steel, serving industrial and construction sectors.
- NW-91 (Tapi) handles coal, coking coal, fly ash, iron ore fines, and pet coke, supporting energy and metallurgical industries.
- NW-10 (Amba) is dedicated to steel cargo and slag, essential for steel manufacturing.

- NW-1 (Ganga-Bhagirathi-Hooghly) is one of the most significant waterways, transporting fly ash, coal, coking coal, fertilizers, and high-speed diesel (HSD), which are vital for agriculture and power generation.
- NW-97 (Krishna Godavari) manages cement, fly ash, granite, and sand, contributing to infrastructure development. Collectively, these waterways form the backbone of cargo movement through India's inland waterways system.

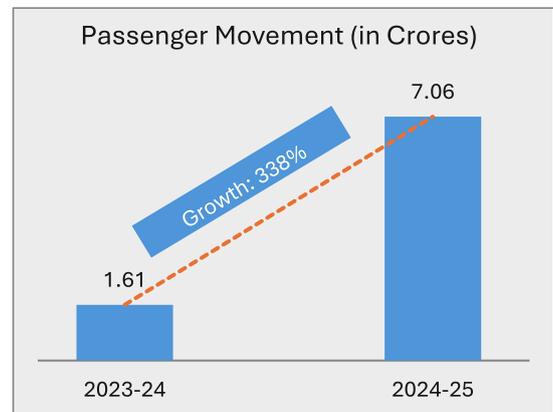
The cargo mix is dominated by coal, iron ore fines, iron ore, coke and coal derivatives, sand, fly ash, vehicles, passengers, limestone, clinker, and cement.



- 7.6 The Jalvahak scheme, also called as Cargo Promotion Scheme launched on 15 December 2024, encourages reduction in logistics costs, decongestion of road and railways networks, and adoption of a sustainable mode of transportation. Incentives of up to 35% of the actual operating expenditure incurred on waterway journeys on NW-1, NW-2 and NW-16 via IBP route are provided to cargo owners. Key component of the scheme includes providing incentives directly to cargo owners for sustainable modal-shift of cargo from rail/ road to IWT, and funding scheduled services operations by ICSSL. 20 scheduled movements were completed under the Jalvahak scheme carrying a total cargo of 12.38 Million TKM till December 2025. Also, the total cargo movement under the scheme was 17.29 Million TKM till December 2025.

## Passengers Movement on NWs

- 7.7 Passenger traffic on India's inland waterways has witnessed a steady rise in recent years, particularly in regions such as Assam, West Bengal, Kerala, and Goa, where ferries form an essential part of daily commuting. The passenger movement has grown considerable in the past years from 1.61 Crores in 2023-24 to 7.06 Crores in 2024-25. Approximately 7 Crore passengers have been carried on Indian NWs in the year 2025-26, till December 2025.



Urban mobility solutions such as the Kochi Water Metro showcase the potential of ferry-based transport, while IWT's fuel efficiency and low emissions support India's net-zero goals. The Ministry is further working towards developing water metro systems in 18 Indian cities.

## River Cruise on NWs

- 7.8 The river cruise sector on National Waterways (NWs) has witnessed remarkable growth in recent years. During 2024-25, a total of 443 river cruise voyages were undertaken on national waterways. 17 river cruise circuits have been made operational across 13 NWs spanning 9 states, significantly enhancing connectivity and tourism opportunities. Furthermore, the number of NWs designated for river cruises has expanded from just 3 in 2013-14 to 13 in 2024-25, reflecting a strategic push to promote sustainable and experiential travel through India's waterways. Cruise Tourist Terminals are also proposed to be developed at Varanasi, Patna, Guwahati and Kolkata to enhance the cruise tourism ecosystem in the country.

River cruises is also being developed at prime locations in the country, in the river Yamuna at Delhi; in rivers Chenab and Jhelum in Jammu and Kashmir; and in river Mahanadi in Odisha. In addition to these, the Center is signing State Support Agreements with various states for development of cruise circuits in respective states.

## Digital Initiatives

- 7.9 The Ministry has introduced a range of transformative initiatives to modernize inland water transport.
- i. **Central Database** - “Jalyan & Navic” platform serve as a centralized registry for vessels and crew, enabling “One Nation - One Registration” through a single-window system. 8625 vessels have been registered till date. 16 states namely Assam, AP, Andaman & Nicobar, Bihar, Gujarat, Goa, Odisha, Mizoram, Nagaland, Puducherry, Kerala, Jammu & Kashmir, Karnataka, Uttar Pradesh, Tripura and Rajasthan have been onboarded to the portal till December 2025. Also, 3448 users and 8627 vessels have been registered on the portal till December 2025. In addition to that, 916 crew have been registered in training institutes and 184 survey of vessels has also been done.
  - ii. **Jal Samridhhi Portal** launched under the National Waterways (Construction of Jetties/Terminals) Regulations, 2025, to streamline NoC applications and attract private investment in riverine infrastructure. As of December 2025, 37 users have been registered on the portal with 02 NOCs issued to M/s. Marinetek and Yogayatan Port
  - iii. **Naudarshika**, the National River Traffic and Navigation System, is being developed to ensure safe, efficient, and sustainable vessel movement, with real-time data on Least Available Depth (LAD).
  - iv. **CarD** is a web-based portal for collection & compilation, analysis and dissemination of all the cargo and cruise movement data. Portal gives access of the data to public showcasing IWAI capabilities and potential of inland waterways transport (IWT).
  - v. **PANI** (Portal for Asset & Navigation Information) is an integrated solution bringing river navigation and infrastructure information on a single platform. It provides detailed information of various features of National Waterways and the assets such as fairway, infrastructure facilities, cross river structures, connectivity at jetties, emergency services for facilitating transportation of cargo.
  - vi. **Least Available Depth Information System (LADIS)** portal ensures real time data on least available depth (LAD) to disseminate to ship/barge & cargo owners so that they can undertake transportation on NWs in a more planned way and to avoid any hindrance in service and operation.

## Major Initiatives

### i. Ship Repair Facilities at Varanasi, Patna and Pandu

In a strategic move to position Uttar Pradesh as a leading regional hub for maritime services, a state-of-the-art ship repair facility is being developed in Varanasi. This facility will provide essential infrastructure and utility support for inland vessels. A similar facility is also proposed to be developed at Patna. The ship repair facility at Pandu, Guwahati (Assam) has its work progressing steadily and nearing completion. It is the Northeast’s first dedicated ship repair hub on the Brahmaputra (NW-2) and fully equipped with state of the art dry-docking and maintenance facility.

### ii. Development of IWT in Yamuna (NW-110)

Development of Inland Water Transport along Yamuna (NW-110) is progressing across key stretches in Mathura–Vrindavan, Agra, Delhi and Prayagraj, with jetties installed, dredging initiated and onshore infrastructure under implementation. In Mathura–Vrindavan, eight jetties and fairway development are underway, while in Agra, DPR preparation and surveys have highlighted critical sewage-management requirements to enable navigation. The Delhi stretch has operational jetties and upcoming cruise

services supported by onshore facilities nearing completion. In Prayagraj, two jetties have been established at Sangam, with additional locations being finalized for tourist operations. Complementary development in the adjoining Ghaghra (NW-40)—including dredging, jetty installation and deployment of a hybrid electric catamaran—has further strengthened river-based connectivity and tourism. Collectively, these initiatives are laying the foundation for a functional, tourist-friendly and sustainable IWT ecosystem along the Yamuna corridor.

**iii. River Cruise on Jhelum**

Development of river-based passenger and cruise mobility on the 76 km Pantha Chowk–Wular Lake stretch of the Jhelum is progressing steadily, with seven floating jetties being developed along with onshore facilities. The navigational aids are also nearing completion as of December 2025, with fairway maintenance is being undertaken jointly by IWAI and the Government of Jammu & Kashmir using departmental dredgers. An SPV between IWAI and the J&K Government has been proposed to manage urban water transport and cruise operations, while the engagement of a cruise boat operator is being advanced by the State Government. To ensure service readiness, procurement of ten hybrid electric boats has also been provisioned. Collectively, these interventions are enabling the establishment of a modern, safe and environmentally aligned river-cruise system in the Kashmir Valley.

**iv. QPOMs**

To ensue seamless movement of vessels, innovative Quick Pontoon Opening Mechanisms (QPOMs) have been introduced, eliminating delays and improving trade efficiency. QPOMs ensure seamless movement of vessels with significant reduction in earlier waiting time from 1-2 days to less than 10 minutes presently. The QPOMs can also act as a passenger RO-RO ferries as and when needed. 2 nos. of QPOMs have been operationalized, one in Majhaua, Bihar and other in Nauranga, UP; both on NW-1. Building on the success of these QPOMs, the same are being extended to all the National Waterways 4 in U.P. and 4 in Bihar.



*Quick Pontoon Opening Mechanisms*

**v. National Inland Navigation Institute (NINI)**

National Inland Navigation Institute (NINI) has been setup to develop Human Resource for Inland Water Transport Sector. The Institute provides induction, upgradation and professional development training to the manpower for manning, operating Inland vessels and to the IWAI staff for development of waterways and for repair and maintenance of vessels.

**vi. Hybrid Electric Catamarans**

MoPSW has launched an initiative to reduce carbon emissions and provide the public with a greener mode of transport. Under this program, vessels are being constructed by Hooghly Cochin Shipyard Limited (Hooghly CSL). Currently, 4 vessels have been deployed at Varanasi, Ayodhya, Patna and

Kolkata (inaugurated by Hon'ble Prime Minister on 18th January 2026). 4 more vessels are scheduled deployment at different locations across India. These vessels are being operated by Inland Coastal and Shipping Limited, a subsidiary of the Shipping Corporation of India.

**vii. Neamati Ghat & Biswanath Ghat**

The Ministry has approved a proposal for the construction of a tourist terminal at Biswanath ghat and a combined tourist cum cargo terminal at Neamati on National Waterway-2 in Assam, with an estimated investment of Rs. 158 Crore.

**viii. Community Jetties**

Jetties are useful for the coastal communities as fish landing platforms. Under Jal Marg Vikas Project (JMVP), Inland Waterway Authority of India (IWAI) has undertaken construction of 60 new community jetties on NW-1 to boost the socio-economic condition of the people. These jetties are utilized by the riverine/coastal communities for transporting their goods, local trade promotion, livelihood support, tourism purpose, ferry operation etc. The total of 58 community jetties are already commissioned on NW-1. In addition to this, 33 more jetties are proposed to be commissioned across different locations across the country soon.

**ix. Recent MoU signed with Rhenus Logistics**

An MoU was signed with Rhenus Logistics for deployment of 100 cargo vessels / pusher tugs on NW-1, 2, 16, and the IBP routes in a phase wise manner. 20 Barges and 6 pusher tugs are proposed to be deployed in the first phase.



*MoU Signing with Rhenus Logistics*

**x. Development of River Cruises**

Viking Cruises, a renowned luxury cruise operator, is set to introduce river cruise services on the Brahmaputra River, marking a significant milestone in promoting river tourism in India. Royal Caribbean Cruise has proposed to introduce 2 luxury vessels for river cruising in India. This initiative aims to bring world-class cruising experiences to Indian waterways.

**xi. Varanasi Freight Village (FV) at Varanasi**

A Freight Village is being developed in Varanasi, spread across 70 acres of land, to serve as a key



*Location of Freight Village at Varanasi*



*NHML & IWAI signs MoU for state-of-art MMLP in Varanasi*

logistics hub in the region. The National Highways Logistics Management Limited (NHLML), a subsidiary of National Highways Authority of India (NHAI), has been entrusted with the development of the FV to drive this initiative forward. A Special Purpose Vehicle (SPV) has been formed to take the project forward. The initiative is expected to significantly reduce logistics costs and improve multimodal integration in the Varanasi region.

## Jal Marg Vikas Project (JMVP)

7.10 JMVP was approved by the Cabinet Committee on Economic Affairs (CCEA) on January 3, 2018. Initially, estimated at Rs. 5,061 crore, the project cost was revised on November 13, 2025, to Rs. 4,600.58 crore, with substantial financial assistance from the World Bank. This strategic investment underscores India's commitment to create a modern, sustainable, and efficient waterway network that boosts trade, connectivity, and economic growth. JMVP project focuses on the development of Multi-Modal Terminals (MMTs), Intermodal Terminals (IMTs), community jetties, navigational locks, and fairway development along National Waterway-1 (NW-1), covering 4 states - Uttar Pradesh, Bihar, Jharkhand, and West Bengal to enhance IWT infrastructure and connectivity.

Modern infrastructure has been developed to strengthen India's IWT network. Multi-Modal Terminals (MMTs) have been established at Varanasi, Sahibganj, and Haldia, along with an Intermodal Terminal (IMT) at Kalughat. A new navigational lock has been constructed at Farakka to facilitate smooth vessel movement. Additionally, 58 community jetties have been commissioned, improving connectivity and supporting local trade and passenger movement.

### Multimodal Terminal at Varanasi

7.11 The terminal has been completed with a handling capacity of 1.26 million tonnes per annum (MTPA), ensuring robust multimodal connectivity. It is strategically linked to NH-7 for road access, while rail connectivity is being facilitated by IPRCL. The terminal is designed to handle a diverse range of commodities, including containers, construction materials, food grains, edible oil, fertilizers, and bulk cargo, making it a critical hub for enhancing cargo movement efficiency and supporting regional trade.

### Multimodal Terminal at Sahibganj

7.12 The terminal has been completed with a handling capacity of 3.03 million tonnes per annum (MTPA), offering strong multimodal connectivity. It is linked to NH-80 for road access, while rail connectivity is being developed by IPRCL. The terminal is designed to handle major commodities such as bulk cargo, coal, and stone chips, and operational activity has already commenced with 1,040 MT of stone chips



MMT Varanasi



MMT Sahibganj

loaded from the Multi Modal Terminal (MMT) on 26th October 2025, marking a significant milestone in cargo movement efficiency.

### Multimodal Terminal at Haldia

7.13 The terminal has been completed with a handling capacity of 3.08 million tonnes per annum (MTPA). It is strategically connected to NH-41 for road access, and rail connectivity being facilitated by IPRCL. It handles key commodities such as containers, fly ash, fertilizers, and edible oil, supporting diverse trade requirements. The terminal has been handed over to a PPP operator in October 2025, marking a significant step toward private sector participation. Operational activities have commenced under PPP demonstrating the terminal's growing role in cargo movement efficiency.



*MMT Haldia*

### Inter-Modal Terminal (IMT) at Kalughat

7.14 The terminal has been completed with a handling capacity of 77,000 TEUs, making it a key hub for containerized cargo movement. It is well-connected to NH-27 for efficient road access and has been handed over to a PPP operator in October 2025, marking a significant milestone in private sector participation. The terminal is primarily designed to handle containerized cargo, and operational planning for cargo movement is currently underway, positioning it as a critical node for multimodal logistics and trade facilitation.



*IMT Kalughat*

### Navigational Lock at Farakka

7.15 A new Navigational Lock is being constructed at Farakka, and the existing lock at Farakka is undergoing modernization. This and similar locks, facilitate the upstream and downstream movement of vessels by reducing the travel time. These developments aim to enhance navigation efficiency and infrastructure at the site.



*New Navigational Lock Gate, Farakka,  
West Bengal*

### Fairway Development / Maintenance

7.16 Under the Jal Marg Vikas Project (JMVP), significant progress has been made in fairway development to ensure smooth navigation along National Waterway-1 (NW-1). The waterway has been divided into 11 stretches from Haldia to Varanasi, covering

a total length of 1,390 km, for creating a dedicated waterway corridor enabling seamless vessel movement. Currently, fairway development work is ongoing across all major stretches, including Ghazipur–Varanasi, Majhua–Ghazipur, Digha–Majhua, Barh–Digha, Mahendrapur–Barh, Sultanganj–Mahendrapur, Farakka–Kalhalgaon, Katwa–Farakka, Tribeni–Katwa, and Kalughat Access Channel, under third-party supervision by TSSC. For the Haldia Access Channel, work has been awarded to SMPK, with dredging monitored by NTCPWC. These efforts aim to maintain the required Least Available Depth (LAD) and ensure uninterrupted navigation for cargo vessels.

## Development of a Regional Centre of Excellence (RCoE)

7.17 Multiple RCoE's are proposed to be developed in Dibrugarh, Assam; Varanasi, U.P.: and Patna, Bihar to enhance the skill development in the Indian IWT sector.

## Development of a Cruise Terminals

7.18 Plans for development of cruise terminal at Assi Ghat at Varanasi & Kangan Ghat and Digha Ghat at Patna, are in progress with necessary support from the respective State Governments. This initiative will give a boost to the river cruise tourism in the country.

## International Cooperation

7.19 The Regional Waterways Grid (RWG) project aims to develop of waterways based multi-modal linkages to enhance economic activity in India and neighboring countries. Aims to ensure seamless movement of vessels from Varanasi to Dibrugarh/ Karimganj/ Badarpur through IBP route forming an economic corridor of 4,067 Km. As per the preliminary project preparatory study report, the total divertible cargo potential to IWT is 32.2 MMTPA by the year 2033

Regarding the Indo Bangladesh Protocol route, The Protocol on Inland Water Transit and Trade (PIWT&T), in force since 1972, governs navigation across 10 protocol routes and 13 ports of call on each side, covering 2,704 km through India and Bangladesh. The protocol renews automatically for five years in alignment with the bilateral Trade Agreement. India continues to support fairway development in Bangladesh on the Sirajganj–Daikhowa and Ashuganj–Zakiganj stretches with 80% funding, though MEA has directed discontinuation of dredging on IBP routes from 31st May 2025. A trial run on the Maia–Aricha route has been completed as of December 2025, with regular operations to commence upon Bangladesh's consent.

## Development of NER Waterways

7.20 The Northeastern Region (NER) is being developed as a key inland waterway hub with an investment of Rs. 1665 Crore, covering 20 National Waterways, including the prominent NW-2 (River Brahmaputra), which spans 891 km from the Bangladesh border to Sadiya. Infrastructure development includes 4 permanent terminals at Dhubri, Jogighopa, Pandu, and Bogibeel, along with 13 floating terminals to enhance cargo handling capacity. A Ship Repair Facility at Pandu (Guwahati) is under construction with an alternative road to



Construction work at Ship Repair Facility in progress at Pandu, Guwahati (NW-2)

Pandu. Operations and maintenance of Pandu and Dhubri terminals have been outsourced to a private operator. Fairway development is progressing to ensure an assured depth of 2.5 meters through DCI dredging across B'Border–Jogighopa (108 km) and Jogighopa–Pandur (147 km) stretches, monitored by NTCPWC as an independent survey agency. Additionally, Least Available Depth (LAD) from Pandu to Dibrugarh (513 km) is being maintained using seven departmental dredgers, ensuring seamless navigation and improved connectivity in the region.

### **Kerala National Waterways**

7.21 The state of Kerala has 5 declared NWs namely NW-3 (West Coast Canal (Kottapuram - Kollam), Champakara and Udyogmandal Canals), NW-8 (Alappuzha- Changanassery Canal), NW-9 (Alappuzha- Kottayam– Athirampuzha Canal), NW-59 (Kottayam-Vaikom Canal) and NW-13 (AVM Canal). Out of these, 3 NWs are currently operational namely NW-3, NW-8 and NW-9 with 9 permanent terminals and 2 Ro-Ro terminals operational on the same. Subsequent to this, works for lock gate at Thrikkunnapuzha & Kovilthottam foot over bridge are also ongoing.

### **Tamil Nadu National Waterways**

7.22 Tamil Nadu has a total of 10 National Waterways, none of which are currently operational. NW-107 (Vaigai River) is being developed for religious cruise tourism, connecting Poovar Lake to the sea confluence near the Meenakshi Amman Temple. Additionally, Buckingham Canal, which forms part of NW-4 (Kakinada Canal), is proposed for cruise and cargo operations along several stretches, including Mahabalipuram to Ediyur Bridge, the Cooum River portion near Marina Beach, and Pulicat Lake. Cargo movement is also planned from Ennore Port to Ennore Thermal Power Station (ETPS), enhancing connectivity and supporting regional trade and tourism.

### **Andhra Pradesh National Waterways**

7.23 Andhra Pradesh has 3 NWs out of which only NW-4 (Kakinada Canal) is operational. The NW runs along the Coromandel Coast through Kakinada Canal, Eluru Canal, Commamuru Canal & Buckingham Canal and also through part of Krishna and Godavari rivers. It was initially declared a National Waterway on 24th November 2008 for a total length of 1078 Kms.

### **Maharashtra National Waterways**

7.24 There are 15 National Waterways in Maharashtra declared vide National Waterways Act, 2016, out of which 8 National Waterways are operational namely NW 4 (Kakinada Canal), NW 10 (Amba river), NW 53 (Kalyan-Thane-Mumbai Waterway, Vasai Creek And Ulhas River system), NW 73 (Narmada River), NW 83 (Rajpuri Creek), NW 85 (Revadanda Creek - Kundalika River System), NW 91 (Shastri River - Jaigad Creek System), NW 100 (Tapi River). Iron ore, coal, limestone and dolomite are the major commodities transported across Maharashtra NWs. IWAI has prepared the detailed project report/ feasibility study report for operationalizing rest of the NWs.

### **Odisha Waterways**

7.25 Odisha currently has 6 declared National Waterways, of which 3 viz., NW-5 (Brahmani-Kharsua-Dhamra rivers, Mahanadi delta rivers), NW-14 (Baitarni River), and NW-64 (Mahanadi River) are operational, while the remaining three viz., NW-22 (Birupa - Badi Genguti - Brahmani River System), NW-23 (Buddha Balanga), and NW-96 (Subarnarekha River), are targeted for operationalization.

## Gujarat & Madhya Pradesh National Waterways

7.26 There are a total of 5 National Waterways in the region, of which 3 viz., NW-48 (Jawai river-Luni river-Rann of Kutch), NW-100 (Tapi river), and NW-73 (Narmada river) are operational. The remaining 2 national waterways viz., NW-66 (Mahi river) and NW-87 (Sabarmati river), are targeted to be made operational soon.

## Karnataka National Waterway

7.27 Karnataka has 12 NWs, out of which only NW-52 (Kali river) is operational. Further to this, 2 NWs viz., NW-51 (Kabini River) & NW-90 (Sharavati River) being operationalized in consultation with State Govt.

## Goa National Waterways

7.28 Goa has a total of 6 National Waterways, of which 3 viz., NW-27 (Cumberjua Canal), NW-68 (Mondovi river), and NW-111 (Zuari river) are operational. The remaining 3 waterways, NW-25 (Chapora river), NW-71 (Mapusa-Moide river), and NW-88 (Sal river), are proposed to be operationalized next.

## Jammu & Kashmir National Waterways

7.29 Development of IWT in Jammu & Kashmir is progressing across NW-49 (Jhelum river), NW-26 (Chenab river) and NW-84 (Ravi river), with a focus on strengthening cruise tourism, urban water transport and navigational infrastructure. It is further proposed to undertake developments on NW-46 (Indus river) in future.



*IWAI signed MoU with Govt of J&K to develop cruise tourism*

## Chhattisgarh National Waterways

7.30 The river Godavari, a constituent of NW-4 (Kakinada Canal), traverses the state of Chhattisgarh. The Bhadrakali–Tarlaguda stretch of NW - 4 has been identified for the proposed operationalization of river cruise services.

## Telangana NWS

7.31 A total of 6 National Waterways (NWS) have been identified for development in the region, namely NW-4 (Kakinada Canal), NW-21 (Bheema River), NW-70 (Manjara river), NW-78 (Penganaga - Wardha River System), NW-104 (Tungabhadra river), and NW-109 (Wainganga - Pranahita river System). For the promotion of cruise tourism along river Krishna, floating jetties are planned at Nagarjuna Sagar dam, Nagarjuna Nonda, and upstream of Srisailem dam. Additionally, floating jetties are proposed along river Godavari at Sriram sagar (Telangana), Sreepada Yellampalli, and Kaleshwaram.

## Himachal Pradesh & Punjab NWS

7.32 Three National Waterways have been identified for development in the region. NW-84 (River Ravi), from Ranjit Sagar Dam to Chamera Dam at Gandhian, has been declared as National Waterway and traverses the Union Territory of Jammu & Kashmir and the States of Himachal Pradesh and Punjab. River cruise tourism is proposed on this stretch. NW-17 (River Beas) is proposed for the development of a religious circuit connecting four Gurudwaras in Punjab. Similarly, NW-98 (River Sutlej) is proposed for the development of two key circuits - Tatapani to Naina Devi Temple in Himachal Pradesh and Anandpur Sahib to Kiratpur Sahib.

## Rajasthan NWS

7.33 Three National Waterways have been declared in the State of Rajasthan under the provisions of the National Waterways Act, 2016. These include NW-45 (Indira Gandhi Canal), NW-48 (River Jawai river–Luni river–Rann of Kutch), and NW-63 (River Luni). NW-48 is proposed to be operationalized at an estimated cost of Rs. 14,000 Crore.

## TRANSPORT RESEARCH WING & DEVELOPMENT WING



- 8.1 Transport Research Wing (TRW) provides data, analytics and research support to the Ministry of Ports, Shipping and Waterways for planning and policy formulation. TRW is the nodal wing for collection, compilation and dissemination of data on Ports, Shipping, Ship-building and Ship-repairing industry and Inland Water Transport (IWT) at the National level. It collects data from Major Ports, Non-major Ports, Public Sector Undertakings, Autonomous Bodies, State Maritime Boards and Directorate of Ports (State Govts.), etc. It scrutinizes and validates data received from primary and secondary sources for consistency and comparability and works as a data repository for the Ministry. It provides data to various wings of the Ministry as and when required and to other agencies/ Offices as a standard procedure on requirement or otherwise. Moreover, TRW is associated with the process of policy formulation/ revision pertaining to Ports, Shipping and IWT sectors of the Ministry.
- 8.2 TRW regularly coordinates with various other Agencies/ Offices/ Ministries/ Departments of Govt. of India, State Governments/ UT Administrations and Other agencies of national repute such as - Ministry of Finance, Ministry of Commerce, NITI Aayog, Central Statistical Office (CSO) and National Sample Survey Office (NSSO) of Ministry of Statistics and Programme Implementation.
- 8.3 TRW brings out annual, half yearly and monthly publications as per the schedule and during the Calendar year 2025 the following publications have been released:-
- Basic Port Statistics of India 2023-24
  - Indian Shipping Statistics 2024

- Statistics of India's Shipbuilding and Ship-repairing Industry 2023-24
- Statistics of Inland Water Transport 2023-24
- Half-Yearly update on Indian Port Sector for period ending 30th September 2024 and 31st March 2025
- Monthly Cargo Traffic handled at Major Ports
- Monthly Cargo Traffic handled at Non-Major Ports
- Monthly Cargo Traffic handled by State Maritime Boards

- 8.4 The data and publications are available at the Official website of the Ministry i.e. [www.shipmin.gov.in](http://www.shipmin.gov.in) under 'Transport Research Wing'
- 8.5 In addition, TRW prepares monthly progress report of the Central Sector Infrastructure projects under the Ministry costing Rs. 150 Cr. and above and updates the information on IIG-PMG-OCMS/IPM portal. Further, TRW also compiles service price indices for Port sector and providing data for compilation of Global Indices like Liner Shipping Connectivity Index to Ministry of Commerce and Industry.
- 8.6 In addition to above, the SagarGyanKosh (SGK) & SagarVidyaKosh (SVK) platforms developed by NIC under action plan for Vibhas/Navic Cell #18 "Data Analytics and Statistics, Knowledge Repository" was inaugurated by the Hon'ble Minister of PS&W on 27th September 2025.

## DEVELOPMENT WING

- 8.7 The Development Wing is Apex Technical Organization of the Ministry headed by Development Advisor (Ports). This Wing deals with the matter on port development and renders technical advice on specific Projects of Major Ports, Andaman & Lakshadweep Harbour Works (ALHW), the Dredging Corporation of India Limited (DCI) etc. This Wing also renders technical advice to other Ministries in case of Fishing Harbour and Maritime State Governments as and when requested in respect of Non-Major Ports. Also it advises on techno-commercial dispute between ports and the contracting firms as and when required. The Wing is associated with Bureau of Indian Standards (BIS) for formulation/upgradation of Indian Standards on Port & Harbour Engineering and on equipment and floating crafts.
- 8.8 The Development Wing also deals with processing matters related to the Indian National Section – Permanent International Association for Navigational Congress (INA–PIANC). The Government of India is a member country of PIANC. The Development Wing is assisting the Indian Coast Guard for implementation of "National oil spill Disaster contingency plan" at the Major Ports. This Wing also coordinates the Research Committee Works related to Port Sector of the Ministry.

## INTERNATIONAL COOPERATION



*Remarks by Hon'ble Union Minister of Ports, Shipping and Waterways during Sagarmathan, 2025 event*

### Introduction

- 9.1 The Ministry of Ports, Shipping and Waterways is mandated with the responsibility of formulating policy framework concerning the shipping industry as a whole in India and devising programmes in consonance with the policy and to implement the programmes through appropriate delivery mechanisms to achieve the desired objectives. Shipping, being a global industry, requires cooperation and coordination with the world community to safeguard and promote Indian maritime interests.
- 9.2 The mandate is to promote International Cooperation in various aspects related to Ports, Shipping and Waterways. The International Cooperation Division is responsible for handling wide range of activities, including bilateral and multilateral agreements/MoUs etc. with countries in maritime sector, mutual & unilateral recognition of Certificate of Competency(CoC) with other countries, engagements with various regional groupings and multilateral platforms including BIMSTEC, ASEAN, SCO, BRICS, IPEF, CLDP, IPOI, IORA etc., Northern Sea Route, Eastern Maritime Corridor, Coordination work of International ferry services, Joint Working Group Meetings, discussion with foreign delegations, official foreign visits, Sagarmathan: the Great Oceans Conference, Capacity-building workshops etc.

### Cooperation with Multilateral Organizations

- 9.3 India became a member of the International Maritime Organization (IMO) in 1959 which is the global standard setting authority for the safety, security and environmental performance of shipping and ensures that such standards are fair and effective and are universally adopted and implemented. India has been an active participant at the IMO. In fact, participation of India in the functioning of IMO has helped India to voice its developmental concerns to the international maritime community. India has been a member of the IMO Council since it's inception with only a two-year exception (1983-1984)

- 9.4 India has been re-elected as Member of the IMO Council for biennial 2026-27 under Category 'B', representing nations with the largest interest in international seaborne trade during the IMO Council election held during 34th regular session of the Assembly of IMO on 28th November 2025 at IMO Headquarters, London with the highest number of votes in the category.
- 9.5 IMO adopts and implements various treaties in the form of conventions, protocols, circulars and guidelines. From time to time, keeping in mind our national interests and the international standards evolved by IMO through its treaties, India has been becoming party to the treaties adopted by IMO. As on date, IMO has adopted 59 treaties which are open for countries to become parties. Out of these 59 treaties, India is a party to 35 treaties (conventions/protocols) which have been suitably incorporated into the Indian domestic legislation i.e. the Merchant Shipping Act, 2025 and Rules etc. India is also party to 02 Conventions of the International Labour Organisation (ILO).
- 9.6 India has passed the landmark Recycling of Ships Act, 2019. The new Act provides a legislative framework for implementation of the provisions of the Hong Kong Convention. It also contains provisions of the Convention which are not covered in the Ship Breaking Code (Revised), 2013. With enactment of this Act, ship recycling volume is expected to have considerable increase after June, 2025 when the Convention and Act will come into force. Further, Recycling of Ships Rules, 2021 have been notified under this Act. Director General of Shipping, Government of India, has been notified as the national authority for the purposes of this Act.
- 9.7 India has also acceded to IMO's Hong Kong international convention for safe and environmentally sound recycling of ships in November, 2019. Accession to IMO's Hong Kong international convention will provide a fillip to the domestic ship recycling industry in India which is one of the world's five major ship recycling countries.
- 9.8 India is also a party to two important conventions of the International Labour Organization (ILO) meant for welfare of seafarers, namely the Maritime Labour Convention and the Seafarer's Identity Document Convention. India contributes approximately 12 percent of the total workforce in the shipping industry. India is home to the second largest number of seafarers after the Philippines. The International Labour Organization (ILO) has mandated standards for the maritime industry too. The Maritime Labour Convention is a single, coherent instrument which replaces and consolidates 37 separate ILO maritime labour conventions adopted since 1920.
- 9.9 Apart from IMO, India has been contributing significantly to the other multilateral organizations/agreements such as ASEAN (Association of Southeast Asian Nations); Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC); India, Brazil and South Africa (IBSA); Indian Ocean Rim-Association for Regional Cooperation (IORA); International North South Transport Corridor (INSTC), Indian Pacific Ocean Initiatives (IPOI), South Asian Association for Regional Cooperation (SAARC), India-Middle East-Europe Economic Corridor (IMEC) etc.

### **Bilateral/Multilateral Cooperation Agreements/MoUs on Maritime**

- 9.10 MoPSW has entered into cooperation instruments/Agreements with the following 37 countries and regional groupings on maritime by way of Agreements or MoUs etc. to foster growth of the Indian maritime sector as well as to safeguard India's maritime interests:-



Afghanistan	Egypt	Netherlands	Sri Lanka
Austria	Finland	Oman	Thailand
Bangladesh	Germany	Pakistan	Turkey
Belgium	Iran	Poland	United Arab Emirates
Bhutan	Jordan	Portugal	Ukraine
Brazil	Maldives	Republic of Korea	United State of America
Bulgaria	Malta	Russia	Vietnam
China	Morocco	Singapore	
Cyprus	Myanmar	South Africa	
Denmark	Nepal	Spain	

### Mutual and Unilateral Agreements on Recognition of Certificates of Seafarers

9.11 India has signed agreements for mutual recognition of Certificates of Competence (CoC) of Seafarers with Finland, UK, Sweden, Iran, UAE, Norway and South Korea. Further, India has also signed agreements for unilateral recognition with 34 countries. Being manpower supplying nation with a large population/seafarers, such unilateral agreements are beneficial to bolster employment of Indian seafarers. The following 34 countries recognize Indian certificate:-

Sl. No.	Country	Sl. No.	Country
1	Antigua	18	Jamaica
2	Australia	19	Japan
3	Bangladesh	20	Kuwait
4	Barbados	21	Latvia
5	Belize	22	Liberia
6	Bahamas	23	Luxembourg
7	Cook Island	24	Malaysia
8	Cyprus	25	Malta
9	Denmark	26	Marshall Island
10	Dominica	27	Mauritius
11	France	28	Netherlands
12	Ghana	29	Panama
13	Georgia	30	Qatar
14	Hellenic republic	31	Singapore
15	Hong Kong	32	Vanuatu
16	Ireland	33	Vietnam
17	Isle of Man	34	Vincent

## Sagarmanthan: The Great Oceans Dialogue

9.12 MoPS&W in collaboration with the Observer Research Foundation (ORF), organized the second edition of Sagarmanthan: The Great Oceans Dialogue, from 27th–29th October 2025 in Mumbai, India. The event serves as a premier international platform for critical conversation on the blue economy, maritime logistics, ports, shipping, waterways sector and the global ocean economy. The event brings together relevant global stakeholders from across geographies and regions including policymakers, industry leaders, scholars, civil society representatives, media and multilateral organizations. Through discussions and deliberations, Sagarmanthan advances the exchange of ideas, insights, and pathways that inform the global maritime policy discourse and nurture meaningful partnerships for a more resilient, inclusive, and sustainable maritime future.



*Hon'ble Union Minister of PS&W at Sagarmanthan event with other senior delegates*

9.13 **Sagarmanthan:** The Great Oceans Dialogue 2025 was held as a part of the MoPS&W's biennial India Maritime Week (IMW) which took place from October 27th to 31st, 2025. Over two and a half days, Sagarmanthan: The Great Oceans Dialogue 2025 convened more than 2,000 participants from 65 countries, including over 350 international delegates. The 2025 edition centered around five thematic pillars:

- Rethinking Connectivity: New Materials, New Markets, and New Politics
- Liberal Fleets: Coalition of the Ocean
- Blue Cities Paradigm: Finance, Services, and Human Talent
- Levelling the Blue Pyramid: Valuing Coastal Communities
- Tech Frontiers: Planet, Performance, and Profits

## BIMSTEC Ports Conclave

9.14 The 2nd BIMSTEC Ports Conclave was successfully organized in Visakhapatnam in July 2025 by MoPS&W in coordination with the MEA and BIMSTEC Secretariat. The Conclave brought together Ministers, senior officials, and industry leaders from BIMSTEC Member States to deliberate on critical areas such as multimodal connectivity, harmonization of customs procedures, digital platforms for trade facilitation, cruise tourism opportunities, and workforce up skilling. The Conclave produced forward-looking action points, recommending a BIMSTEC Port Network, adoption of digital platforms for logistics, customs harmonization, and joint training initiatives, setting the stage for stronger regional maritime integration.



*Light lamping by Hon'ble Union Minister of PS&W during the occasion of 2nd BIMSTEC Port Conclave*

9.15 The Conclave concluded on a forward-looking note with a strong emphasis on enhancing regional maritime cooperation, sustainability, and trade facilitation. It focused on promoting public-private partnerships, harmonising policies and procedures among member States, standardising port products and services, accelerating digitisation, and upgrading skills across the maritime sector. There was due focus on implementing the BIMSTEC Agreement on Maritime Transport Cooperation (AMTC), adopted at the 6th BIMSTEC Summit earlier in 2025. Signing of the AMTC is regarded as a significant milestone in facilitating efficient and harmonised maritime trade and transport across the region.

### Singapore Maritime Week (SMW 2025)

9.16 India participated in Singapore Maritime Week 2025 (24th-28th March 2025) with a dedicated Indian Pavilion led by the Ministry of Ports, Shipping and Waterways (MoPSW). The pavilion highlighted India's maritime growth, focusing on port modernization, green transition, digitalization of port operations, and opportunities for foreign investment in port infrastructure. A key highlight of the event was the signing of a Letter of Intent (LoI) between MoPSW and the Maritime and Port Authority of Singapore to establish a Green & Digital Shipping Corridor. The delegation, led by India's Union Minister of Ports, Shipping & Waterways, engaged with senior ministers and industry leaders, strengthening bilateral maritime cooperation and investment linkages.



*Hon'ble Union Minister of PS&W with Ministry Delegation at SMW, 2025*

## Nor-Shipping 2025 (Norway)

9.17 India established a dedicated pavilion at Nor-Shipping 2025 (2nd-6th June 2025). The Pavilion highlighted India's initiatives in shipbuilding, ship repair, and decarbonization of shipping. B2B meetings, industry interactions, and high-level government consultations were organized, further strengthening India's maritime partnership with Nordic countries, which are global leaders in maritime innovation and green technologies. Indian maritime companies signed several cooperation agreements with global players. The event was jointly inaugurated by Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W and Crown Prince of Norway.



*Hon'ble Union Minister of PS&W with  
Crown Prince of Norway*

## Joint Working Group Meetings held during the Year 2025

### (A) Russia

9.18 Ministry of Ports, Shipping and Waterways has a Joint Working Group (JWG) on Northern Sea Route (NSR) with Russia under the MEA's framework of India-Russia Inter-Governmental Commission on Trade, Economic, Scientific, Technological and Cultural Cooperation (IRIGC-TEC). The meeting of 2nd JWG-NSR was held on 03rd July 2025 in Russia. After the JWG, two sub-groups on (i) "Cargo Traffic" headed by Chennai Port Authority and (ii) "Arctic Shipbuilding" headed by Cochin Shipyard Limited were formed for implementation of the areas of cooperation mentioned in the protocol.

### (B) Myanmar

9.19 3rd Joint Working Group meeting between India and Myanmar was held virtually on 23rd July, 2025. Discussions were held on Coastal Shipping Agreement, Cooperation in the advancement of Sittwe Port into a Transshipment Hub, Maritime Education and Training, Long Range Identification and Tracking (LRIT), Development of National Maritime Heritage Complex, Lothal and Direct Shipping Service between India and Myanmar.

### (C) Norway

9.20 The 10th Joint Working Group meeting with Norway was held on the sidelines of India Maritime Week, 2025 in Mumbai on 28th October 2025. The meeting was co-chaired by Special Secretary, MoPSW from Indian side and Director General, Ministry of trade, Industry & Fisheries from Norway side. Both sides covered the area of collaboration under IMO, maritime and autonomous shipping, green shipping, ship building and shiprepair, construction of green shipping, seafarers training and NMHC. India and Norway reaffirmed commitment to deepen the partnership through the JWG mechanism and expressed appreciation in promoting maritime sustainability and innovation.

### (D) Denmark

9.21 The 6th Meeting of the India-Denmark Joint Working Group (JWG) on Maritime Cooperation was conducted on the sidelines of India Maritime Week-2025 on 29th October 2025. Special Secretary,

MoPS&W from Indian side and Director General, Danish Maritime Authority co-chaired the meeting. The JWG focused on Green Maritime Corridors, Centre of Excellence on Green Shipping, Green Fuels, Seafarers welfare and National Maritime Heritage Complex, Lothal. Both side expressed satisfaction with the substantive and outcome oriented discussions held during the meeting. They reaffirmed that India and Denmark share a common vision of a green, safe, and digitally integrated maritime future.

### (E) Netherlands

9.22 The 2nd JWG with Netherlands on Maritime Cooperation was held on 30th October 2025 in Mumbai on the sidelines of India Maritime Week, 2025. The Special Secretary, MoPS&W from Indian side and Director General, Aviation and Maritime Affairs co-chaired the JWG meeting. Both sides discussed the issues on smart hinterland transport, shipbuilding scheme, green maritime corridors and collaboration under National Maritime Heritage Complex, Lothal. The JWG meeting concluded with appreciation from both sides for the constructive and forward-looking dialogue. The sides emphasized that the India–Netherlands maritime partnership is built on shared sustainability goals and mutual strengths in innovation, technology, and port-led development.

### (F) Oman

9.23 2nd meeting of Joint Maritime Committee between India and Oman was held virtually on 10th November 2025. Discussion were held on Cooperation in sharing of technical details of Port Community System (PCS1x), logistics databank and other technical platforms, MoU in the fields of Maritime Heritage and Museums, MoU on recognition CoCs, Green and Digital Shipping Corridor (GDSC), Shipping and Trade Facilitation & Cruise Tourism and Investment opportunities for Oman in Indian Ship Building, Repair & Recycling Industry and Maritime Development Fund(MDF).

## High level meetings

### Meeting with Minister of Transport, Highways, Ports and Civil Aviation, Sri Lanka

9.24 Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W held a bilateral meeting with Minister of Transport, Highways, Ports and Civil Aviation, Government of Sri Lanka on 27th October 2025. The meeting was held on the sidelines of India Maritime Week, 2025. Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W gave brief about the major capacity expansion projects at various ports, namely, Jawaharlal Nehru Port, Mundra, Vizhinjam, Visakhapatnam and Chennai. The Ministers shown keen interest in starting passenger ferry service between Rameswaram, India and Thalaimannar, Sri Lanka.



*Hon'ble Union Minister of PS&W and H.E. Minister of Transport, Highways, Ports and Civil Aviation, Government of Sri Lanka during the meeting on 27th October 2025*

### Meeting with Minister of Infrastructure and Water Management, Netherlands

9.25 Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W held a bilateral meeting with H.E. Minister of Infrastructure and Water Management, Netherlands and highlighted that Netherlands is a special friend

and valued partner for India. The Ministers discussed about JWG and MoU between the two countries. Further, the Ministers mentioned that India and Netherlands share a natural synergy built on innovation, sustainability, and mutual respect and that both sides look forward to work closely for a greener and resilient maritime future.

### Meeting with Minister of Fisheries and Ocean Policy, Kingdom of Norway

9.26 On 28th October 2025, Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W met with H.E. Minister of Fisheries and Ocean Policy, Kingdom of Norway and held discussions on maritime related issues. The meeting was held on the sidelines of India Maritime Week, 2025. Both sides welcomed investments by the Norwegian Climate Investment Fund in India's renewable projects. Both sides also recognized the strong existing cooperation in shipbuilding, training of seafarers, green shipping, and port decarbonization. India expressed readiness to develop institutional training programs tailored to Norwegian standards and proposed identifying concrete deliverables in the maritime domain for the forthcoming high-level visits.



*Bilateral meeting between Indian and Netherlands delegation*



*Group photo of Indian and Norway delegation after the bilateral meeting*

### Meeting with Deputy Minister for Transport and Infrastructure, Italy

9.27 Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W welcomed Italian delegation led by H.E. Deputy Minister for Transport and Infrastructure, Italy in the India Maritime Week, 2025 and held a bilateral meeting on 29th October 2025. Both side urged to early conclude the ongoing MoU on Maritime Cooperation and Ports. The Italian Minister also invited Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W to visit Italy to further strengthen the bilateral ties between the two countries.



*Hon'ble Union Minister of PS&W and H.E. Deputy Minister of Transport, Government of Italy during the bilateral meeting on the sidelines of India Maritime Week, 2025*

### **Meeting with H.E Senior Minister of State for Transport and Law, Republic of Singapore**

9.28 Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W held a bilateral meeting with H.E. Senior Minister of State for Transport and Law, Republic of Singapore during the India Maritime Week 2025 on 30th October 2025 and extended warm greetings to Singapore for its continued partnership in the maritime and logistics sectors. The visit of the high-level Singaporean delegation reflects Singapore's commitment in strengthening maritime cooperation with India. The visit of Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W to Singapore during the Singapore Maritime Week in March 2025 was also discussed during the bilateral meeting. Both sides encouraged industry engagement in digital innovation, port automation, and emission reduction technologies.



*Indian and Singapore delegation during bilateral meeting on 30th October 2025*

### Meeting with H.E. Vice Minister for Transport and Logistics Services, Kingdom of Saudi Arabia

9.29 Hon'ble Minister of State for PS&W Shri Shantanu Thakur welcomed the Saudi Arabia delegation at the India Maritime Week and held a bilateral meeting on 27th October 2025. The sides recalled the virtual meeting held in August 2025 between Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W of India and the Minister of Transport and Logistics Services of Saudi Arabia. The Saudi Arabia side appreciated India's support at the IMO and emphasized the importance of maintaining ongoing collaboration within international maritime organizations.



*Hon'ble Minister of State PS&W meeting with Saudi Arabia delegation*

9.30 A bilateral meeting between Hon'ble Minister of State for PS&W Shri Shantanu Thakur and H.E. Deputy Minister of Transport and Communication, Myanmar was held on 28th October 2025 on the sidelines of India Maritime Week, 2025 in Mumbai. Both sides discussed the mutually agreed areas of maritime cooperation. The India-Myanmar Coastal Shipping Agreement and Long Range Identification and Tracking were the major areas of discussions during the bilateral meeting.

### Meeting with Aide to the President of Russia

9.31 A meeting between Indian delegation led by Shri Sarbananda Sonowal, Hon'ble Union Minister of PS&W and Russian delegation led by Mr. Nikolai Patrushev, Aide to Russian President & Chairman of Russian Maritime Board was held on 17th November 2025 in Hotel Imperial, New Delhi. During the consultations, the parties discussed the development of bilateral cooperation in the civilian maritime sector, with a focus on collaboration in shipbuilding, port infrastructure and maritime logistics. Particular attention was paid to issues related to crew training as well as research activities in the exploration of the World Ocean. The Russian side expressed readiness to collaborate further in maritime areas and proposed continued engagement to identify specific avenues for joint training initiatives. The Russian delegation also conveyed that they would invite the Indian side to Moscow for subsequent discussions and expressed their appreciation for the constructive meeting.



*Bilateral meeting between Indian and Russian delegation*

### Treaties/Agreements/MoUs etc. executed during 2025

- The BIMSTEC Foreign Ministers signed the Agreement on Maritime Transport Cooperation on the sidelines of the 20th BIMSTEC Ministerial Meeting in Bangkok on 04th April 2025.
- MoU on cooperation on Green and Digital Shipping Corridor(GDSC) with Singapore signed on 03rd September 2025.
- Extended MoU on Maritime Cooperation with Netherlands for another three years on 27th October 2025.
- A Letter of Intent to establish green and digital sea corridor signed between India and Netherlands on 27th October 2025.
- The MoU between Maritime Board of Russian Federation and Ministry of Ports, Shipping and Waterway on maritime cooperation signed on 04th December 2025.
- The MoU on “Training of Specialists for ships operating in Polar Waters” signed on 04th October 2025 between MoP&SW and Ministry of Transport, Russian Federation.



*Hon'ble Union Minister of PS&W and Minister of Fisheries and Ocean Policy,  
Kingdom of Norway during the Lol and MoU signing ceremony*

## ADMINISTRATION AND FINANCE



*Officials and staff of the Ministry of Ports, Shipping & Waterways observed the International Day of Yoga 2025 at CSS Grounds, New Delhi*

### Administration

- 10.1 Administration Wing of the Ministry of Ports, Shipping and Waterways is headed by Joint Secretary (Administration) who is presently being assisted by Deputy Secretary (Administration), Under Secretary (Administration) supervising the work of Establishment Section, Cash Section and General Section. The Establishment Section is entrusted with the service and administrative matters of 272 regular employees of (Group A, B, and C) (sanctioned strength) of the Ministry. This includes the management of services of officers on deputation under central staffing scheme in the Main Secretariat of the Ministry as well as various Cadres such as Central Secretariat Service (CSS), Central Secretariat Stenographers Service (CSSS), Central Secretariat Clerical Service (CSCS), Indian Statistical Service (ISS), Indian Economic Service (IES) and Development Wing. Establishment Section implements all administrative orders issued by Department of Personnel and Training, Department of Pension and Pensioners' Welfare, Ministry of Finance, Union Public Service Commission, Central Information Commission, Central Vigilance Commission etc.
- 10.2 Special efforts have been made by the Ministry to ensure compliance of the orders issued from time to time regarding reservation for SC/ ST/ OBC/ PwD in filling up vacant posts in the Ministry. Information about the total number of Government Servants, separately for Secretariat and Non-Secretariat side (Group-wise) and representation of SC/ST employees in the Ministry is given at ANNEXURE- III (a). In terms of OM No. 41034/5/2022-Estt.(Res-I) dated 24th October 2025 from Department of Personnel and Training, details regarding implementation of reservation for SCs/STs/OBCs/EWSs/PwDs and backlog vacancies etc. are attached at ANNEXURE- III (b).

## Welfare

- 10.3 Several welfare measures for all employees including the women employees of the Ministry were undertaken. There is an Internal Complaints Committee on sexual harassment to look after the grievances of women employees relating to sexual/ Gender based harassment and She-Box portal is also operational in the Ministry. Further, as part of the welfare measure for employees in the Ministry, a new initiative has been started to greet the employees on their birthday to keep their morale and motivation high.
- 10.4 The Ministry has successfully completed online Annual Performance Appraisal Reports (APARs) of all the officers of Ministry through Smart Performance Appraisal Report Recording Online Window (SPARROW) Portal. The Biometric Attendance System (BAS) for regular as well as outsourced employees has also been implemented in the Ministry which is being monitored regularly.



*Ministry of Ports, Shipping and Waterways inaugurated Hindi Pakhwada 2025 at Sagarmathan, promoting the use of Hindi in official work.*

- 10.5 Important Days of national importance viz. Anti-Terrorism Day, Communal Harmony Day, Sadbhavana Diwas, Swachhta Diwas, Constitution Day, International Yoga Day, Vigilance Awareness Week, Red Cross Day, Red Cross Raffle Draw, etc. were observed and “Pledge” taken by the employees of the Ministry. Contributions were also raised and collected towards “Flag Day”. Essay competitions both in Hindi and English were conducted to celebrate these events. The Participants were rewarded for participating in these events.



*Officials of the Ministry of Ports, Shipping and Waterways took part in a cleanliness drive under Swachhta Hi Seva 2025 at Transport Bhawan, New Delhi*

## E-Office

- 10.6 E-Office system has been implemented fully for all the officers and their supporting staff in the Ministry. The Ministry has also migrated to e-file system w.e.f. 1st January, 2017 and is one of those Ministries which have switched over to e-filing system completely. Existing physical files/records have been digitized. Scanners have been provided to all the Sections/Officers for scanning of daily routine papers/receipts/dak etc.

## Right to Information (RTI) Act

- Detailed information relating to obligations listed in Section 4 of the RTI (Publications of Manuals) has been uploaded/hosted in the websites of the concerned organizations.
- The Ministry has appointed/designated Central Public Information Officers (CPIOs) and First Appellate Authorities (FAAs) based on the Divisions, who are in the rank of Under Secretary and Deputy Secretary/Director and equivalent respectively. Details are available on Ministry's website. Notifications/Orders indicating the appointment of CPIOs/ Appellate Authorities under the Act have been published and uploaded/hosted on the website of the Ministry i.e., [www.shipmin.gov.in](http://www.shipmin.gov.in).
- Whenever a request is received from the public/citizen by the CPIO/IFC, the same is passed/ transferred to the RTI Cell where the application is registered after ensuring that fee has been deposited. Thereafter the request is sent to the concerned CPIOs/Appellate Authorities to provide desired information to the applicant(s) for disposal of First Appeal. A monthly statement in this regard is sent to Department of Personnel & Training (DoP&T).
- Copies of the RTI Act and circulars received from DoP&T on RTI are circulated promptly to all the organizations for compliance.
- Useful guidance material/instructions are also circulated to all CPIOs/Appellate Authorities.
- All the useful records are duly maintained.
- The Quarterly details of RTI Applications and RTI Appeals received and disposed of by this Ministry during the period from 1st January 2025 to 31st December 2025 are as under:

Sl. No.	Period	RTI Applications received and disposed of	RTI Appeals received and disposed of
1	January – March	93	4
2	April – June	135	2
3	July – September	209	10
4	October – December	82	5
	<b>Total</b>	<b>519</b>	<b>21</b>

- RTI Request(s) application received and disposed of 519
- RTI Appeals received and disposed of 21

## Integrated Finance Wing

10.7 The Secretary, Ministry of Ports Shipping & Waterways is the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary & Financial Advisor (AS & FA) and the Pr. Chief Controller of Accounts (Pr. CCA). The Integrated Finance Wing (IFW) is headed by the Additional Secretary & Financial Advisor (AS & FA) who is assisted by the Deputy Secretary (Finance & Budget), the Under Secretary (Finance & Budget), the Section Officer (Finance) and the other supporting staffs. IFW renders its financial advice including concurrence to the projects and schemes emanating from the different Programme Divisions/ Wings of the Ministry within the delegated power of the Ministry.

## Budget

10.8 The Secretary, Ministry of Ports, Shipping and Waterways is the Chief Accounting Authority for the Ministry. He discharges this duty through through the Additional Secretary & Financial Advisor (AS&FA)



and the Pr. Chief Controller of Accounts (Pr. CCA). The Budget Division is headed by the Additional Secretary & Financial Advisor (AS&FA) who is assisted by Deputy Secretary (Finance & Budget), Under Secretary (Finance & Budget), Section Officer (Budget) and other supporting staffs.

The budget process during the year includes preparation of the detailed Demands for Grants (DDG) relating to the Demands of the Ministry, preparation of Statement of Budget Estimates, Compilation of Medium-Term Expenditure Framework, all re-appropriation proposals, supplementary proposals in coordination with Ministry of Finance.

## Accounts and Budget

10.9 Secretary, Ministry of Ports, Shipping and Waterways (M/o PSW) is the Chief Accounting Authority for the Ministry. He discharges his responsibilities through the Additional Secretary and Financial Advisor (AS & FA) and the Pr. Chief Controller of Accounts (Pr.CCA). The office of the Pr. CCA is inter-alia responsible for making all authorized payments of the Ministry, compilation of Monthly and Annual Accounts, conducting Internal Audit of all the Units under the Ministry to ensure compliance of the prescribed Rules. Pr. CCA office has been entrusted with the task of preparation of Budget, Statement of Central Transactions (SCT), Finance Accounts and Appropriation Accounts while rendering technical advice to the Ministry on financial and accounting matters, cash management. The office of the Pr. CCA also undertakes coordination with the Controller General of Accounts (CGA), Comptroller & Auditor General (C&AG) of India, Finance Ministry and other related agencies.

10.10 There are 6 Pay and Accounts Offices (PAO's) under the administrative control of Pr. CCA:

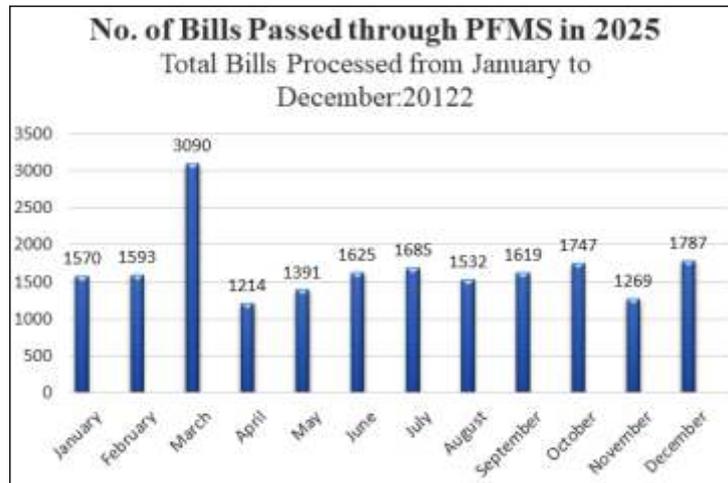
1. PAO Control, New Delhi
2. PAO Secretariat, New Delhi
3. PAO LHLS, Noida (Directorate of Lighthouse & Lightships)
4. PAO Mumbai
5. PAO Kolkata
6. PAO ALHW, Port Blair (Andaman & Lakshadweep harbor works)

## MAJOR REFORMS

10.11 **E-Lekha:** A web-based application for generating daily/monthly MIS/Expenditure of accounting information. All the PAOs have been fully integrated with accounting portal E-Lekha. They are required to upload their daily transactions in this portal so that the date of expenditure and receipts are available on daily basis. This has enabled availability of real time data on expenditure and receipt which is crucial for effective monitoring of expenditure/receipts and budgetary controls. The reports generated from the Management Information System of this portal are important managerial tools and are being utilized by various Departments of the Ministry.

10.12 **Public Finance Management System (PFMS):** PFMS was initially started for release of funds under plan schemes of Govt. of India. Now the scope of PFMS has been expanded to integrate various existing standalone systems being used by Drawing & Disbursing Officer (DDOs) and PAOs for online processing of sanctions, bills and payments of all types of expenditure such as works, grants, salaries etc.

CGA has rolled out PFMS in all Ministries including the Ministry of Ports, Shipping and Waterways. PFMS has been implemented in all 6 PAOs and all DDOs of the Ministry of Ports, Shipping and Waterways.



**10.13 Treasury Single Account (TSA):** TSA is a Bank Account or a set of linked accounts through which the Government transacts all its receipts and payments. The principle of unity follows from the fungibility of all cash irrespective of its end use. TSA system for Autonomous Bodies/Implementing Agencies (AB/IA) is intended to facilitate release of Government grants to AB/IA 'just in time' and avoiding parking of funds in PSBs or accumulation of unutilized grants with AB/IA.

This prevents cash transfers to ABs/IA in lump sum and facilitates draw-down from Government Account as and when required.

As per directions of Dept. of Expenditure, Ministry of Finance, the following schemes have been on boarded under TSA module: -

1. Sagarmala Finance Corporation Limited (SFCL)- Central Sector Scheme (CNA).
2. Inland Water Transport Authority of India (IWAI)- Other Central Sector Scheme.
3. Indian Maritime University (IMU)- Other Central Sector Scheme.

**10.14 E-BILL:** An e-Bill system for end-to-end digital processing of claims and their online tracking was announced in the Union Budget 2021-22. This system was designed and developed by PFMS, O/o CGA, Department of Expenditure and was launched by Hon'ble Finance Minister on 2nd March 2022. The e-Bill system provides convenience to vendors/suppliers/contractors in submitting their bills/claims without physically approaching the offices and enables them to track their claims online. Besides, it provides a faster, paperless end to end bill processing with audit trails at every stage. In Ministry of Port Shipping and Waterways, all the PAOs and DDOs have been enabled to process the payments through E-bill mechanism.

## INTERNAL AUDIT

**10.15** The Internal Audit wing in the Pr. CCA organization of M/o PSW has been established as an effective instrument for identifying the systematic errors & lapses in the functioning of various departments in the Ministry and consequently advising the concerned department for necessary action/rectification. Office of Pr.CCA undertakes Internal Audit/ Inspection of accounts of all Wings of the Ministry including field units of M/o PSW and PAOs under the office of Pr.CCA.

**10.16** Internal Audit has proved to be an effective management tool to bring about objectivity and financial propriety in day-to-day functioning and greater sensitivity for financial prudence. It has also led to a significant improvement in maintenance of Accounts/records almost in all offices of the Ministry of Ports, Shipping and Waterways.



Financial Year 2025-26	Number of paras outstanding at the beginning of the F.Y. 2025-26	Number of paras settled during the F.Y. 2025-26	Number of paras raised during the F.Y. 2025-26	Number of paras outstanding (as on 31/12/2025)
Internal Audit paras	454	78	126	406
CAG Paras	8	21	1*	28
PAC Paras	9	1	10	0

\* However, as on 30th January 2026 14 CAG paras have been settled, leaving only 14 paras as outstanding.

### Grant No. 78 – Ministry of Ports, Shipping and Waterways:

10.17 The position of savings/excess in respect of above mentioned Grant No. 78 for the year 2025-26 and actual expenditure for the year 2025-26 (upto 31st December, 2025) has been reflected in **ANNEXURE-IV**. The Head-wise Details of Receipts as per the Statement of Central Transaction (SCT) for the last three years have been reflected in **ANNEXURE-V**. Head wise details of expenditure for 2023-24 to 2025-26 (upto 31st December, 2025) are given in **ANNEXURE-VI**. Head wise details of expenditure incurred by M/o PSW on behalf of other ministries for 2023-24 to 2025-26 (upto 31st December, 2025) are given in **ANNEXURE-VII**. Directorate General of Lighthouse and Lightships (DGLL) is maintaining two funds viz. Depreciation Reserve Fund and General Reserve Fund for providing certain services required to develop transportation facilities in the country. Details are at **ANNEXURE-VIII**

### Vigilance

- 10.18 The Vigilance Wing of the Ministry coordinates and supervises the vigilance activities within the Ministry as well as the PSUs and autonomous bodies under its administrative control. The Wing is headed by the Chief Vigilance Officer (CVO) of the rank of Special Secretary appointed with the approval of Chief Vigilance Commission (CVC).
- 10.19 Each organization under the Ministry has either a part-time or full-time CVO. The part-time CVOS are appointed from amongst the officers of the concerned organization in consultation/concurrence with the CVC. The full-time posts of CVOs, wherever such posts exist, are filled-up by officers of organized services through DoP&T.
- 10.20 The emphasis has been laid on the role of preventive vigilance by taking prompt administrative actions and ensuring transparency including simplification of procedures and use of e-technology etc. Special emphasis was laid on the strengthening of vigilance machinery in various organizations under the Ministry particularly the Major Port Authorities. Punitive action has been taken wherever required in consultation with CVC against the delinquent officials.
- 10.21 During the Vigilance Awareness Week, a pledge was administered to the staff and officers of the Ministry. Vigilance Awareness Week was also observed in the organizations under the Ministry.
- 10.22 Vigilance activities in various organizations under the Ministry are being reviewed periodically through their reports/returns and also through interactions with CVOs/Head of the Organizations during periodical meetings.

## OFFICIAL LANGUAGE

- 11.1 Hindi Division has been functioning in the Ministry for implementation of the Official Language Policy of the Union Government. Besides implementation of the Official Language (Hindi) Policy in the Ministry, it also undertakes regular monitoring of implementation of the Official Language Policy not only within the Ministry, but also in the other offices under this Ministry. Hindi Division is under the administrative control of the Senior Economic Advisor and have Five (05) sanctioned posts, consisting of One (01) Joint Director (OL), One (01) Assistant Director (OL), Two (02) Senior Translation Officers and One (01) Junior Translation Officer. Deputy Director (OL) and Junior Translation Officer have been posted in place of Joint Director (OL) and Senior Translation Officer, respectively.
- 11.2 In accordance with the Annual Programme for Transacting the Official Work of the Union in Hindi issued by the Department of Official Language, Ministry of Home Affairs, every year, Ministry continues with its efforts to do maximum of the official work in Hindi for implementation of the Official Language Policy of the Union Government.

### Official Language Implementation Committee (OLIC)

- 11.3 An Official Language Implementation Committee is constituted in the Ministry under the chairmanship of the Senior Economic Advisor. This committee reviews the progress of the work done in Hindi in the Ministry on a quarterly basis. This committee gives suggestions and recommends measures to increase the progressive use of the official language "Hindi" in the functioning of the Ministry. During the period (1st January 2025 to 31st December 2025), two (02) meetings of the Committee were held i.e on 21st March 2025 and 10th September 2025.



*A meeting of the Departmental Official Language Implementation Committee was held on 10th September 2025, chaired by the Senior Economic Advisor.*

## Inspections to assess the progressive use of Hindi in Sub-Ordinate Offices

11.4 Five (05) sub-ordinate offices were inspected by the officials of the Ministry during the period between 1st January, 2025 to 31st December, 2025 to assess the progressive use of Hindi in official work.

## Inspections of the Committee of Parliament

11.5 During the inspection by the First Sub-Committee of the Parliamentary Committee on Official Language in the offices under the control of the Ministry, the Hindi Section reviews their inspection questionnaires and provides them necessary guidance. During the period from January 1, 2025 to December 31, 2025, the First Sub-Committee of the Parliamentary Committee on Official Language conducted official language inspections of five offices in Mumbai on 08th July, 2025, namely Jawaharlal Nehru Port Authority, Adjudicatory Board for Major Ports (formerly known as Tariff Authority for Major Ports), Shipping Corporation of India Limited, Directorate General of Shipping, Mercantile Marine Department; the Inland Waterways Authority of India, Bihar on 29th August, 2025; and the Indian Port Rail and Ropeway Corporation Limited, Project Office, Bhubaneswar on 21st November, 2025.

## Hindi Pakhwada (fortnight)

11.6 In order to encourage progressive use of Hindi in official work and to propagate Hindi, 'Hindi Pakhwada' was organized in the Ministry from 14th - 29th September 2025. Under the chairmanship of Secretary, MoPSW, Hindi Pakhwada, 2025 was inaugurated and a Hindi Seminar was organized. A discussion was held with the heads and other officers of the Ministry's subordinate offices via video conferencing on the topic "What steps are being taken to make Hindi the working language in your office". In addition, two officers from the Ministry participated in the "Hindi Diwas, 2025" and the Fifth all India Official Language conference" organized by Department of Official Language, Ministry of Home Affairs in Gandhinagar, Gujrat on 14th-15th September, 2025. During Hindi Pakhwada, various competitions were held. During this year a total of 141 officers and staff participated in 7 competitions. The original poems composed by the officers and staff of the Ministry in the Poetry Recitation Competition held during the Hindi Pakhwada were compiled in a souvenir titled "Navankur".



*On September 16, 2025 a seminar was organized with the heads of all subordinate offices and Hindi Fortnight, 2025 was also inaugurated, under the chairmanship of the Secretary, MoPSW*

## Hindi workshops

11.7 During the period from January 1, 2025 to December 31, 2025, Hindi workshops were conducted on "Hindi Typing/Translation on Computer/E-Office and Quarterly Progress Reports" on January 5, 11, and 19, 2025, and on "Note Drafting and Writing" on December 22, 2025. Several officers and employees of the Ministry participated in these workshops and benefited from them.



*Hindi workshop conducted in MoPSW*

## Rajbhasha Shield Scheme

11.8 To encourage the use of official language Hindi in the sub-ordinate offices of the Ministry, the Official Language Shield Scheme is being run on annual basis, in which region wise shields and certificates are awarded to the winning offices in the meeting of Hindi Advisory Committee.

## Incentive scheme for official work in Hindi

11.9 The Ministry is implementing a cash incentive scheme of Department of Official Language on yearly basis to encourage officials for doing their official work in Hindi. Under this scheme, a total of ten prizes (cash awards) are given namely, two First prizes of Rs. 5000/- each, three Second prizes of Rs. 3000/- each and Five Third Prizes of Rs. 2000/- each. Any official, who writes a minimum of 20,000 or more Hindi words in a financial year in his official work, is eligible to participate under this scheme. The word limit for non-Hindi speaking officials is a minimum of 10,000 words per year and they are given 20% weightage as regards number of words. A total of 06 officials of this ministry participated under this scheme and won prizes during the reporting period.

## Quarterly Reward Scheme for enhanced Hindi Usage

11.10 In compliance with the decision taken in the meeting of the Official Language Implementation Committee of the Ministry held on 20th July 2021 and with a view to encourage various Sections/Divisions of the Ministry a new incentive scheme is instituted in the Ministry to progressively increase their official work output in Hindi. Under the scheme, top three Sections/Divisions of the Ministry in terms of quantum of their official work output in Hindi are awarded with First, Second and Third Prize worth Rs. 5000/-, Rs. 3000/- and Rs. 2000/- respectively on a quarterly basis. Sections/Divisions eligible for the scheme have been awarded with cash prizes during the reporting period (01st January 2025 to 31st December 2025).

## Mini Library in the Ministry

11.11 With the guidance of senior officers and tireless efforts of Hindi Division, a Mini Library has also been established in the Hindi section of the Ministry. In addition to the regular work of Hindi section, the employees of Hindi section manage the work of Mini library. Hindi books of famous authors have been made available in this library. Ministry officials and employees take advantage of this.

# LIST OF ANNEXURE

## ANNEXURE - I

(Para 1.5 refer)

### MINISTRY OF PORTS, SHIPPING & WATERWAYS

#### I. The following subjects which fall within List I of the Seventh Schedule to the Constitution of India:

1. Maritime shipping and navigation; provision of education and training, training for the mercantile marines.
2. Lighthouses and lightships.
3. Administration of the Indian Ports Act, 1908 (15 of 1908) and the Major Ports Authority Act, 2021 (01 of 2021) and ports declared as major ports.
4. Shipping and navigation including carriage of passengers and goods on inland waterways declared by Parliament by law to be national waterways as regards mechanically propelled vessels, the rule of the road on such waterways.
5. Shipbuilding and ship-repair industry.
6. Fishing vessels industry.
7. Floating craft industry.

#### II. In respect of the Union Territories:

8. Inland waterways and traffic thereon.

#### III. In respect of the union territories of the Andaman and Nicobar Islands and the Lakshadweep:

9. Organization and maintenance of mainland, islands and inter-island shipping services.

#### IV. Other subjects which have not been included under the previous parts:

10. Legislation relating to shipping and navigation on inland waterways as regards mechanically propelled vessels and the carriage of passengers and goods on inland waterways.
11. Legislation relating to and coordination of the development of minor and major ports.
12. Administration of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948) and the Schemes framed thereunder other than the Dock Workers (Safety, Health and Welfare) Scheme, 1961.
13. To make shipping arrangements for and on behalf of the Government of India/ Public Sector Undertakings/ State Governments/ State Government Public Sector Undertakings and autonomous bodies in respect of import of cargo on FOB/FAS and export on C&F/CIF basis.
14. Formulation of the privatization policy in the infrastructure areas of ports, shipping and inland water
15. Planning of Inland Water Transport.
16. Formulation of the privatization policy in the infrastructure areas of ports, shipping and inland waterways.



17. The Development of township of Gandhidham.
18. Prevention and control of pollution: 1
  - a. Prevention and control of pollution arising from ships, shipwrecks and abandoned ships in the sea, including the port areas;
  - b. Enactment and administration of legislation related to prevention, control and combating of pollution arising from ships; and
  - c. Monitoring and combating of oil pollution in the port areas

**V. ACTS: (As may be amended from time to time)**

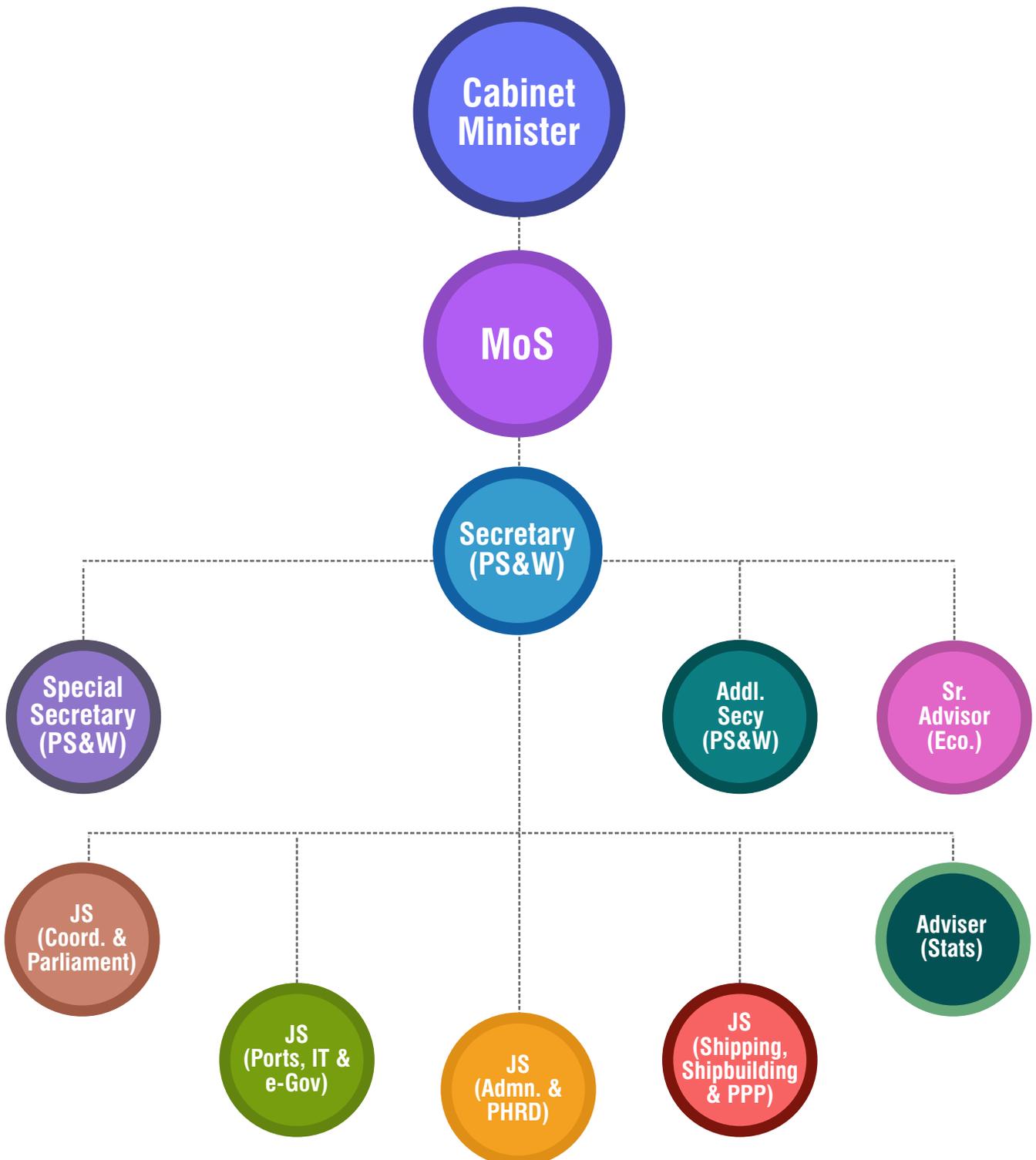
1. The Merchant Shipping Act, 2025
2. The Coastal Shipping Act, 2025
3. The Indian Ports Act, 2025
4. The Carriage of Goods by Sea Act, 2025
5. The Bills of Lading Act, 2025
6. The Major Ports Authority Act, 2021
7. The Marine Aids to Navigation Act, 2021
8. The Inland Vessels Act, 2021
9. The Recycling of Ships Act, 2019
10. The Admiralty (Jurisdiction and Settlement of Maritime Claims) Act, 2017
11. The National Waterways Act, 2016
12. The Indian Maritime University Act, 2008
13. The Suppression of Unlawful Acts Against Safety of Maritime Navigation and Fixed Platforms on Continental Shelf Act, 2002.
14. The Multimodal Transportation of Goods Act, 1993
15. The Inland Waterways Authority of India Act, 1985
16. The Seamen's Provident Fund Act, 1966
17. The Dock Workers (Regulation of Employment) Act, 1948
18. The Northern Indian Ferries Act, 1878



## ANNEXURE - II

(Para 1.12 refer)

### Organization Chart - Ministry of Ports, Shipping and Waterways



## ANNEXURE - III (a)

(Para 10.2 refer)

Annual Statement Showing the Representation of SCs, STs and OBCs as on 31st December, 2025 and Number of appointments made during the Preceding Calendar year 2025:

### Ministry of Ports, Shipping & Waterways (Main Secretariat)

#### Representation of SCs/STs/OBCs/EWSs (As on 31.12.2025)

Group	Total Employee (In position)	SCs	STs	OBCs	EWS	Total
A	56	10	3	6	-	19
B	87	27	10	25	-	65
C (Excluding Safai Karamchari)	40	9	3	14	1	24
C (Safai Karamchari)	-	-	-	-	-	-
<b>Total</b>	<b>183</b>	<b>46</b>	<b>16</b>	<b>45</b>	<b>1</b>	<b>108</b>

#### Number of Appointments made during the Calendar Year 2025

BY DIRECT RECRUITMENT					
Group	SCs	STs	OBCs	EWS	Total
A	-	-	-	-	-
B	-	-	-	-	-
C (Excluding Safai Karamchari)	-	-	-	-	-
C (Safai Karamchari)	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

BY PROMOTION					
Group	SCs	STs	OBCs	EWS	Total
A	-	-	-	-	-
B	-	-	-	-	-
C (Excluding Safai Karamchari)	-	-	-	-	-
C (Safai Karamchari)	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

BY DEPUTATION				
Group	VH	HH	OH	Total
A	-	-	-	-
B	-	-	-	-
C (Excluding Safai Karamchari)	-	-	-	-
C (Safai Karamchari)	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>



## ANNEXURE - III (b)

(Para 10.2 refer)

### Major Port Authorities:

(i) Statement showing Group/Class-wise representation of SCs/STs/OBCs/EWSs and PwDs in Major Port Authorities

Sl. No.	Group/Class	Total Employee	SCs	STs	OBCs	EWS	PwDs	Total
1.	<b>New Mangalore Port Authority (NMPA)</b>							
	Class –I / Group A	68	14	06	09	00	02	31
	Class –II/ Group B	69	14	08	19	01	02	44
	Class –III/ Group C	147	30	24	46	00	06	106
	Class –IV/ Group D	19	07	00	06	00	03	16
	<b>Total</b>	<b>303</b>	<b>65</b>	<b>38</b>	<b>80</b>	<b>01</b>	<b>13</b>	<b>197</b>
2.	<b>Mumbai Port Authority (MbPA)</b>							
	Class –I / Group A	266	36	16	45	00	04	101
	Class –II/ Group B	25	01	00	04	00	00	05
	Class –III/ Group C	1489	216	108	157	00	25	506
	Class –IV/ Group D	758	134	38	15	00	09	196
	<b>Total</b>	<b>2538</b>	<b>387</b>	<b>162</b>	<b>221</b>	<b>00</b>	<b>38</b>	<b>808</b>
3.	<b>Jawaharlal Nehru Port Authority (JNPA)</b>							
	Class –I / Group A	116	25	05	55	00	03	88
	Class –II/ Group B	22	01	00	12	00	00	13
	Class –III/ Group C	403	31	32	109	00	05	177
	Class –IV/ Group D	41	03	03	07	00	03	16
	<b>Total</b>	<b>582</b>	<b>60</b>	<b>40</b>	<b>183</b>	<b>00</b>	<b>11</b>	<b>294</b>
4.	<b>Deendayal Port Authority (DPA)</b>							
	Class –I / Group A	76	08	08	09	01	01	27
	Class –II/ Group B	41	09	04	06	00	01	20
	Class –III/ Group C	672	98	74	106	00	14	292
	Class –IV/ Group D	314	65	29	43	00	04	141
	<b>Total</b>	<b>1103</b>	<b>180</b>	<b>115</b>	<b>164</b>	<b>01</b>	<b>20</b>	<b>480</b>

5.	<b>Paradip Port Authority (PPA)</b>							
	Class –I / Group A	102	13	11	13	00	02	39
	Class –II/ Group B	58	11	05	08	00	06	30
	Class –III/ Group C	268	46	79	39	00	22	186
	Class –IV/ Group D	34	13	09	05	00	14	41
	<b>Total</b>	<b>462</b>	<b>83</b>	<b>104</b>	<b>65</b>	<b>00</b>	<b>44</b>	<b>296</b>
6.	<b>Mormugao Port Authority (MgPA)</b>							
	Class –I / Group A	64	06	05	06	00	01	18
	Class –II/ Group B	62	09	06	07	00	00	22
	Class –III/ Group C	650	68	61	99	00	06	234
	Class –IV/ Group D	69	21	11	07	00	01	40
	<b>Total</b>	<b>845</b>	<b>104</b>	<b>83</b>	<b>119</b>	<b>00</b>	<b>08</b>	<b>314</b>
7.	<b>Syama Prasad Mookerjee Port Authority, Kolkata (SMPA)</b>							
	Class –I / Group A	288	36	11	38	00	02	87
	Class –II/ Group B	67	15	02	04	00	00	21
	Class –III/ Group C	666	114	25	38	00	21	198
	Class –IV/ Group D	212	26	04	11	00	07	48
	<b>Total</b>	<b>1233</b>	<b>191</b>	<b>42</b>	<b>91</b>	<b>00</b>	<b>30</b>	<b>354</b>
8.	<b>Cochin Port Authority (CoPA)</b>							
	Class –I / Group A	90	11	04	33	00	00	48
	Class –II/ Group B	81	19	05	35	00	02	61
	Class –III/ Group C	522	82	16	307	00	04	409
	Class –IV/ Group D	22	05	01	13	00	00	19
	<b>Total</b>	<b>715</b>	<b>117</b>	<b>26</b>	<b>388</b>	<b>00</b>	<b>06</b>	<b>537</b>



9.	<b>Chennai Port Authority (ChPA)</b>							
	Class –I / Group A	106	18	11	32	00	01	62
	Class –II/ Group B	86	25	05	09	00	02	41
	Class –III/ Group C	1251	298	34	429	00	22	783
	Class –IV/ Group D	794	220	12	184	00	17	433
	<b>Total</b>	<b>2237</b>	<b>561</b>	<b>62</b>	<b>654</b>	<b>00</b>	<b>42</b>	<b>1319</b>
10.	<b>Visakhapatnam Port Authority (VPA)</b>							
	Class –I / Group A	120	26	11	25	00	00	62
	Class –II/ Group B	90	17	11	14	00	00	42
	Class –III/ Group C	1320	177	106	384	00	16	683
	Class –IV/ Group D	961	88	63	423	00	04	578
	<b>Total</b>	<b>2491</b>	<b>308</b>	<b>191</b>	<b>846</b>	<b>00</b>	<b>20</b>	<b>1365</b>
11.	<b>V. O. Chidambaranar Port Authority (VoCPA)</b>							
	Class –I / Group A	65	11	00	35	00	02	48
	Class –II/ Group B	43	08	02	26	00	02	38
	Class –III/ Group C	188	61	09	105	00	08	183
	Class –IV/ Group D	81	41	00	35	00	01	77
	<b>Total</b>	<b>377</b>	<b>121</b>	<b>11</b>	<b>201</b>	<b>00</b>	<b>13</b>	<b>346</b>
12.	<b>Kamarajar Port Limited (KPL)</b>							
	Class –I / Group A	64	08	02	12	01	02	25
	Class –II/ Group B							
	Class –III/ Group C	28	09	01	08	00	01	19
	Class –IV/ Group D							
	<b>Total</b>	<b>92</b>	<b>17</b>	<b>03</b>	<b>20</b>	<b>01</b>	<b>03</b>	<b>44</b>

(ii) (a) Statement showing details of backlog reserved vacancies filled during the year 2025-26 in Major Port Authorities

Filled during the year 2025-26						
Name of the Port	SC	ST	OBC	EWS	PwD	Total
NMPA	01	00	07	01	00	09
MbPA	00	02	00	00	00	02
JNPA	01	00	00	00	00	01
DPA	Nil					
PPA	02	04	01	00	00	07
MgPA	01	00	00	00	00	01
SMPA	01	01	01	00	00	03
CoPA	Nil					
ChPA	01	01	00	00	00	02
VPA	04	04	00	00	01	09
VoCPA	01	00	00	00	00	01
KPL	There are no backlog vacancies.					
<b>Total</b>	<b>12</b>	<b>12</b>	<b>09</b>	<b>01</b>	<b>01</b>	<b>35</b>

(ii) (b) Statement showing details of backlog reserved vacancies remain unfilled during the year 2025-26 in Major Port Authorities

Remaining Unfilled Backlog Vacancies during the year 2025-26							
Name of the Port	SC	ST	OBC	EWS	PwD	Total	
NMPA	00	00	03	01	02	06	
MbPA	237	188	05	00	00	430	
JNPA	00	01	00	00	00	01	
DPA	01	01	03	00	00	05	
PPA	200	133	58	06	00	397	
MgPA	35	01	04	00	04	44	
SMPA	20	19	04	00	01	44	
CoPA	04	03	00	01	00	08	
ChPA	02	38	00	00	00	40	
VPA	45	34	00	00	04	83	
VoCPA	06	16	00	00	00	22	
KPL	There are no backlog vacancies.						
<b>Total</b>	<b>550</b>	<b>434</b>	<b>77</b>	<b>08</b>	<b>11</b>	<b>1080</b>	



(ii) (c) Statement showing reasons for unfilled backlog reserved vacancies during the year 2025-26 in Major Port Authorities

Name of the Port	Reasons for unfilled Backlog reserved vacancies during the year 2025-26
NMPA	<ul style="list-style-type: none"><li>· Non-availability of eligible candidates in the feeder category.</li><li>· No fresh recruitments in Class III and IV category due to right sizing of manpower</li><li>· Enhanced PPP participation and shift towards landlord model of Ports.</li></ul>
MbPA	
JNPA	
DPA	
PPA	
MgPA	
SMPA	
CoPA	
ChPA	
VPA	
VoCPA	
KPL	There are no backlog vacancies.



(iii) Statement showing details of the Liaison Officer for SC/ST/OBC/EWS/PwD in Major Port Authorities

Name of the Port	SC/ST	OBC	EWS	PwD	Ex-Servicemen
<b>NMPA</b>	Smt. Vishalakshi, Dy. Secretary	Shri Yogindra S, Suptd. Engg. (Civil)	Shri Sringeswara N S, Suptd. Engg. (Mech.)	Smt. Vishalakshi, Dy. Secretary	-
<b>MbPA</b>	Shri P. H. Salvi, Sr. Dy. Secretary	Shri A. B. Zarkar, Dy. Traffic Manager.		Shri P. H. Salvi, Sr. Dy. Secretary	Shri P. H. Salvi, Sr. Dy. Secretary
<b>JNPA</b>	Shri Pakanj Kamal, Dy. General Manager (Finance)				
<b>DPA</b>	Shri K. Srinivas Rao, Dy. CE	Shri B. Rajendra Prasad, Dy. CE	Shri Deepak Rane, Dy. Secretary	Shri K. Srinivas Rao, Dy. CE	Shri Deepak Rane, Dy. Secretary
<b>PPA</b>	Shri Manas Kumar Sethy, Supd. Engg. (Elect.), [For SC]. Shri B. S. Naik, Supd. Engg. (Elect.) [For ST].	Shri A. K. Sahoo, Sr. Dy. Traffic Manager	Vacant	Shri B. S. Naik, Supd. Engg. (Elect.)	As per DoPT guidelines, the Liaison Officer of SC/ST will also act as the Liaison Officer for reservation matters to Ex-Servicemen.
<b>MgPA</b>	Shri Prakash Kavlekar, Asst. Executive Engg. (Mech.)	Sh. Ravindra Chopdekar, Dy. CAO	Sh. Ravindra Chopdekar, Dy. CAO	Shri Prakash Kavlekar, Asst. Executive Engg. (Mech.)	Shri Prakash Kavlekar, Asst. Executive Engg. (Mech.)
<b>SMPA</b>	Shri Joy Biswas, Dy. Engg. Supdt.	Dr. S. Bisui, Sr. MO	-	Roster Centrally Maintained at GAD	-
<b>CoPA</b>	Sri. Sudhir. J. Sawant, Supdtg. Eng. (Civil)	Sri. Bhagavath Singh. K. V., Dy. CME	-	Sri. Sudhir. J. Sawant, Supdtg. Eng. (Civil)	Sri. Sudhir. J. Sawant, Supdtg. Eng. (Civil)
<b>ChPA</b>	Shri S.D. Sadish Kumar, Chief Engineer Marine (Vessel), [For SC].  Smt. V. Vijayalakshmi, Dy. CME, [For ST]	Shri G. Vinodh Kumar, Dock Master, Marine Dept.	-	Smt. V. Vijayalakshmi, Dy.CME, M&EE Department.	-
<b>VPA</b>	Sri G. Ram Sekhar Yaaji, Traffic Manager [For SC] Sri B. Samba Murth, Sr. PO & Secretary i/c [For ST]	Sri S. Siva Kumar, Sr. Dy. Chief Accounts Officer	-	Sri B. Samba Murth, Sr. PO & Secretary i/c (For ST)	-
<b>VoCPA</b>	Smt. S. Selvi Meena, Hindi Officer Cum Senior Assistant Secretary	Shri R. Balaji Retnam	-	-	-
<b>KPL</b>	Smt. Kavita Satvi, GM (Finance) & CFO	Capt. G. M. Balan, GM (Marine Services)	Shri Yatin Patel, GM, (CS&BD)	Smt. Kavita Satvi, GM (Finance) & CFO	-



(iv) Statement showing details of Reservation Cell in Major Port Authorities

Name of the Port	Details of Reservation Cell
<b>NMPA</b>	OBC Cell - Shri Deekshith, AEE (Mech) [ Cell Officer]; Smt. Sumangala, AAO [Member]; Shri Raviraj P. Salian [Member]
	SC/ST Cell - Shri Somayya Niak [Cell Officer]; Smt. Leela, AEE (M) [Member]; Shri Gunashekhar [Member]
<b>MbPA</b>	A reservation Cell for SC/ST/OBCs/PwD & Ex. Serviceman exists in Human Resources Division of Mumbai Port. The Cell works in coordination with Liaison Officers/ Establishment Officers. [The designated officer- Shri B. B. Raturi, Sr. Asstt. Secretary].
<b>JNPA</b>	The SC/ST Cell, consisting of five (5) members, has been constituted to assist the Liaison Officer [Shri Pankaj Kamal].
<b>DPA</b>	SC/ST Cell - Smt. Reena Rosia, Scientific Officer [Cell Officer]
<b>PPA</b>	SC Cell - Shri Manas Kumar Sethy, Supd. Engg. (Elect.) ST /PwBDs Cell - Shri Belalassen Naik, Supd. Engg. (Elect.) OBC Cell - Shri Akshaya Kumar Sahoo, Sr. Dy. Traffic Manager
<b>MgPA</b>	Reservation Cells have been constituted for providing assistance to Liaison Officers.
<b>SMPA</b>	There is no specific Reservation Cell. Establishment Officer of different departments maintains roster position of the concerned department/division.
<b>CoPA</b>	OBC Cell - Shri Mathew Paul, Asst. Exe. Engineer (Ele) [Cell Officer]
	SC/ST Cell - Shri Karthikeyan, C.I., Asst. Exe. Engineer (Mech.) [Cell Officer]
<b>ChPA</b>	A separate wing in the name of 'SCT' section is functioning in General Administration Department under the supervision of a Dy. HOD level Officer.
<b>VPA</b>	A dedicated cell is functioning under GAD designated as 'N' Group, headed by Secretary.
<b>VoCPA</b>	Reservation cells for SC/ST and OBC are constituted and headed by respective Liaison Officers.
<b>KPL</b>	SC/ST Cell- Shri G. Viswanath & Shri K. Kamalakannan

**Shipping Corporation of India:**

I. Representation of SC/ST/OBC/PwBD/EWS/ESM (Shore Personnel)

Information as on 01.01.2026								
Category	Number	Percentage (%)	PwBD	PwBD Percentage (%)	EWS	EWS Percentage (%)	ESM	ESM Percentage (%)
OBC	91	20.04	6	1.32	1	0.22	4	00.88
SC	108	23.79						
ST	45	9.91						
UR	210	46.26						
<b>Grand Total</b>	<b>454</b>		<b>6</b>		<b>1</b>		<b>4</b>	

II. Representation of SC/ST/OBC – Floating Staff (Seafarers)

Category	Number	Percentage (%)
General (UR)	594	61.62
OBC	219	22.72
SC	114	11.83
ST	37	3.84
<b>Grand Total</b>	<b>964</b>	<b>100</b>

- III. Backlog position for the last ten years, as per available records, is being submitted. Two (02) ST backlog vacancies are reflected in the Assistant Manager (E2) cadre as per the current roster position and Two (02) SC backlog vacancies are reflected in the Senior Manager (E5) cadre as per the current roster position.

**(Shore Personnel)**

Level of post	No. of Backlog vacancies
Group 'A'	04
Group 'B'	NA
Group 'C' (including erstwhile Group 'D')	NA

The backlog was created owing to unavailability of candidates in the respective level. At the level of Assistant Manager (E2), recruitment is presently underway and the backlog is expected to be closed. Recruitment at the level of Senior Manager (E5) is need based, and the backlog will be fulfilled in due course as and when the next recruitment is conducted.

For Floating Staff (Seafarers), Ships cannot sail without statutory manpower complement, and therefore vacancies cannot be kept unfilled for extended periods to meet reservation targets.

- IV. **A Liaison Officer** in the rank of Deputy General Manager (E7 Grade) has been appointed for SC/ST - Capt. P.K.Pracheta, DGM

A Liaison Officer in the rank of Chief Manager (E6 Grade) has been appointed for OBC - Mr. Y.D. Shriswamy, CM.

A Liaison Officer in the rank of Deputy General Manager (E7 Grade) has been appointed for PwBD and EWS - Ms. Meena Karayi, DGM.

A Liaison Officer in the rank of Deputy General Manager (E7 Grade) was appointed for ESM, who is presently in the rank of General Manager (E8) - Cdr. Phanindra Yellapragada, GM

- V. No reservation cell has been constituted by the Organisation.



## Directorate General of Lighthouses and Lightships:

- (i) Statement showing Group/Class-wise representation of SCs/STs/OBCs/EWSs and PwDs in DGLL as on 01.01.2026

Sl. No.	Group/Class	Total Employee	SCs	STs	OBCs	EWS	PwDs	Total
1.	<b>DGLL</b>							
	Class –I / Group A	58	11	4	15	1	3	34
	Class –II/ Group B	274	43	19	84	1	6	153
	Class –III/ Group C	246	59	15	83	4	11	172
	Class –IV/ Group D	-	-	-	-	-	-	-
	<b>Total</b>	<b>578</b>	<b>113</b>	<b>38</b>	<b>182</b>	<b>6</b>	<b>20</b>	<b>359</b>

- (ii) (a) Statement showing details of backlog reserved vacancies filled during the year 2025-26 in DGLL

<b>Filled during the year 2025-26</b>						
Name of the Organisation	SC	ST	OBC	EWS	PwD	Total
DGLL	NIL					

- (ii) (b) Statement showing details of backlog reserved vacancies remain unfilled during the year 2025-26 in DGLL

<b>Remaining Unfilled Backlog Vacancies during the year 2025-26</b>						
Name of the Organisation	SC	ST	OBC	EWS	PwD	Total
DGLL	NIL					

- (ii) (c) Statement showing reasons for unfilled backlog reserved vacancies during the year 2025-26 in DGLL

Name of the Organisation	Reasons for unfilled Backlog reserved vacancies during the year 2025-26
DGLL	NIL

- (iii) Statement showing details of the Liaison Officer for SC/ST/OBC/EWS/PwD in DGLL

Name of the Organisation	SC/ST	OBC	EWS	PwD	Ex-Servicemen
DGLL	Sh Jitendra Kumar, AEE (C)	Sh Kanan Singh, Deputy Director	Sh Vinod Patil, AEE (E)	Sh Jitendra Kumar, AEE (C)	--

- (iv) Statement showing details of Reservation Cell in DGLL-

Name of the Organisation	Details of Reservation Cell
DGLL	NIL

**COCHIN SHIPYARD LIMITED:**

i. Statement showing Group/Class-wise representation of SCs/ STs/ OBCs/ EWSs and PwDs.

Sl. No.	Group/Class	Total Employee	SCs	STs	OBCs	EWS	PwDs	Total
								(SCs, STs, OBCs, EWS & PwDs)
1	Class –I / Group A	385	49	20	115	1	8	193
	Class –II/ Group B	175	19	8	82	2	1	112
	Class –III/ Group C	1159	154	15	614	1	28	812
	Class –IV/ Group D	419	50	5	293	1	11	360
	<b>Total</b>	<b>2138</b>	<b>272</b>	<b>48</b>	<b>1104</b>	<b>5</b>	<b>48</b>	<b>1477</b>

ii. a) Statement showing details of backlog reserved vacancies filled during the year 2025-26

Filled during the year 2025-26 (as on 01.01.2026)					
SC	ST	OBC	EWS	PwD	Total
Nil					

ii. b) Statement showing details of backlog reserved vacancies remain unfilled during the year 2025-26

Remaining Unfilled Backlog Vacancies during the year 2025-26					
SC	ST	OBC	EWS	PwD	Total
3	3	-	-	-	6

ii. c) Statement showing reasons for unfilled backlog reserved vacancies during the year 2025-26.

Reasons for unfilled Backlog reserved vacancies during the year 2025-26	
i)	1 post of SC in Officer Category remains unfilled since 2020 for want of candidates and shall be re-notified.
ii)	2 posts of SC in Supervisory Cadre remain unfilled since 2019 for want of candidates and shall be re-notified.
iii)	1 post of ST in Supervisory Cadre remains unfilled since 2018 for want of candidates and shall be re-notified.
iv)	2 posts of ST in Workmen Cadre remain unfilled since 2017 for want of candidates. At present, re-notified and recruitment under process.

iii. Statement showing details of the Liaison Officer for SC/ST/OBC/EWS/PwD.

SC/ST	OBC	EWS	PwD	Ex-Servicemen
Shri. Jayan K Thampi, General Manager (Ship Building) - SC	Smt. Darsana A R, Deputy General Manager (Design-CP)	Shri. Nagesh Krishna Moorthy, General Manager (BD-SB)	Shri. Vignesh V, Manager (Mechanical)	Shri. Nagesh Krishna Moorthy, General Manager (BD-SB)
Shri. Madhu P K, Deputy General Manager (Outsourcing) - ST				



iv. Statement showing details of Reservation Cell

Details of Reservation Cell	
(i)	Shri. Kiran T Raj, SM (SAP-HCM)
(ii)	Smt. Christina Sosa Abraham, DM (HR)
(iii)	Shri. Vishnu Shaji, AM (HR)
(iv)	Smt. Athira S R, AAO (HR)
(v)	Shri. Gijo Joseph, AAO (TO)
(vi)	Smt. Geetha K N, CA-SG
(vii)	Smt. Asha T N, CA-SG
(viii)	Smt. Raji R, JCA

**Andaman Lakshadweep Harbour Works:**

- (i) Statement showing Group/Class-wise representation of SCs/STs/OBCs/EWSs and PwDs in Andaman Lakshadweep Harbour Works

Sl. No.	Group/Class	Total Employee	SCs	STs	OBCs	EWS	PwDs	Total
1.	<b>Andaman Lakshadweep Harbour Works</b>							
	Class –I / Group A	10	4	1	0	0	0	05
	Class –II/ Group B	123	18	17	30	2	0	67
	Class –III/ Group C	105	15	38	13	0	0	66
	Class –IV/ Group D	0	0	0	0	0	0	0
	<b>Total</b>	<b>238</b>	<b>37</b>	<b>56</b>	<b>43</b>	<b>2</b>	<b>0</b>	<b>138</b>

- (ii) (a) Statement showing details of backlog reserved vacancies filled during the year 2025-26 in Andaman Lakshadweep Harbour Works

Filled during the year 2025-26						
Name of the Organisation	SC	ST	OBC	EWS	PwD	Total
ALHW	NIL					

- (ii) (b) Statement showing details of backlog reserved vacancies remain unfilled during the year 2025-26 in Andaman Lakshadweep Harbour Works

Remaining Unfilled Backlog Vacancies during the year 2025-26						
Name of the Organisation	SC	ST	OBC	EWS	PwD	Total
ALHW	NIL					

- (ii) (c) Statement showing reasons for unfilled backlog reserved vacancies during the year 2025-26 in Andaman Lakshadweep Harbour Works

Name of the Organisation	Reasons for unfilled Backlog reserved vacancies during the year 2025-26
ALHW	NIL

- (iii) Statement showing details of the Liaison Officer for SC/ST/OBC/EWS/PwD in Andaman Lakshadweep Harbour Works

Name of the Organisation	SC/ST	OBC	EWS	PwD	Ex-Servicemen
ALHW	Shri Abhay Janardhan Sirsikar, DCE(Civil) have been appointed as Liaison Officer for SC/ST/PWD vide Office Order No. 227/2025 dated 23.04.2025				
	Shri D.Sathyamoorthy, DC.E(Mech) have been appointed as Liaison Officer for OBC vide Office Order No. 787/2024 dated 18.12.2024				

- (iv) Statement showing details of Reservation Cell in Andaman Lakshadweep Harbour Works

Name of the Organisation	Details of Reservation Cell
ALHW	Reservation Cell for SC/ST/PWD have been constituted in accordance with the O.M No. 43011/153/2010-Estt.(res) dated 04.01.2013 for the welfare /enforcement of the Govt. policies for the SC/ST/PWD employees of ALHW vide Office Order No. 227/2025 dated 23.04.2025 (Copy attached) with the following compositions :- 1. Shri Abhay Janardhan Sirsikar, DCE(Civil) - Liaison Officer. 2. Shri R.Prabhakaran, A.E(Civil) - Member 3. Shri P.Srinivasa Rao, Assistant - Member
	Reservation Cell for OBC have been constituted in accordance with the O.M No. 43011/153/2010-Estt.(res) dated 04.01.2013 for the welfare /enforcement of the Govt. policies for the OBC employees of ALHW vide Office Order No. 787/2024 dated 18.12.2024 (Copy attached) with the following compositions :- 1. Shri D.Sathyamoorthy, DCE(Mech) - Liaison Officer. 2. Shri M.Sukesh, A.E(Mech) - Member 3. Smti. A.Sudha Mary, Assistant - Member



**DIRECTORATE GENERAL OF SHIPPING:**

For Group A Post/Officials								
		1	2	3	4	5	6	7
(a)	Total Representation as on 01/01/2026	SC	ST	OBC	EWS	Other	Total (a1+a2+a3+a4+a5)	Group B (Non-Gazetted)
		17	5	20	0	35	77	
(b)	Direct Recruitment During 2025	SC	ST	OBC	EWS	Other	Total (b1+b2+b3+b4+b5)	Group B (Non-Gazetted)
		2	0	2	0	7	11	
(c)	By Promotion During 2025	SC	ST			Other	Total (c1+c2+c4)	Group B (Non-Gazetted)
		4	1			7	12	
(d)	By Deputation During 2025	SC	ST	OBC		Other	Total (d1+d2+d3+d4)	Group B (Non-Gazetted)
		0	0	1		1	2	
(e)	(b+c+d)	SC	ST	OBC	EWS	Other	Total (e1+e2+e3+e4)	Group B (Non-Gazetted)
		6	1	3	0	15	25	
		(b1+c1+d1)	(b2+c2+d2)	(b3+d3)	(b4)	(b5+c5+d5)	(b6+c6+d6)	(b7+c7+d7)
For Group B Post/Officials								
		1	2	3	4	5	6	7
(a)	Total Representation as on 01/01/2026	SC	ST	OBC	EWS	Other	Total (a1+a2+a3+a4+a5)	Group B (Non-Gazetted)
		13	6	15	0	37	71	
(b)	Direct Recruitment During 2025	SC	ST	OBC	EWS	Other	Total (b1+b2+b3+b4+b5)	Group B (Non-Gazetted)
		0	0	0	0	0	0	
(c)	By Promotion During 2025	SC	ST			Other	Total (c1+c2+c4)	Group B (Non-Gazetted)
		3	2			13	18	
(d)	By Deputation During 2025	SC	ST	OBC		Other	Total (d1+d2+d3+d4)	Group B (Non-Gazetted)
		0	0	0		0	0	
(e)	(b+c+d)	SC	ST	OBC	EWS	Other	Total (e1+e2+e3+e4)	Group B (Non-Gazetted)
		3	2	0	0	13	18	
		(b1+c1+d1)	(b2+c2+d2)	(b3+d3)	(b4)	(b5+c5+d5)	(b6+c6+d6)	(b7+c7+d7)
For Group C Post/Officials								
		1	2	3	4	5	6	7
(a)	Total Representation as on 01/01/2026	SC	ST	OBC	EWS	Other	Total (a1+a2+a3+a4+a5)	Group C
		32	14	51	0	64	161	
(b)	Direct Recruitment During 2025	SC	ST	OBC	EWS	Other	Total (b1+b2+b3+b4+b5)	Group C
		1	0	1	0	1	3	
(c)	By Promotion During 2025	SC	ST			Other	Total (c1+c2+c4)	Group C
		2	1	0	0	3	6	
(d)	By Deputation During 2025	SC	ST	OBC		Other	Total (d1+d2+d3+d4)	Group C
		0	0	0	0	0	0	
(e)	(b+c+d)	SC	ST	OBC	EWS	Other	Total (e1+e2+e3+e4)	Group C
		3	1	1	0	4	9	
		(b1+c1+d1)	(b2+c2+d2)	(b3+d3)	(b4)	(b5+c5+d5)	(b6+c6+d6)	(b7+c7+d7)

## INLAND WATERWAYS AUTHORITY OF INDIA:

- (i) Statement showing Group/Class-wise representation of SCs/STs/OBCs/EWSs and PwDs in Inland Waterways Authority of India (IWAI) :

Sl. No.	Group/Class	Total Employee	SCs	STs	OBCs	EWS	PwDs	Total
1.	<b>Inland Waterways Authority of India (IWAI)</b>							
	<b>Class –I / Group A</b>	61	9	3	11	--	--	23
	<b>Class –II/ Group B</b>	113	13	6	24	10	3	56
	<b>Class –III/ Group C</b>	107	11	3	30	4	4	52
	<b>Class –IV/ Group D</b>	--	--	--	--	--	--	--
	<b>Total</b>	<b>281</b>	<b>33</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>7</b>	<b>131</b>

- (ii) (a) Statement showing details of backlog reserved vacancies filled during the year 2025-26 in Inland Waterways Authority of India (IWAI) : NIL
- (ii) (b) Statement showing details of backlog reserved vacancies remain unfilled during the year 2025-26 in Inland Waterways Authority of India (IWAI) : NIL
- (ii) (c) Statement showing reasons for unfilled backlog reserved vacancies during the year 2025-26 in Inland Waterways Authority of India (IWAI) : NIL
- (iii) Statement showing details of the Liaison Officer for SC/ST/OBC/EWS/PwD in Inland Waterways Authority of India (IWAI) :

Name of the Organization	SC/ST	PwD	OBC	EWS	Ex-Servicemen
<b>IWAI</b>	Sh. Rakesh Kumar, Director		Sh. V. Murugesan, Director		

- (iv) Statement showing details of Reservation Cell in Inland Waterways Authority of India (IWAI) : Liaison Officers for SC/ST/OBC & PWD have been nominated to implement the provisions of reservation wherein it is ensured that the Selection Committee/DPC is constituted with a member of reserved category/representations/grievances received from SCs, STs, OBCs & PwDs is addressed case to case basis by the Internal Redressal Committee with approval of the Competent Authority.



**ANNEXURE - IV**

(Para 10.17 refer)

**GRANT OF THE MINISTRY OF PORTS, SHIPPING AND  
WATERWAYS  
FOR THE FINANCIAL YEAR 2025-2026 (Net Basis)**

(Rs in crores)

Grant No. & Name		Budget Estimate	Supplementary	Revised Estimate	Actual Expenditure upto 31.12.2025
Grant No. 78	Revenue Account	1709.23	0.02	1700.13	931.51
	Capital Account	1761.35	0	1198.98	1125.60
<b>Total</b>		<b>3470.58</b>	<b>0</b>	<b>2899.11</b>	<b>2057.11</b>

Source: DDG, E-lekha and Supplementary Demand for Grants.

## ANNEXURE - V

(Para 10.17 refer)

### HEADWISE DETAILS OF RECEIPTS AS PER THE STATEMENT OF CENTRAL TRANSACTION (SCT) FOR THE LAST THREE YEARS

#### REVENUE RECEIPTS

(Rs in crores)

Sr. No.	MAJOR HEAD	2023-24	2024-25	2025-26 (upto 31.12 2025)
1.	0021-Taxes on Income other than Corporation Tax	25.03	30.51	17.55
2.	0045-Other Taxes & Duties on Commodities & Services	0.00	0.00	0.00
3.	0049- Interest Receipts	10.17	12.06	10.06
4.	0050-Dividends & Profits	185.58	215.08	428.66
5.	0070-Other Administrative Services	0.00	0.00	0.00
6.	0071-Contribution & Recoveries towards Pension & Other Retirements Benefits	13.12	13.15	14.87
7.	0075-Miscellaneous General Services	0.00	0.00	0.00
8.	0210-Medical & Public Health	0.42	0.43	0.36
9.	0216-Housing	0.30	0.33	0.48
10.	1051-Ports and Light Houses	441.84	451.89	390.22
11.	1052-Shipping	107.92	116.27	94.97
12.	1054-Roads and Bridges	0.00	0.00	0.00
13.	1056-Inland Water Transport	13.97	20.13	0.00
14.	1401-Atomic Energy Research	0.00	0.00	0.00
15.	1475 – Other General Economic Services	0.02	0.02	0.03
<b>A</b>	<b>REVENUE RECEIPTS</b>	<b>798.37</b>	<b>859.87</b>	<b>957.20</b>

#### CAPTIAL RECEIPT

Sr. No.	MAJOR HEAD	2023-24	2024-25	2025-26 (up to 31.12.2025)
1.	4000- Miscellaneous Capital Receipts	0.00	0.00	0.00
2.	6858- Loans for Engineering Industries	0.00	0.00	0.00
3.	7051- Loans for Port & Light Houses	0.00	0.00	0.00
4.	7056-Loans for Inland Water Transport	0.00	0.00	0.00
5.	7601-Loans & Advances to State Govt.	0.00	0.00	0.00
6.	7610- Loans to Govt. Servants	0.28	0.22	0.12
	<b>CAPITAL RECEIPTS</b>	<b>0.28</b>	<b>0.22</b>	<b>0.12</b>



**ANNEXURE - VI**

(Para 10.17 refer)

**Ministry of Ports, Shipping & Waterways  
HEADWISE DETAILS OF EXPENDITURE FOR THE LAST THREE  
YEARS i.e. FROM 2023-24 TO 2025-26 (upto 31.12.2025)**

(Rs in crores)

Major head wise Description	2023-24	2024-25	2025-26 (up to 31.12.2025)
<b>Revenue Section</b>			
<b>2852-Industries (Assistance to ship building R&amp;D, E governance)</b>	99.12	150.39	125.32
<b>3051- Ports &amp; Lighthouses</b>			
3051-.01 Major Ports(Sagarmala)	637.65	779.47	475.70
3051-.02-Minor Ports(ALHW)	68.76	62.94	45.09
3051-.03Light Houses and Light Ships(DGLL)	373.43	508.37	357.89
3051-.80General (R&B)	9.71	11.38	8.49
<b>3052-Shipping (DG Shipping)</b>	214.01	298.29	178.98
<b>3056-Inland Water Transport</b>	76.50	76.50	62.99
<b>3451-Secretariat-Economic Services</b>	61.15	67.59	52.74
<b>3601-Grant-in-aid to State Government</b>	0.00	3.71	5.20
<b>TOTAL Revenue Exp. (Gross)</b>	<b>1540.33</b>	<b>1958.64</b>	<b>1312.40</b>
<b>Deduct recoveries</b>	<b>-32.36</b>	<b>-35.32</b>	<b>-23.00</b>
<b>Exp. met from DGLL Receipts</b>	<b>-373.43</b>	<b>-425.13</b>	<b>-357.89</b>
<b>Total Revenue Exp. (Net)</b>	<b>1134.54</b>	<b>1498.19</b>	<b>931.51</b>
<b>Capital Section</b>			
<b>5051- Capital outlay on Ports &amp; Lighthouses</b>			
5051-.01 Major Ports(Sagarmala)	123.02	23.82	11.20
5051-.02-Minor Ports(ALHW)	0.00	0.00	0.00
5051-.03 Light Houses and Light Ships(DGLL)	99.89	80.23	70.93
<b>5052-Capital outlay on Shipping</b>	13.19	37.59	22.09
<b>5056-Capital Outlay on Inland water transport</b>	1010.50	1127.23	1090.50
<b>5475-Capital Outlay on other General Economic Services</b>	2.84	4.05	1.81
<b>7051-Loans for Ports &amp; Light Houses</b>	0.00	146.72	0.00
<b>TOTAL Capital Exp. (Gross)</b>	<b>1249.44</b>	<b>1419.64</b>	<b>1196.53</b>
<b>Deduct Recoveries</b>	<b>-100.81</b>	<b>-80.23</b>	<b>-70.93</b>
<b>Total Capital Exp. (Net)</b>	<b>1148.63</b>	<b>1339.41</b>	<b>1125.60</b>
<b>Grand Total of Rev. +Cap. (Net)</b>	<b>2283.17</b>	<b>2837.60</b>	<b>2057.11</b>

Source: Statement of Grant Transaction (SGT)

**ANNEXURE - VII**

(Para 10.17 refer)

**Expenditure incurred by Ministry of Ports Shipping and Waterways  
on behalf of other Ministries**

**FOR THE LAST THREE YEARS i.e. FROM 2023-24 TO 2025-26 (upto 31.12.2025)**

(Rs in crores)

<b>MAJOR HEAD WITH GRANTS</b>	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26 (up to December 2025)</b>
<b>Revenue Section</b>			
2049-Interest Payment (Gr.No.39)	10.58	10.95	0.30
2071-Pension Payment (Gr.No.41)	35.33	48.27	31.55
2235-Social, Security & Welfare (Gr.No.41)	0.04	0.04	0.03
3051-Port and Lighthouses Andaman & Nicobar administration (Gr.No.52)	3.68	6.05	1.88
3051- Lakshadweep (Gr.No.56)	-0.01	0.00	0.00
3605- Technical & Economical Co-operation with other Countries (Gr.No.29)	100.00	400.00	400.00
<b>TOTAL (Revenue Exp.)</b>	<b>149.62</b>	<b>465.31</b>	<b>433.76</b>
<b>Capital Section</b>			
4405-Capital outlay on fisheries (Gr.No.52)	0.18	0.28	0.15
5051- Capital outlay on Ports & Lighthouses Andaman & Nicobar administration (Gr.No.52)	3.45	4.00	2.64
5052-Capital outlay on Shipping Andaman & Nicobar administration (Gr.No.52)	0.00	1.61	0.00
5052-Lakshadweep (Gr.No.56)	0.00	0.00	0.00
5053- Capital Outlay on Civil Aviation	0.00	0.00	0.31
5452-Capital outlay on tourism Andaman & Nicobar administration (Gr.No.52)	0.00	0.00	0.00
7610-Loans to Govt. servants (Gr.No.30)	0.09	0.14	0.10
<b>TOTAL (Capital Exp.)</b>	<b>3.72</b>	<b>6.03</b>	<b>3.20</b>
<b>Grand Total (Rev.+Cap.)</b>	<b>153.34</b>	<b>471.34</b>	<b>436.96</b>

Source: Statement of Grant Transaction (SGT)



**ANNEXURE - VIII**  
(Para 10.17 refer)

**MINISTRY OF PORTS, SHIPPING AND WATERWAYS**

<b>DEPRECIATION RESERVE FUND (8115)</b>	<b>(Rs. in crores)</b>
Opening Balance as on 01.04.2025	327.63
Receipt during Apr- November -2025	48.00
Payment during Apr- November - 2025	2.13
Closing Balance as on 30.11.2025	373.50
<b>GENERAL RESERVE FUND (8121)</b>	
Opening Balance as on 01.04.2025	1122.39
Receipt during Apr- November -2025	166.06
Payment during Apr- November -2025	68.81
<b>Closing Balance as on 30.11.2025</b>	<b>1219.64</b>

Source: Classified Consolidated Abstract Account





सत्यमेव जयते

# MINISTRY OF PORTS, SHIPPING & WATERWAYS GOVERNMENT OF INDIA

Transport Bhawan, 1 Parliament Street, New Delhi-110001

[www.shipmin.gov.in](http://www.shipmin.gov.in)

Design & layout by MoPSW Media Hub

